

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR THE TAPA EMEA FAMILY

COCAINE CHAIN

How is cocaine trafficking in Europe impacting the legal supply chain?

Page 19: See all the latest TAPA FSR and TSR Standards certifications in the EMEA region

Pages 20-21: Securing high-value goods during intermodal transportation

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Pages 10-13: Our 2021 Premier Partners' Q&A looks at challenges in 2021, the supply chain security outlook for 2022, and priorities for the year ahead

Pages 14-17: TAPA's incident database records another 175 cargo crimes in 30 days, targeting over €1.2 million of goods in 21 countries

welcome

A CHRISTMAS MESSAGE TO ALL TAPA EMEA MEMBERS & PARTNERS



PLAY VIDEO NOW

WHY IS 20 JANUARY 2022 SO IMPORTANT?

TAPA EMEA's mission is to help its members in the Europe, Middle East & Africa region minimise losses from their supply chains.

To help achieve this, we need data and intelligence.

We know we will never be able to capture information on every single cargo theft from supply chains - but if we can achieve a critical mass of intelligence for crimes in countries across our region, this will give us a clearer picture of the risks companies need to manage. That's why 20 January 2022 should be a date that's important to all of us because this is the deadline for you to send us your contributions to our cargo crime database for any incidents in 2021 which you have information for.

I cannot under-estimate the importance of your support.

When our members are assessing supply chain risks, especially for specific regions or transport routings, analysing the data in TAPA EMEA's Incident Information Service (IIS) database, is invaluable. Within a matter of seconds, they can see what types of incidents have been recorded, the locations of these crimes, the modus operandi of cargo thieves,

and the products offenders are targeting. They can then manage these risks. As the saying goes 'forearmed is forewarned'.

As members of the TAPA EMEA Family, I hope you will feel a responsibility to share any intelligence you have. Every member company will benefit from this exercise. And, let me personally reassure you of one key fact:

- **Your company name remains 100% anonymous. We never record the names of any individuals or businesses which report cargo crime data to TAPA EMEA**



We are asking for your incident intelligence on any incidents across the whole of 2021, including cargo loss intelligence you have received or seen for 2021 from sources such as information partners, law enforcement agencies or media channels. It's not only our members who will benefit from your actions. As Europol's Michael Will stated last month at our Virtual Conference: 'Report, report, report – report to TAPA because TAPA is our data source for strategic and statistical data.'

The intelligence we collate is highly respected and of great value to law enforcement agencies across EMEA. In their minds, it reinforces the value of a close working relationship with TAPA EMEA. It also encourages them to share their data with us

too, and, most importantly, it provides a bigger bank of intelligence to help our policing partners disrupt cargo thieves and, hopefully, leads to more successful prosecutions.

We want to make it as easy as possible for you to send us your incident data. So, you can submit your information as an Excel spreadsheet, or by uploading it into our IIS tool, or using the online form on our website.

In 2022, all the intelligence we gather will be accessible in our new TIS tool – TAPA EMEA Intelligence System – which will replace the current Incident Information Service (IIS) in Q1. This will give you access to new and improved analytics and mapping tools, and will be your single-source to also identify TAPA EMEA-certified facilities, trucking operators, and secure parking sites.

TIS will be the best intelligence tool we've ever provided. Please help us now to ensure it contains as main information as possible to improve the supply chain resilience of the entire TAPA EMEA Family.

Please send all 2021 cargo crime data and reports to iis@tapaemea.org



THORSTEN NEUMANN
President &
CEO, TAPA EMEA

EVERY PROVINCE OF SOUTH AFRICA RECORDS TRUCK HIJACKINGS WITH 410 INCIDENTS IN THREE MONTHS, POLICE REPORT

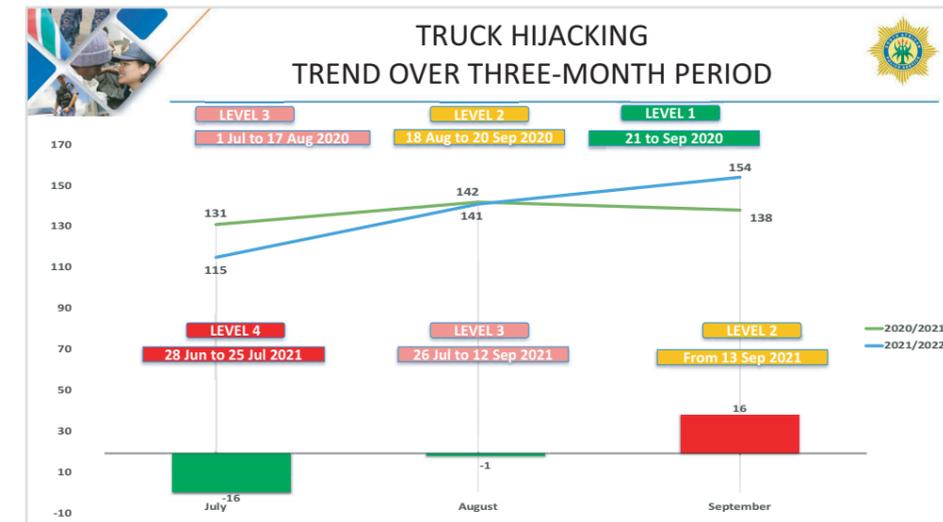
All nine provinces of South Africa recorded truck hijackings in the latest quarterly statistics reported by the South African Police Service (SAPS).

Data for the three months ended 30 September 2021 shows a total of 410 incidents, one fewer than for the same period of 2020. Gauteng province remains the location of the majority of truck hijacking crimes, accounting for 253 incidents during this reporting quarter, up 2% YoY.

Mpumalanga saw the second highest rate of incidents, with 50 in total – up 42.9%. Eastern Cape, meanwhile, recorded 40 hijackings, five more than in the same quarter of 2020. North West province also saw a rise in attacks with 14, compared to 4 in the corresponding data for last year.

Of the three provinces seeing a fall in truck hijackings in July, August and September 2021, Western reported the highest reduction of 62.5% to 18 incidents versus 48 a year ago.

According to SAPS, attacks on cash-in-transit vehicles over the three months fell 18.8% to 52 crimes. Eastern Cape accounted for 13 of these incidents, six more versus the same quarter of 2020 while CIT hijackings in Gauteng province reduce to 12 from 27 in the previous year.



	Eastern Cape	Free State	Gauteng	Kwazulu /Natal	Limpopo	Mpumalanga	North West	Northern Cape	Western Cape	Republic of South Africa
Jul_Sep 2020_21	40	13	248	19	4	35	4	0	48	411
Jul_Sep 2021_22	35	18	253	18	4	50	14	0	18	410
Count Diff	-5	5	5	-1	0	15	10	0	-30	-1
% Change	-12,5%	38,5%	2,0%	-5,3%	0,0%	42,9%	250,0%	0 Counts	-62,5%	-0,2%

WELCOME TO OUR NEW MEMBERS



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

Company	Country	Website
Barloworld Logistics Africa (Pty) Ltd	ZA	www.barloworld-logistics.com
JET Logistics BV	NL	www.jet-logistics.com
Al Barrak Logistics	AE	www.absaco.com
Noir Security SRL	IT	www.noirexcellencegroup.com
AS Watson Health & Beauty Continental Europe BV	NL	www.werkenbijaswatson.nl
John Corneth BV	NL	www.corneth.nl
Urbex Express SL	ES	www.biomedicallogistics.com
Gefco Slovakia	SK	www.gefco.net

DRUG HABIT

It's generally accepted that cargo crime is now a frequent 'fundraiser' for Organised Crime Groups (OCGs), the proceeds from which help to facilitate their other many and varied activities. Compared to the income potential of drug trafficking, stealing goods out of warehouses and from trucks may seem relatively nominal in terms of generating hard cash but the need to transport drugs to the estimated 270 million addicts and users of illegal drugs globally is where drugs, traffickers and supply chains all interconnect.

