

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR THE TAPA EMEA FAMILY



HERE WE GO AGAIN

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welcome

FROM VOLATILITY COMES GROWTH

On behalf of our leadership team, I want to begin by wishing the entire TAPA EMEA Family, our friends and partners, a very happy and healthy New Year.

2022 has barely started but you don't need to be any kind of qualified futurist to make some sound predictions for what lies ahead for global supply chains this year.

The pandemic, which has caused so much disruption over the past two years or more, may be more under control, but the prognosis for supply chains this year already appears clear; more volatility, higher end-to-end costs for predictability, and more risks to mitigate.

Alongside 'volatility', however, we now hear more industry colleagues talking about 'opportunity' too. For all the uncertainty that may lay ahead in 2022, I sense there is more optimism within the business community, and I'm sure we're all very grateful for that. The one fact I suspect we can all agree on is that, again this year, the focus on supply chain resilience will be uppermost on the agendas of every company whose economic wellbeing relies on the reliable movement of raw materials and products.

So, as we consider the outlook for TAPA EMEA in 2022, it's clear we have a lot to do to support our highest-ever membership in our region, and we accept this challenge. We also expect the TAPA EMEA Family to grow considerably again this year because businesses with global supply chains want access to the best insight and intelligence, the best quality Standards and training, and to stay connected to their industry peer group.

Neil Bennett of Zalando, one of the companies to join TAPA EMEA in 2022, sums this up perfectly in his Q&A interview in this issue. Zalando's own in-house security programmes mean its product loss rates are very low, but, like so many other leading companies, Zalando joined us to benefit from the shared knowledge provided by TAPA EMEA.



'Our 'to-do list' for 2022 is already extensive, as it should be after a year of strong growth.'

We will make our trainings more accessible for members across the EMEA region with new subtitled training videos. We will invite you to join us for a face-to-face conference in Amsterdam in June and our next virtual conference in November. We will look to grow a

TAPA EMEA does not have all the answers to supply chain resilience, but we offer solutions that are proven to enhance the security of supply chains, to help mitigate risks and which prevent losses. We also have a very engaged member community of supply chain professionals who value what we provide, and who are willing to contribute for the benefit of every company in the TAPA EMEA network. In 2022, we believe our value proposition will resonate with even more companies, as it did with Zalando, and they will want to become a part of our community.

Our 'to do list' for 2022 is already extensive, as it should be after a year of strong growth. We will deliver you our new TIS (TAPA EMEA Intelligence System). We will begin the next review of our Security Standards.

We will deliver more online training for the TAPA EMEA Standards and other courses to support your security programmes.

network of local TAPA EMEA representatives in more markets in our region. And, we will provide a new season of supply chain security webinars and special cargo crime reports. This list will continue to grow because our Association continues to grow, and the need for what we offer is greater than ever.



THORSTEN NEUMANN
President &
CEO, TAPA EMEA



TAPA EMEA

CAN YOU HELP TO BUILD TAPA EMEA'S PRESENCE IN THE IBERIAN PENINSULA?

TAPA EMEA is asking members to step forward to support the Association's growth, awareness and activities in the Iberian Peninsula.

"As we continue to grow our local representation, training and membership in countries across the EMEA region, we highly value the support of members who are fluent in local languages and which have the contacts and communications skills to support our supply chain resilience goals, and provide benefits for the entire TAPA EMEA Family," says Markus Prinz, TAPA EMEA's Senior Manager Standards & Training.

"The Iberian Peninsula is one of the areas of the EMEA region where TAPA EMEA is keen to increase its understanding of local supply chain issues and learn more about the activities of cargo criminals. We also wish to make the benefits of TAPA EMEA membership more accessible to local companies," he adds.

Volunteers will be tasked with helping TAPA EMEA achieve goals linked to the sourcing of

incident intelligence, promoting the use of the TAPA EMEA Standards, supporting training, and welcoming new members in the region, covering Spain and Portugal.

Ultimately, TAPA EMEA is hoping a more proactive local approach to this region will lead to an increase in intelligence sharing of cargo loss incidents as well as a higher adoption of the Association's Security Standards for facilities, trucking and secure parking. Local representation will help to make the Standards more accessible to SME companies, supported by local virtual training courses.

TAPA EMEA hopes to find a proactive team lead for the Association's activities in the

€14.3m

Product losses from supply chains in 2 years

Iberian Peninsula with a view to organising local supply chain security and resilience webinars specifically focused on this market. This initiative is part of TAPA EMEA's drive for more local representation to add to its existing local teams in France, Italy and Russia. In April, the Association will also begin the rollout of TAPA EMEA Standards training videos with German, Italian, French and Spanish subtitles to assist members in these countries with their TAPA FSR and TSR certification programmes.



If you want to find out more about supporting TAPA EMEA's work in the Iberian Peninsula, please contact

Markus.Prinz@tapaemea.org

859

Incidents reported in Spain & Portugal to TAPA EMEA's IIS since 1 January 2020

When the Hollywood blockbuster Jaws 2 hit the big screens in 1978, the trailer warned: *'Just when you thought it was safe to go back in the water...'* Supply chain professionals considering the prospects for 2022, after two years of pandemic-induced uncertainty, may have a similar sense of trepidation. The big threat of Covid is finally subsiding, but the fragility of supply chains is likely to remain for the coming year at least. If the last two years can be best described as a rollercoaster journey, buckle up if you're stepping back onboard in 2022. You could be in for quite a bumpy ride...

ON THE UP OR GOING DOWN?