And for legitimate operators of supply chains, that means risk. Big risk. And, growing risk.

Nearly 40% of criminal networks are active in drugs trafficking, and the production and trafficking of drugs remains the largest criminal business in the EU. With a retail market estimated to be worth at least €5.7 billion annually, cocaine is Europe's most commonly used stimulant, and the range of criminal organisations involved in cocaine trafficking is wider than ever. Within Europe, there is significant cooperation among OCGs.

INTERPOL states: 'Criminal networks traffic a range of drugs including cannabis, cocaine, heroin and methamphetamine. As international borders become increasingly porous, global abuse and accessibility to drugs have become increasingly widespread. As criminals devise ever-more creative ways of disguising illegal drugs for transport, law enforcement faces challenges in detecting such concealed substances.'

It's also a growing challenge for more and more supply chain stakeholders too...



Image credit: Planetpix / Alamy

US Coast Guard unloads 41 bales of cocaine worth \$40 million dollars during a drug offload.

Cocaine trafficking into Europe – impacts on the legal supply chain

Despite most countries and city nightlife being shut down by Covid-19 restrictions for most of 2020, cocaine was the second most used illegal substance in Europe last year, with more than 4.5 million people using the drug at least once. Only a fraction was seized by authorities. Infiltration by drug traffickers is leaving the legal supply chain at risk of both delays and violence, and similar conditions are likely to have persisted over 2021 and are going into 2022.

While the legal supply chain endured more disruptions and delays than ever before in 2020, cocaine smuggling into Europe

increased through a rising demand. Cocaine was the second most used illegal drug in Europe last year and despite 125 tonnes of cocaine being seized in ports by authorities on the continent, some say that may only amount to 10% of the total trade. At least 1,250 tonnes of the drug is estimated to have reached the overall European market during 2020. While the total quantity for 2021 is still uncertain, the types and number of seizures reported over the year are clearly indicating that the tempo is not decreasing.

These numbers highlight the continuing issue of cocaine smuggling into, and trafficking across, Europe – and the need for maritime and land-based logistics operations to mitigate against the risk of being impacted along the various points of the illegal supply chain.

Actors and smuggling

A wide range of actors are part of supplying Europe with cocaine. On the South American side, it is the local coca farmers cultivating

coca leaves in large plantations, local producers running cocaine labs where the cocaine is made, brokers that sell the cocaine to interested wholesale buyers, and trafficking groups facilitating smuggling to large ports.

On the European side of the Atlantic, the involved actors are predominately the major organised crime groups (OCGs) that are in control of cocaine trafficking. They purchase the cocaine in bulk quantities from their contacts in South America and move the product across Europe to the larger local markets in major cities.

While the criminal actors involved in the cocaine trade generally have their hands on the product most of the time while getting it from the South American jungles to consumers in Europe, there are two critical points where the traffickers are not in control of the cocaine, and where the illegal activities overlap with both the maritime and the land-based supply chain.

Critical overlaps

The first is on the maritime side when the cocaine needs to be moved across the Atlantic Ocean. While many cocaine traffickers involved

in the inter-continental drug trade use private vessels like yachts and even ocean going submersible vessels, the most common method of smuggling cocaine is by exploiting commercial cargo vessels sailing between South American and European ports. The drugs can be placed under water in openings in the ships' hull like vents or drains, or even attached to the ship itself in large metal cylinders.

But by far the method allowing for the most volume is to breach port facilities and place bags of cocaine inside shipping containers – known as the 'rip-on/rip-off' method. The containers are loaded onto cargo ships, moved to Europe, and unloaded in a major port. The receivers in Europe then have to extract the cocaine from the port, which can be as relatively easy as bribing a port worker to open a gate and look the other way.

The second critical point is indicated by the threat against legal logistics operations and happen if the trafficking groups fail to obtain the drugs inside port facilities.

With multi-million-euro shipments being the norm, the traffickers will track and seize their cargo, and in Northern Europe there are multiple incidents of trucks carrying containers from ports being hijacked and attacked on the roads – when further investigation is carried out, the containers will have been loaded with cocaine, and the criminals will have had to intercept the cargo to get their drugs.

Violence

Trafficking organisations in Europe are ready to go to extreme lengths to obtain and keep their drugs secure. A single kg of cocaine is worth as much as €80,000 in street value and, with little control during shipping, bribery of port workers is common to obtain access to secure areas. Threats and coercion, however, are used just as often.

A rather disturbing case from the port of Le Havre in 2020 indicates that a port worker was kidnapped, tortured, and killed after refusing to support drug traffickers operating in the port. The uncovering of an underworld prison, complete with cells and an interrogation room/torture chamber in the Netherlands, just north of the port of Antwerp, in 2020 further indicates the brutality related to the drug trade.

And the threat continues beyond the ports. Land-based hauliers and drivers face the same risks and can be threatened, beaten, and even held hostage for short periods of time while the criminals get their product out of the lorries. In addition, there have been incidents of drivers being caught in the middle of firefights between traffickers and police, when authorities show up. With €80,000/kg at stake, the perpetrators will rarely shy away from violence to get what are often +100kg shipments.



At a press conference of the Bavarian police in Munich, the found cocaine is shown, which was smuggled into banana crates from Ecuador to Europe. The drug discovery is guarded by a police officer.

Image credit: Sueddeutsche Zeitung Photo / Alamy



Calais Ferry Port, France – UK Border Agency staff and sniffer dog checking a lorry

Image credit: Realimage / Alamy

Insiders

Aside from the direct threat against innocent logistics workers, logistics organisations also face a considerable insider threat. This insider threat is apparent when lorry drivers accept offers from trafficking groups to use their vehicles to transport illegal drugs on their otherwise legal trips with cargo consignments.

Sometimes the drugs are hidden inside the driver's cabin, sometimes in the cargo, and at other times the traffickers may even have taken the time to do modifications to the lorry to install compartments to hide the drugs. Either way, the legal cargo consignment is made to camouflage the illegal trafficking and purpose of the trip.

The potential threat related to this setup is that the driver will likely get arrested if caught, leaving the cargo consignment stranded at whatever border crossing or police checkpoint this happens at. Still, with the Schengen agreement and the largely open borders in Europe, it is relatively rare that anything like this is found on the continent. This is also why most of the identified cases we have of insider cases are at the Calais-Dover crossing between the UK and Europe, as extensive border protection and control measures have been in place here since long before Brexit.

Online drug trade

Another overlap between drugs and commercial logistics is the online drug trade. The online drug trade has long been driven by dark-web marketplaces, where customers

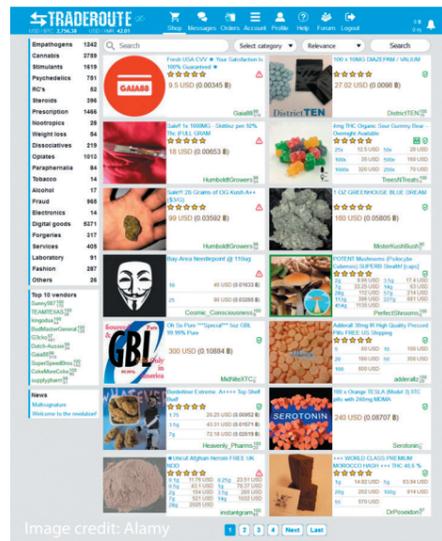


Image credit: Alamy

TradeRoute Marketplace for illicit goods (drugs, counterfeits, fraudulent services and supplies) accessed through the darknet (Tor network). Homepage showing categories of items sold with images of various items on offer.

have been able to buy a wide range of drugs and other illegal wares. The marketplaces look very similar to other types of internet shops, complete with images of the product, customer and vendor ratings, and shipping rates.

These efforts are designed to make the drug trade appear almost legitimate – there is even the possibility to buy “fair-trade” or “conflict-free” drugs online, so customers can tell themselves that the drugs they buy haven't come from a highly illegal and violent supply chain. Payment is done using bitcoin and other types of crypto currency, meaning that the transactions are very difficult to trace and making transactions virtually anonymous.

The drugs are sent via regular mail and postal services, with parcels containing drugs disappearing into the millions of online purchases being shipped across the European continent each year. Numbers from Dutch authorities indicate that as many as 9,000 parcels containing drugs are sent each month, noting that this is only parcels shipped from the Netherlands. With such a high volume of drug shipments, it isn't hard to imagine how most lorries carrying parcels might contain one or two shipments of illegal substances, and while it rarely impacts the legal business directly, it says a lot about the extent, use, and frequency of movement of illegal drugs.

Increased vigilance and mitigation

The illegal drug trafficking routes into and across Europe overlap with legal supply chains in several areas in ports and on land, and as demand is increasing, so are the threats to maritime and land-based logistics. With the central market of clubs, bars, and nightlife widely re-opening as Covid-19 restrictions across Europe have been relaxed in recent months, there will be plenty of clients, and the supply will keep going. Logisticians should keep vigilant to mitigate against the risks of both violence to port staff and drivers, and infiltration of operations on a wider scale.

About the Author



Kristian Bischoff is Europe Analyst at Risk Intelligence. He 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.

Risk Intelligence offers global risk intelligence and near real-time threat alerts 24/7. Its land-based supply chain tool, LandRisk Logistics, provides lane threat assessments and route planning, and enables fast reaction time and alternative route assessment with incident alerts and on-the-road browser access. riskintelligence.eu



Map of European ports affected by drug trafficking into Europe - all acting as entry point and potential locations of vulnerability for land-based logistics. All ports shown see shipments above 1,000kg with Rotterdam 33 tonnes and Antwerp 66 tonnes.

'Most of the cases are at the Calais-Dover crossing between the UK and Europe, as extensive border protection and control measures have been in place here since long before Brexit.'



Image credit: Sueddeutsche Zeitung Photo / Alamy

Cocaine was smuggled from Ecuador to Europe in banana boxes. The police were able to bring the dealers, who belong to a criminal Eastern European gang, to justice in Munich.

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...



NOT A HAPPY CHRISTMAS...

... for the organised criminal group of 30 Romanian nationals who were apprehended at the end of November following an operation by law enforcement authorities in France, Germany and Romania, supported by Europol and Eurojust. The group is suspected of thefts targeting cargo transport rest areas along main road haulage routes between the three countries. According to Europol, the group mainly targeted cargo shipments of alcohol and small electronics, stealing goods worth an estimated €2.5 million. It's good to know they're off the highways this Christmas. Congratulations to all the police authorities involved in this successful operation.



SOME SPECIAL END-OF-YEAR THANK YOU'S...

I am always keen to acknowledge the help and support we receive as an industry Association.

At the end of the year, it's important to recognise everyone who has contributed to not just a successful year, but a record year. Let me start with our TAPA EMEA team and Advisory Board, who have worked so tirelessly throughout 2021 to support the objectives of our Association and to provide the best outcomes for our members. They have done an amazing job and I know they will want to push the bar even higher in 2022.

Thank you also to all the volunteers who support our Standards and Training programmes.

And, special thanks to all our suppliers and partners for their commitment to TAPA EMEA.

Most of all, thank you to our members. You give us our strength and your support enables us to grow and deliver more benefits to our entire family of supply chain security stakeholders.

It motivates us to bring even more value to your TAPA EMEA membership in the year ahead. Thank you everyone!

MEETING OUR GOALS IN 2021

2021 is coming to an end, and this has been the most successful year ever for TAPA EMEA.

We have made significant progress over the course of this year in all areas of the services and solutions we deliver to our members. In challenging market conditions for everyone, we have managed, once again, to grow our FSR and TSR certifications, and continued to progress our PSR Security Standard. This – in the cases of FSR and TSR – is partly due to the steep rise in our training capabilities since the development of more flexible and accessible online courses.

Behind the scenes, we are also building our new TIS intelligence tool for TAPA EMEA's members, ready for it to go 'live' in Q1 2022, and we are working on more web improvements for next year too.

In terms of communications, we have continued to address a broad range of supply chain resilience topics through our webinars, Virtual Conference and *Vigilant* digital magazine, and we have started planning for our next big face-to-face event on 7-8 June 2022 in Amsterdam.

And, of course, we now have more members than ever before, which means we are building a bigger and better networking community of like-minded supply chain resilience professionals.

As well as all these benefits, we are continuing to build the TAPA EMEA team to provide the time, support and compliance required to run a fast-growing industry Association. I am pleased to report that I, Ap Boom, our Chief Financial & Compliance Officer, and Treasurer, Björn Hartong, have just had our latest meeting with our attorney and tax compliance advisors, who have once again confirmed we have met all the obligations required to maintain TAPA EMEA's not-for-profit status.

All these positive factors put us on course for another exciting year of development to help our members even more in 2022.



10 THINGS TO LOOK FORWARD TO IN 2022

- TIS – our new and best-ever intelligence tool will go 'live' in Q1
- 7-8 June – we'll be meeting face-to-face for TAPA EMEA's Conference in Amsterdam
- 8-10 November – join us online for our 2022 Virtual Conference
- New subtitled Standards training materials will be launched
- Our webinar season will share more knowledge and expertise on key supply chain resilience issues
- We are planning to bring you more cargo crime intelligence reports
- Plus, access to the subject matter expertise of our TAPA EMEA 2022 Premier Partners
- Our regional representation footprint will grow in EMEA
- We'll welcome even more new members – and extra networking opportunities
- Look out for more content features in our *Vigilant* magazine

TSR TRAINING IN ITALY

As well as producing subtitled training videos in various languages in 2022, we're also continuing to focus on our training provision in countries where we know there are significant cargo crime challenges, but where we are still seeking regular sources of incident data.

Italy is one of those countries.

In the past five months, TAPA EMEA has recorded cargo thefts involving losses of cash, cosmetics & hygiene products, cigarettes, car parts and tyres, furniture and household appliances, clothing and footwear, food and drink, and metal in locations across Italy, including thefts of goods worth up to €1.2 million in a single criminal attack.



To help our members in Italy manage these risks and prevent losses from their supply chains, TAPA EMEA has scheduled a specific training course on 19 & 20 January 2022 for any companies in Italy using, or planning to use, the Association's Trucking Security Requirements (TSR) industry standard to protect their employees, vehicles and cargoes. This will be an online training course using the TEAMS platform and will be presented in English, but with the support of the Italian language version of the TSR Standard, which will shortly be available to download on the TAPA EMEA website.

You can register for this course using this [link](#)

OUR 2021 PREMIER PARTNERS...

This year, we have received the additional support of our 2021 Premier Partners:

- Autida
- G4S Telematix
- Genetec
- Multiprotexion
- SBS
- The Cargo Security Company
- Truck Watch
- ZF

They have supported what was a new programme for TAPA EMEA and, in doing so, have helped us do more for our members this year. We thank them all.

I am delighted to say we have already welcomed many of these companies back to join our 2022 Premier Partners programme, as well as some new first-time supporters. You'll be hearing more about them in January.



SHARE

LET'S GET THE MESSAGE...

I am going to repeat my request in case you missed it on page 2 of this issue. Please send us any cargo crime incident data you have for 2021 and help us continue to provide the very best source of cargo loss data for supply chain security professionals. It is in all our best interests to have access to the biggest possible database of intelligence. If you can make a contribution to iis@tapaemea.org please do so as soon as possible.

SAFE HANDS IN A CHANGING WORLD...

2021 has been another demanding year for everyone responsible for ensuring the resilience of global supply chains.

To get their individual perspectives on the last 12 months, the outlook for 2022, and their own objectives for the year ahead, Vigilant invited TAPA EMEA's 2021 Premier Partners to answer five questions:

- 1 What have been the biggest security challenges you've helped your customers to overcome in 2021 – and did any new challenges emerge this year?
- 2 From your own business perspective, what have been the biggest supply chain security lessons from Covid?
- 3 Based on your knowledge of the industry, what do you expect to present the biggest supply chain resilience issues in 2022?
- 4 Do you anticipate the threat of cargo crime in the EMEA region increasing in 2022?
- 5 What are your own business priorities for 2022?



Michalis Chronopoulos

Head of Security Risk Management, G4S Telematix

1 The last 2 years have been critical for all types of operations, especially for the secure supply chain. In the shortest time possible, due to countries' lockdowns, continuous change of regulations and uncertainty about the future of the pandemic, managers had to transform their operations, if not even invent new ways of working, in order to address this new freight demand. Changing from air freight to road in

a single instant and retaining the same level of security requires great adaptation skills that only working with professionals can ensure. G4S Telematix, with a wide network across Europe, managed not only to provide security route risk assessments for all the new lanes to be used but also deployed professional guards whenever the delays at the borders forced drivers to park in non-secure areas or security escorts for specific type of cargo, such as the Covid-19 vaccines.

2 The risk of a global pandemic was treated as an event that is highly unlikely to happen and was rarely evaluated by the business impact analysis of companies. Thus, very few business continuity plans had predicted and developed procedures to address such a threat. Lesson learned; risks with low likelihood but major impact should always be evaluated and necessary mitigation measures should be applied.

3 The ongoing truck driver shortage will drive the market to use potential candidates that would normally lack the ability to meet carriers' hiring standards for driving record or criminal histories. Although screening and vetting processes will keep trying to mitigate these risks, technology is the only way forward if security professionals want to ensure every driver's compliance and keep a high level of security in operations.

4 As explained previously, introducing inexperienced drivers in the high value theft targeted transportation industry, a sector which requires high security awareness, adequate knowledge of security systems and high commitment to processes, will create opportunities for both organised as well as opportunism crime to thrive.

'The ongoing truck driver shortage will drive the market to use potential candidates that would normally lack the ability to meet carriers' hiring standards for driving record or criminal histories.'

5 G4S Telematix, being a leader in secure supply chain, has a single goal; to provide to its customers the peace of mind they need in order to overcome the challenges of the future. That being said, in 2022, G4S will continue investing in technology that will give full transparency to customers, a clear view of the performance of monitoring and response, and solutions that will enable the customers to differentiate from their competitors when new risks arise. Loyal to our moto, 'Securing your Mobility', our priority is to maintain our role as leaders of monitoring services that protect the drivers and the cargo, and improve supply chain efficiency.



Jaco van den Berg

Managing Director The Cargo Security Company

1 2021 was largely dominated by security for the Covid deliveries. We provided physical and electronic security for transports of all EMA-approved vaccines across Europe, and we continue to do so. We escorted transports to 27 countries, sometimes on one and-the-same day, and, for a number of months, we did so three times a week. Planning the deployment of qualified staff and vehicles, coordinating the transports with local authorities, in some cases with 6 different police services for one single

'For 2022, we expect a higher number of incidents, since we find that criminals increasingly focus on cargoes that are not ultra-valuable, but which still involve considerable value and attractive products.'

shipment, was also challenging and tough on our internal organisation. This work had quite an impact on our administrative and control room operations, but we succeeded in all cases, thanks to the commitment of all our people and suppliers.

2 The most important lesson we learnt, associated with all our Covid-related security work, is that a thorough preparation and coordination with local authorities, such as police and, where applicable, border control, is crucial in preventing transports getting stuck at borders and/or because of the limitations imposed by the driving and rest periods requirements drivers need to comply with. You don't want this kind of transport to come to a standstill, that's quite unacceptable!

3 The development and enforcement of the legal and regulatory framework concerning the (cross-border) physical escorting and monitoring of valuable and at-risk cargo has accelerated tremendously, also because of the Covid transports. Countries increasingly impose rules for this kind of in-transit security. This will stimulate the deployment of suppliers who have all the required permits and certificates. And it also means that transports accompanied by a security escort have to give notice beforehand to the various national and local authorities.

4 For 2022, we expect a higher number of incidents, since we find that criminals increasingly focus on cargoes that are not ultra-valuable, but which still involve considerable value and attractive products.

These are often shipments that until now took place without or with only minimal electronic security measures and that, therefore, present an attractive target.

5 On the one hand, we are planning to extend our physical security escort and intervention network to countries like Georgia, Azerbaijan, Syria and Iran in 2022. On the other hand, we expect significant growth in our monitoring portal Truck Watch. This can be used for all kinds of transports but also serves as a tremendous source for data and reporting that contributes to the sustainability, efficiency and visibility of these transport movements.



Francesco Giannini

Managing Director Multiprotexion

1 In the last 2 years, more and more of our customers have needed to leave loaded trailers unattended due to the operational organisation challenges, and sometimes due to the lack of drivers. This was a big challenge and we were able to develop the Stationary Telematic Escort service to help our customers. With this new service, it is possible to leave a trailer disconnected but always protected thanks to our system called Perseo Trailer All-in-Door, composed by locking system, lithium power storage, light detector device and rear door protection device. The interaction between all those components allows the trailer to stay secured even if disconnected.

2 Of course we learnt that supply chains can't stop, even in difficult situations like the one we experienced at the beginning of the pandemic, with almost all of Europe under lockdown regulations. For a Security Service Provider (SSP) like Multiprotexion, it is important to be flexible and to be available to study new solutions with our customers in order to raise their resilience capabilities.

'The attacks on warehouses and trucks are becoming more violent than ever and it could be that classic protections are not enough any more.'

3 Our customers will have to face different challenges next year. In our view the main issues will be:

- Data protection: more and more attacks targeting goods start with a data breach, e.g. a fictitious pick-up by a bogus transport company.
- Violent attacks: the attacks on warehouses and trucks are becoming more violent than ever and it could be that classic protections are not enough any more.
- Third party risk: each of the external parties our customers use can expose the organisation to new risks, based on their ability to properly manage their own vulnerabilities. They will need the capability to be able to control their partners and make them follow the same rules as the customer has.
- 4 Yes, of course... criminal gangs were partially blocked because of the pandemic and they were forced to stop their activities for a while. For this reason, we expect (and we are preparing ourselves for) a constant rise in attacks. To say the truth, we are already witnessing this in Italy but we think that it will be an EMEA issue soon.

5 Our priorities for 2022 will include:

- Continue to invest in R&D to release new hardware and software to help our customers' businesses.
- Keep up with Covid: this is the main challenge that, in our view, we will have to face.
- Respond to changing employee priorities: Covid changed even our working lives and we needed to help our people to fit their new commitments and challenges.
- Think global, stay local: this is a concept that we want to make our focus in order to grow our business outside our country, whilst retaining a local identity.
- Satisfied customers: the customer is always the focus of our company, so we will work even more to have satisfied and happy customers, to build strong relationships.

'More and more incident data will become available through the growing number of TAPA members. Carriers can then increasingly benefit from this by implementing their measures with more focus.'



Manolo de la Fuente

**Business Unit Manager
SBS at Imbema**

1 There is always a big security risk when criminals rattle our locks on the trailer and container doors of our customers. They often try a less well protected trailer further away. Sometimes they're tipped off about the type of cargo being transported and they try to open the doors using brute force. Again this year, it has been proven a number of times that, despite hours of attempts, doors fitted with our electronic Inlocks are sufficiently resistant. Something we're happy about on our customers' behalf.

2 The volume of COVID vaccines and related items helped a large portion of the high-secure-transport community in a lean time. With the economy now recovering, the high-secure carriers are fortunately bouncing back. A luxury problem. If you now have secure trailers on the road, you've got it made.

3 It's becoming increasingly difficult to get drivers. The question is whether you can entrust the people you now hire with the high-quality cargo. Learning from IT experiences on how to prevent incidents, such as the 'Zero Trust' principle, will help with this. Who, when and where do you give one-time access to your cargo? And do you have a system that can work that way? That's the question for the coming years. Hardware and software companies are important customers in high-secure transport and are already used to working internally according to the 'Zero Trust' principle. This can affect their selection process when choosing a carrier.

4 I expect that more and more incident data will become available through the growing number of TAPA members. Carriers can then increasingly benefit from this by implementing their measures with more focus.

5 With our SBS brand, Imbema has high quality BAT V1/V2 and 'Zero Trust' ready electronic locks, which support compliance with the TAPA Standards. Unfortunately, these solutions are not yet widely known. We're going to change that in the coming period.



Suzanna Perrier

**Sales & Operations Leader EMEA
Digital Services, ZF**

1 Vaccine transportation and the emerging e-Commerce platforms resulting from the Covid pandemic have been very challenging for security operators. In a very short timescale, they needed strong support to adjust to the rapidly changing market requirements. This is where we put our focus. We supported our customers in their projects to enhance security with physical protection products as well as telematics generated reports and alerts.

We wanted to go even further and extended the scope of our action across the complete security ecosystem with the support of our partnerships. For instance, having partnerships with control towers enabled us to rapidly help customers thanks to smooth and efficient communications between all stakeholders involved.

2 The exponential growth of online shopping as a direct result of the Covid pandemic undoubtedly drove key supply chain security learnings. The sheer scale of this change put enormous pressure on supply chains, from the demand for goods and transportation requirements, to the increased need for security products and services to help safeguard them.

3 The general delivery delays due to worldwide material and component shortages will continue to impact the industry. Increased demand for goods transportation will also continue to affect the supply chain, with security professionals likely to experience a lack of secure trucks and trailers as well as a shortage of trained drivers. We expect new challenges resulting from Brexit, too. Many trailers are already delayed at harbour docks, which means that large volumes of physical stock are centralised in one place, providing criminals with greater theft opportunities.

4 Given the significantly increased investment by many operators in the security of their vehicles and routines, we hope that this will have a positive effect on EMEA cargo theft figures in the year ahead. Nevertheless, the trend towards increasingly more organised

criminal groups, combined with the rising demand for commercial vehicle transportation, does mean that no one can afford to be complacent.

5 Our priorities for the year ahead include further advancing connectivity and digitalisation as well as gathering and leveraging real-time data to enhance vehicle and fleet safety, operational efficiency and improving the Total Cost of Ownership for customers. Our focus on autonomous driving will also accelerate with growing numbers of connected vehicles benefiting from real-time monitoring, helping move towards safer and more secure road use in the future. Data remains key.

A well-connected fleet is undoubtedly safer, more secure, more efficient, and more environmentally sustainable, while benefiting from reduced operating costs. Our continued focus on cargo security, integrity and optimisation remains as strong as ever.



Nick D'hoedt

**Business Development Director,
Transport & Logistics, Genetec**

1 The biggest security challenges faced by our customers in 2021 have largely been a continuation of those that emerged in 2020. In challenging circumstances, our customers have relied on our technology to understand what is happening in their environment and ensure the seamless flow of people and cargo. For the safety of their people and customers, they've had to find ways of automating operations to function well with a minimum of personal interaction. We've therefore assisted them with automated visitor management, automated entry and exit solutions, and automated booking systems that speed up processes and make life on the frontline that little bit easier.

2 Providing security around parking lots, distribution hubs and other facilities can be challenging at the best of times, but it is doubly so at a time when demand and occupancy levels are so fluid. The pandemic has, therefore, conclusively demonstrated the importance of remote information gathering and remote decision-making in the smooth functioning of any supply chain operation.

Centralising security operations and having the capability to remotely connect to other sites provides the contingency needed to maintain operations when hit with significant disruption.

3 The ongoing labour shortages are by far the biggest supply chain resilience issues our customers are facing.

'About 50% of our innovations are derived from customer requests, so we'll continue to prioritise dialogue with members of associations such as TAPA to understand the industry's evolving requirements.'

The most valuable resource of any organisation is its people so it's vital that supply chain professionals are supported with the right technology. Every business will have to navigate an environment in which we're witnessing increased fuel and operational costs, driver shortages and limited bandwidth. Those best prepared for this will already be thinking about how they can empower people with access to the right tools and technologies.

4 Threats will certainly increase most notably on the cybersecurity front. Organisations involved in transport and logistics hold data that is very attractive to cybercriminals. For example, the value of cargo, the means of transportation and the planned routes.

5 Genetec will continue to focus on adding value for its clients by developing operational features based on the needs of its end-users. About 50% of our innovations are derived from customer requests, so we'll continue to prioritise dialogue with members of associations such as TAPA to understand the industry's evolving requirements.



Peter Stenlund

**CEO & Founder
Autida**

1 Drivers' fears during sleeping breaks on long haul routes with valuable cargo in cooler trailers with basic locks have been eliminated. We have offered drivers peace of mind and a great sleep with a new robust integrated solution to protect the valuables in their trailers.

2 A massive lack of security in city distribution and long haul transportation is a fact during Covid. A large number of "extra workers" and assistants have been brought into the game to perform deliveries and ordinary security protocols are frequently overridden due to Covid issues.

Fraud and other remote criminal actions have been developed by criminals from their 'home office'. In Sweden, there has been a very strong increase during Covid of criminals making fake applications to capture IDs and other personal codes and credentials to help facilitate

crimes. Cyber attacks have also increased during the pandemic because criminals know employees working from home are often using systems with far less cyber security. Logistics companies with a wide range of contacts with many layers of subcontractors and partners, all having very different IT infrastructure and security, are easy targets and vulnerable.

3 Managing the dramatic changes to rules and regulations, lockdowns caused by the Covid variants, and the imbalanced situation with a global lack of components. Deviations from secure behaviours, as companies are attempting to take shortcuts, means risks are increasing.

When companies are finding new suppliers and developing relationships to reduce the extreme long lead times that global industry has suffered from during 2020/2021, there is, for sure, a lot of challenges to manage over the next few years. Security issues must be a prime consideration, side-by-side with all the other key factors in the selection process.

4 Yes, absolutely, all parameters are, unfortunately, pointing in an upward direction. I cannot see how it could decrease. There are certainly no indicators which convince me cargo crime will decline. Less cash transactions and more digital currencies will also bring extra security tasks to the agenda.

5 Our focus is clear and simple: Protection of trailers and swap bodies.

THANK YOU
TO OUR 2021 PREMIER PARTNERS



EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

NOVEMBER 2021

▶ Austria	1 (0.6%)
▶ Belgium	4 (2.2%)
▶ Bulgaria	1 (0.6%)
▶ Czech Republic	1 (0.6%)
▶ France	28 (16%)
▶ Germany	18 (10.3%)
▶ Hungary	1 (0.6%)
▶ Italy	13 (7.4%)
▶ Mozambique	1 (0.6%)
▶ Netherlands	5 (2.7%)
▶ Poland	4 (2.2%)
▶ Portugal	1 (0.6%)
▶ Serbia	1 (0.6%)
▶ Slovakia	1 (0.6%)
▶ Slovenia	1 (0.6%)
▶ South Africa	2 (1.2%)
▶ Spain	27 (15.4%)
▶ Sweden	3 (1.7%)
▶ Tunisia	1 (0.6%)
▶ Turkey	1 (0.6%)
▶ United Kingdom	60 (34.3%)



175

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

€550,000

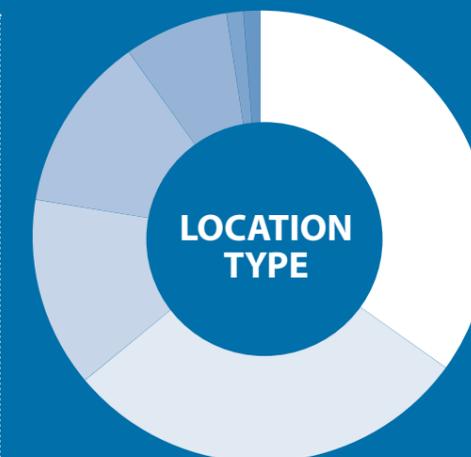
Biggest single loss -
Linked to the thefts of car parts by a gang of cargo thieves in Madrid, Spain, on 11 November 2021

Number of countries in EMEA reporting incidents

21



Theft from Trailer	75 (42.8%)
Theft from Vehicle	31 (17.7%)
Theft of Vehicle	22 (12.6%)
Theft	9 (5.1%)
Robbery	9 (5.1%)
Clandestine	9 (5.1%)
Theft from Facility	8 (4.6%)
Theft of Trailer	7 (4%)
Truck Theft	2 (1.2%)
Hijacking	1 (0.6%)
Theft from Container	1 (0.6%)
Unknown	1 (0.6%)



Unknown	61 (34.9%)
Destination Facility	51 (29.1%)
Unclassified Parking Location	24 (13.6%)
En Route	22 (12.6%)
Origin Facility	13 (7.4%)
Services 3rd Party Facility	2 (1.2%)
Secured Parking	2 (1.2%)

1 Crime in EMEA recorded a loss value of between €50,000 & €100,000 worth a total of €80,000



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

€342,883

Average loss for the 3 recorded cargo thefts with a value of €100,000 or more reported to TAPA's Incident Information Service (IIS) in November 2021



€96,300 AVERAGE LOSS VALUE IN NOVEMBER 2021



€1,251,906

Total loss for the 14 or 8% of crimes stating a value

11

Number of TAPA IIS product categories recording losses in November 2021

13.6%

Or 24 of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	86 (49.2%)
Unknown	69 (39.4%)
Violent & Threat with Violence	16 (9.1%)
Internal	3 (1.7%)
Deceptive Pick Up	1 (0.6%)

POSITIVE POLICE ACTION DISRUPTS MAJOR CARGO THEFTS, BUT SUPPLY CHAINS IN 21 COUNTRIES STILL SUFFER LOSSES



The initial cargo loss data reported to TAPA EMEA's Incident Information Service (IIS) for November 2021 so far includes some encouraging successes for law enforcement agencies operating in Europe.

To date, TAPA EMEA's IIS database has recorded 175 incidents in the 30 days of last month, with further crime reports still anticipated. Only 8% of this total provided any financial loss data, producing an overall loss total for the month of **€1,251,906** or an average of **€96,300**.

In all three of the major incidents recorded so far for November 2021 - those reporting a financial loss of **€100,000** or more - intelligence shared with TAPA EMEA highlighted highly effective police responses:

€550,000

On 11 November, Spanish police arrested seven members of a suspected cargo theft gang believed to have been operating around Madrid earlier in the month. The group were finally apprehended as they attempted to steal a shipment of car engines



valued at **€550,000** while it was being transported in the Basque Country. Officers set up surveillance and were monitoring members of the gang as they were negotiating with their contacts to sell the goods.

€300,000

In a separate incident in Spain on 24 November, police arrested 18 people suspected of being members of an organised cargo crime gang following the theft of tools, TVs and bicycles from an industrial estate in Mercia.



€178,650

Police officers in the United Kingdom recovered a stolen truck and its cargo of metal in Osmotherley, North Yorkshire, following a tip-off during the early hours of 15 November. A member of the public called the police after spotting a truck in the area with its trailer number plates removed and its lights tampered with. Arriving at the scene, officers arrested the truck driver and passenger. The cargo is believed to have been stolen in a previous incident in nearby Cleveland.



As in September and October, TAPA EMEA recorded cargo crimes in a high number of countries across the EMEA region; 21 in total. Five countries accounted for 83.4% of freight theft incidents last month:

- United Kingdom – 60 (34.3%)
- France – 28 (16%)
- Spain – 27 (15.4%)
- Germany – 18 (10.3%)
- Italy – 13 (7.4%)

In nearly 80% of crime reports, the specific types of goods targeted were not reported. Of the 11 IIS product categories with known losses, Furniture/Household Appliances saw the highest number of cargo thefts with 7 or 4% of the monthly total, followed by Food and Drink (6), Cash (5), Clothing & Footwear (4), No Load (Theft of truck and/or trailer) (4), and Tobacco (4).

Theft of Trailer (75 incidents), Theft from Vehicle (31) and Theft of Vehicle (22) accounted for 128 or 73% of the types of incidents notified to TAPA EMEA in November. For the 65% of crime reports with a known type of location, double-digit figures were recorded for:

- Destination Facility – 51 (29.1%)
- Unclassified Parking Location – 24 (13.6%)
- En Route – 22 (12.6%)
- Origin Facility – 13 (7.4%)

Of the 175 incidents recorded to date for last month, 9.1% reported an M.O. of Violent or Threat with Violence and, sadly, two separate crimes stated police fatalities, including four officers who tragically died as they tried to stop the robbery of a cash-in-transit vehicle in Mecula, Mozambique, on 25 November.

Intelligence shared with TAPA EMEA's IIS in the past month also included:

- Thieves stole 68 televisions valued at **€40,000** from a truck parked at a motorway rest area in Lichtenau, Germany, on 10 November. 
- On 12 November, armed offenders attempted to steal luxury goods from a facility in Ghemme, Italy, after using two vehicles to block access to the town. They smashed a hole in the facility wall to gain entry. Local police were alerted to the incident when the facility alarm activated and began a pursuit of one of the suspects' vans, forcing it to crash off the road. One of the criminals' vehicles was also identified as having been stolen earlier in Lombardy.
- A cash-in-transit (CIT) guard was shot and wounded during a robbery in Salerno, Italy, on the morning of 12 November. The armoured vehicle was forced to stop by two armed and masked men, who disarmed the guard manning the van and struck him on the head. The unknown perpetrators then escaped in a van with an unknown quantity of cash.
- On 15 November, police officers in Elk, Poland, arrested a truck driver for stealing 130kg of bacon from his load. The truck operators noticed that the load was missing and informed the police, who arrested the driver. Officers found the bacon, valued at **€430**, in the boot of the driver's car. The driver had broken the seal to the trailer whilst en route and stolen the bacon. 
- A warehouse employee searched by security staff at the end of his shift in Coventry in the UK was found to have stolen some **€20,000** of phones and computer memory boards. 

- On 16 November, 14 pallets of coffee machines worth **€20,000** were taken from a truck at a rest area in Hungary. The truck driver noticed that the trailer's security seals had been tampered with. 

- A suspect was arrested on 16 November whilst attempting to steal from parked trucks at a motorway service area in Bussy-Saint-Georges, France. The incidents took place at a service area on the A4 motorway. The offender had been seen earlier trying to steal goods from a truck park on an industrial estate in Croissy-Beaubourg. A passing truck driver managed to record the suspect's vehicle details and pass them on to the police, who began searching for the vehicle. Shortly afterwards, a police patrol spotted the offender 6km away at the A4 rest area, where he had slashed the trailer curtains of five parked trucks in an attempt to steal cargo.

- Thieves stole 270 televisions valued at **€80,000** from a motorway service area on the A1/E57 in Fram, Slovenia, on the evening of 17 November. The offenders broke into five trailers parked at the site.

- On 18 November, a truck carrying a cargo of luxury clothing in Milan had its route blocked by an armed gang. After forcing the truck to stop, the attackers tied up the driver before loading the shipment into their own vehicles. 

- A truck driver was assaulted at a service area in Berg, Germany, after challenging two men acting suspiciously at the back of his truck. In another incident, a driver who intercepted offenders slashing the curtain side of his truck was assaulted with an iron bar in an unclassified parking location in Euskirchen, Germany, on 20 November

- Two suspects were arrested for stealing batteries from parked trucks in Perpignan, France, on the night of 20-21 November. This incident took place at the premises of a local transport company. The day before, the manager of another company in the area reported the theft of 200 litres of truck fuel and 12 truck batteries. After checking security cameras, police were able to link the same suspects to both crimes. 

- Five offenders broke into a warehouse in Beylikduzu, Turkey, during the early hours of 23 November, and stole a consignment of alcoholic beverages. CCTV footage showed the thieves forcing open one of the facility's shutter doors.

- A man was arrested after stealing a postal van while it was making a last mile delivery. The perpetrator seized the opportunity to jump in the van whilst the driver was out making a doorstep delivery. He drove the vehicle to his father-in-law's house, planning to hide the stolen parcels there, but his relative refused to help and called the police. 

- On 25 November, three truck drivers were caught in Bizerte, Tunisia, using an electronic saw to steal from cargo containers.

- Two security guards and two police officers were shot during an armed robbery of a cash-in-transit (CIT) van in Witbank, South Africa, on 27 November. The incident took place at the junction of the N4 and N12 motorways after suspects in two cars rammed into the armoured vehicle. Whilst a firefight was going on between the criminal gang and the security guards, other offenders used explosives to gain entry to the CIT van and stole an unknown quantity of cash.

PRODUCT CATEGORY	No	%
Miscellaneous	115	65.9%
Unspecified	23	13.2%
Furniture and Household Appliances	7	4%
Food and Drink	6	3.4%
Cash	5	2.7%
Clothing and Footwear	4	2.2%
No Load (Theft of truck and/or trailer)	4	2.2%
Tobacco	4	2.2%
Car Parts	2	1.2%
Tools and Building Materials	2	1.2%
Bicycles	1	0.6%
Computers and Laptops	1	0.6%
Metal	1	0.6%

WE DELIVER SUPPLY CHAIN SECURITY SOLUTIONS FOR *every* CUSTOMER...

This Christmas, more than ever, we wish the TAPA EMEA Family, our loyal customers, industry friends and colleagues, a very happy and healthy Christmas, and a safe and secure New Year.

Merry Christmas Everyone!

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We will Watch your Truck!

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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	DHL Express (Norway) AS	NO	Larvik	C
FSR	DHL Express Turkey - KAY Service Center	TR	Kayseri	C
FSR	DHL Freight	FR	Besancon	C
FSR	SDA Express Courier - Bologna Interporto	IT	Bentivoglio	A
FSR	FAMAR AVE - THIVA	GR	Viotia	C
FSR	DSV Netherlands	NL	Tholen	C
FSR	DHL Freight GmbH	DE	Malsfeld	C
FSR	Geodis Freight Forwarding	NL	Rotterdam	C
FSR	Poste Italiane	IT	Ventimiglia	C
FSR	DHL Freight GmbH	DE	Karlsruhe	C
FSR	DHL Freight GmbH	DE	Erfurt	C
FSR	DHL Express Germany GmbH	DE	Greven	C
FSR	Bleckmann	NL	Conradweg	C
FSR	DHL Parcel Girona Spain SLU	ES	Girona	C
FSR	DHL Freight	DE	Klipphausen	C
FSR	Bleckmann Solutions B.V.	NL	Almelo	C
FSR	Emirates Post Delivery Centre	UAE	Dubai	C
FSR	DHL Express (Norway) AS	NO	Oslo	C
FSR	DB Schenker	IE	Dublin	C
FSR	DHL Express Germany GmbH	DE	Neumuenster	A
FSR	DHL Express (Austria) GmbH	AT	Anthering	A
FSR	DHL Express Germany GmbH	DE	Klipphausen	A
FSR	DHL Express Italy SRL	IT	Malpensa	A
FSR	DHL Express (Poland) Sp.z o.o.	PL	Gdansk	A
FSR	DHL Express (Sweden) AB	SE	Hagersten	A
FSR	DHL Global Forwarding GmbH	DE	Frankfurt	A
FSR	DHL Global Forwarding (Italy) Spa	IT	Pozzuolo Martesana	A
FSR	HUB&LOGISTICS SA	CH	Novazzano	C
FSR	European Air Transport Leipzig GmbH	ES	Madrid	A
FSR	Syncreon Technology Hungary Logisztikai Kft	HU	Gyal	A
FSR	DSV Solutions Nederland B.V.	NL	Venlo	A
FSR	Kuehne + Nagel N.V.	NL	Schiphol-Rijk	A
FSR	Schenker EOOD	BG	Bozhurishte	A
FSR	SDA Express Courier	IT	Bologna Interporto	A
FSR	Schenker Arkas Nakliyat ve Tic. A.S.	TR	Bursa	A
FSR	Schenker Arkas Nakliyat ve Tic. A.S.	TR	Gebze	A
FSR	Schenker Arkas Nakliyat ve Tic. A.S.	TR	Istanbul	A
FSR	Schenker Nemzetkozi Szallitmanyozasi es Logisztikai Kft	HU	Szigetszentmiklos	A
TSR	Company Name	Country	Category	
TSR	Duvenbeck Logistik - Brasov	RO	Level -3 / Category Medium	
TSR	Eurodifarm s.r.l. - Casalmiocco	IT	Level 1/ Category Medium	
TSR	Eurosprinter B.V. - Aalsmeer	NL	Level 1/ Category Medium	
TSR	VVT Europa B.V. - Geldermalsen	NL	Level 2/ Category Medium	
TSR	Laguna Technology SRL - Arges	RO	Level 2/ Category Small	
TSR	Serviroad SA - Santarem	PO	Level 2/ Category Medium	
TSR	Bos Logistics B.V. - Schiphol	NL	Level 1,2,3/ Category Medium	
TSR	Van der Valk Transport B.V. - Amsterdam	NL	Level 1/ Category Medium	
TSR	Belfrost CJSC - Smolevichy	BY	Level 1/ Category Medium	
TSR	ETB Freight International Kft.	HU	Level 1/ Category Small	
TSR	PHSE S.R.L. - San Martino in Strada (LO)	IT	Level 1/ Category Medium	

GROWTH IN INTERMODAL TRANSPORT DESPITE CORONAVIRUS...

BUT WHAT ABOUT THE SECURITY OF HIGH-VALUE GOODS?



The share of intermodal transport continues to rise. And, although there was a drop of almost 6% in 2020 due to the coronavirus, the total volume in tons/km increased by more than 50% between 2009 and 2019. With this huge increase, the question is whether there has also been a sufficient increase in the security of all those goods.

The efficiency with which dangers and criminal hotspots associated with freight traffic being transported by road are being identified continues to increase. And, although they appear to be isolated events, it is becoming increasingly clear that organised crime is behind the majority of transport crimes. In this respect, there are two factors that play into the hands of the criminals. Firstly, most transport companies and shippers take care of damage control but not crime-fighting. And, because

of the international nature of their operations, transport criminals are able to remain under the radar of the investigation authorities. In fact, even for organisations like INTERPOL, it is a case of putting a finger in the dyke.

Growth in intermodal transport

Today, 18% – almost a fifth – of all goods transported within the EU are shipped using a combination of truck and train. That adds up to 23.35 million TEUs (twenty-foot equivalent units). And, it doesn't stop there: according to expectations, that quantity will have increased by 30% by 2030. At the same time, because transport by water is expected to remain stable and transport by road is 'only' expected to rise by 10%, the future clearly lies in intermodal transport.

So, it's almost inevitable that the number of crimes committed will also increase. Not only is the number of trains on the increase, they are also getting longer all the time. And, because the extent of the rail network is not growing

at the same rate as the volume of goods being transported, this will lead to more and more congestion, resulting in long rows of wagons waiting, often outside stations somewhere in a siding or where it's dark.

A train at rest...

...is just as much at risk as a truck at rest. What level of monitoring does it take to keep a close eye on a line of wagons hundreds of metres long? This outlines the importance of staying ahead of developments. The threat of road crime is already reasonably understood, but it is far easier for thefts from intermodal transport to escape your influence on security. If only because, as a carrier, for most of the time while they are being transported, you have little control over the goods entrusted to you.

At Imbema, where we specialise in vehicle security solutions, we take the necessary care in our approach to this topic. Unaccompanied transport calls for appropriate security and it is up to us to develop the right security solutions.

You can help

That is why we would like to call on your expertise. Because you are a member of TAPA EMEA, we assume that you take the security of your goods and transport operations seriously, and therefore have the experience required in-house. The more we know about the issues that you come up against in practice, the better equipped we will be to develop appropriate security solutions. Solutions that help you stay one step ahead of criminals in your daily operations.

As a TAPA EMEA 2021 Premier Partner, we have launched a survey among European transport companies and shippers who use intermodal transport on a regular basis. The aim of this is not only to get a better idea of your security-related problems but also of the security measures that you currently take. The results collected will help us develop better resources and services but should also be of interest to you. We will, therefore, be sharing all the results, as shared insight will give us a better understanding of what happens on the road and what we can do about it. And you may be able to use the results to make your transport operations even more secure.

Complete the questionnaire!

The first step is to complete the questionnaire we have created for TAPA EMEA members. Help fight transport crime by simply completing this questionnaire. Want to help us? To complete our questionnaire, click on the link below which will be available until 21 January 2022.

CLICK HERE



'Securing supply chains involving intermodal transport will be of growing importance to our members in the EMEA region. We look forward to seeing the results of this SBS survey and being able to share the feedback they receive.' Thorsten Neumann, President & CEO, TAPA EMEA



Manolo de la Fuente is SBS Business Unit Manager at Imbema. His focus is loss prevention via telematics and

monitoring solutions for trailer and container transportation. Due to his experience, he is the right contact for security managers to discuss security problems and solutions.

Imbema helps organisations in industry, the energy sector, and transport and logistics, to create safe, efficient working environments. With our expertise and offering for the logistics sector, from body construction parts to cargo bars, we can improve the safety of your fleet, cargo and people on the road.

Under the brand SBS, we have a broad offering of (electronic) locks, shipment integrity and monitoring solutions. We help to increase security, monitoring and efficiency of transportation, cargo and shipments.

In our Research Centre, we are constantly working to develop and improve our SBS solutions, making use of learnings from customers as well as outcomes of market research such as the one we are now conducting.

www.imbema.com/sbs



WHY ARE COOLER TRAILERS AND SWAP BODIES SO HARD AND CHALLENGING TO PROTECT?

Securing frozen cargo and other valuables in trailers...



Ice from the inside – deep frozen mechanics become stuck

There are a few natural root causes to why a cooler trailer is very hard to protect since the compartment is deep frozen when the transportation assignments are frozen cargo. Examples of frozen cargo can be food, covid vaccine and other pharmaceuticals.

One of the most challenging problems with traditional add-on retrofit outside/inside or integrated locks in trailer doors is that the friction increases dramatically at low temperatures, and moving parts and bolts will get stuck and stop working at temperatures below zero. It does not have to be ice, only the mechanical tolerance in the mechanical devices is enough to make the locks become completely stuck at low temperatures if they are designed for plus degrees.



Example given: In this case, we are referring to a tolerance gap between a metal axis and the bushings hole, designed to be movable in operation at plus degrees. It will work in plus degrees but at 25 degrees below zero, it will appear like it is as stuck as when somebody



Ice from the inside – deep frozen bolt holes

‘One of the most challenging problems with traditional add-on retrofit outside/inside or integrated locks in trailer doors is that the friction increases dramatically at low temperatures, moving parts and bolts will get stuck and stop working at temperatures below zero.’



Ice from the inside – deep frozen bolts under the door get stuck

would have welded the axis to the bushing if the gap is too small or if the chosen materials are not selected for the proper operating conditions.

The space and installation options are limited and almost each trailer is uniquely configured.

An example of a daily hassle which might also occur is when a trailer has been in use for transport at minus 25 degrees without using any locks. After unloading, it is to be washed and cleaned before loading “non-frozen” cargo as the next assignment. Since the turnaround time is very tight, the body and the floor will remain at minus degrees for hours after cleaning and loading the trailer, meaning the integrated locks can get stuck if used. Delivery errors and hassle will disrupt transport plans and the relevant routes and connections for the vehicle concerned.



Ice growth test environment; moving parts can easily get stuck

A locking system normally consists of at least two components; a hole or cavity and something that fits into it to block a movement of a door, regardless of model, and one of the two components must be moveable.

When using electromechanical integrated locking systems, the same challenges exist as with mechanical solutions regarding gaps, since mother nature is taking care of the gaps between components that are supposed to be moveable in relation to each other.

Another challenge is that there is limited available power in a trailer and a cooler machine battery must not be drained by an electromechanical lock. The cooler engine must be possible to start as planned. At low temperatures, more power is required.

There is an additional challenge to having batteries or cables in the doors, since the doors can be damaged and need to be repaired or replaced. The maintenance costs will increase and when the trailer must be in the workshop, the security work must be done in addition to the repair work, removing trailers from the operational fleet for a longer period.

When cables are connected to the moving doors in a cooler, it is also very important to pay attention to potential damages from daily use, since the low operating temperature will mean the polymer materials used for the cables’ plastic covers will suffer from stiffness, and this will increase dramatically from plus degrees.

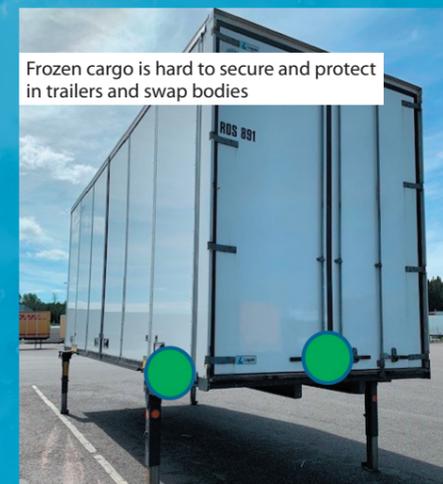
Cooler trailers are very robust sandwich boxes with thick walls, used for transportation of other cargo in plus degrees as well.

Solutions to protect the coolers and swap bodies that can do the job, secure the cargo and offer the best independence of power and maintenance of cables and batteries with priority on uptime, should be interesting to consider for any fleet of trailers.



Operations without locking the cooler trailers is not the best solution. There are risks when uninvited ‘passengers’ can open trailers. We have seen many media reports of clandestines boarding vehicles in one area, and arriving at the vehicle’s destination in very bad shape. We also see reports where cargo has been contaminated and/or damaged after uninvited ‘passengers’ have jumped onboard refrigerated transport vehicles crossing borders.

The conclusion is that coolers are harder to protect at minus degrees, but they are very robust and flexible since they fit a wide range of transportation assignments.



Frozen cargo is hard to secure and protect in trailers and swap bodies



Peter Stenlund is CEO & Founder of Autida, which is focused on keyless protection of frozen cargo

and other valuables in trailers and swap bodies.

A challenge is to develop innovative and cost-efficient solutions to reduce the security challenges in road transportation. A few challenges to secure and prevent unauthorised access to the cargo in trailers include:

- Refrigerated trailers and bodies of trucks operated at temperatures below zero degrees Celsius can be difficult to open when the locks and bolts are stuck, causing risk of delays.
- Charging opportunities as well as replacement of batteries are not always an option.
- Power to feed electromechanical installations can be difficult to arrange.
- Lack of status and proof if trailers are secured or not secured.

www.autida.com





Thank you!...

.... so very much for your great support of TAPA EMEA. 2021 has been another year of record growth and development in our region and we sincerely appreciate everything our members and partners have done to help make this possible.

We wish you and your families a very happy and healthy Christmas & New Year... and we look forward to delivering even more supply chain resilience tools and benefits to the TAPA EMEA Family in 2022.

Happy Christmas!

A handwritten signature in black ink, appearing to read 'Marcel Saarloos'.

Marcel Saarloos
Chairman, TAPA EMEA

A handwritten signature in black ink, appearing to read 'Thorsten Neumann'.

Thorsten Neumann
President & CEO, TAPA EMEA