Are you ready to face the anticipated ups and downs of supply chain resilience in 2022?

Eric Jones, Vice President & Global Manager of Business Risk Consulting at mutual insurance firm, FM Global, sums up the key lesson for global supply chains from 2021 in four simple words: *'Resilience is not optional.'*

Reflecting on the *2021 FM Global Resilience Index*, which compiles economic, supply chain and risk quality data on nearly 130 countries to evaluate resilience around the world, he states what is fast becoming glaringly obvious to business leaders: "Resilience is becoming a requirement for having a successful business. Companies need to understand where their pinch points are within their supply chain and develop strategies to mitigate those things as much as they can."

You don't have to look very far for some thought-provoking facts to help focus your mind. There are plenty of hard facts to underline the true meaning of 'supply chain disruption' – and don't lay the blame for everything at Covid's door. They include various studies which found:

- 57% of businesses suffered material shortages in 2021

- 51.3% saw the cost of their supply chains increase
- 34.6% of companies were impacted by transportation and logistics issues
- A shortage of 400,000 heavy goods vehicle drivers in the EU
- 20% of road transport driving jobs unfilled in Eurasia
- A 1.5% increase in global inflation due to shipping
- 22.4% of companies were impacted by a lack of manufacturing capacity
- 17.4% of businesses suffered delays due to port congestion and 16% were affected by container shortages
- \$24 billion in goods on container ships waiting for entry outside of California ports

Of course, it's always hard to judge anything by percentages alone but most industry experts would arguably have given similar stats if asked for their impact status assessments. Some might even have given higher numbers. In a 'no smoke without fire'

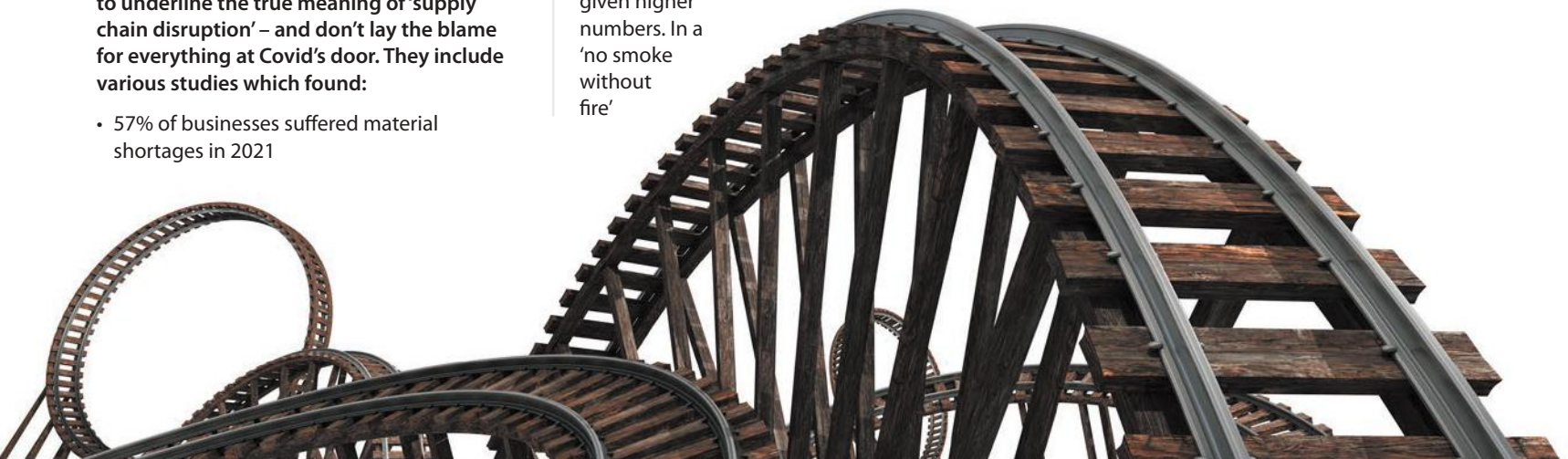
scenario, figures like these no longer come as a surprise to anyone attached to global supply chains.

So, that would help to explain some more statistics from a HUBS study with insights from over 1,700 industry professionals:

- 98% of global companies are now planning to boost the resilience of their manufacturing supply chains
- 57% say diversification of their supply chains is the most effective way to build resilience

In its most recent report, FM Global advises business to remain aware of six primary factors contributing to the current bottlenecks in the supply chain:

- Covid
- Cyber risk
- Port backlogs
- Truck driver shortages
- Microchip shortages
- Extreme weather





Reviewing FM Global's analysis, the procurement site *SpendMatters* reported: 'The ongoing coronavirus pandemic has disrupted demand and product supply, which the mutual insurance company notes has led to imbalanced supply and demand. But while the pandemic has brought on supply chain problems, other contributing factors, such as the increasing use of chip-based products and intensified demand, won't be going away when the virus becomes less of a threat.'

FM's Eric Jones says there are many strategies companies can use to bolster their supply chain strengths, such as increasing buffer stocks, becoming more vertically integrated and diversifying their supply chains. Businesses can also find success in diversifying the set of logistics and ports of entry they rely on. "The need to create resilience and the need to create options and flexibility has never been more critical than it is now," he said.

The study also raises the risks associated with the greater use of technologies. 'As technology continues to play key roles in enhancing business operations, cyber risk is a growing concern worth addressing proactively. In May, a cyberattack on the Colonial Pipeline managed to disrupt the national fuel supply for days while also revealing the reliance of



modern supply chains on digital systems. That reliance will only intensify with the arrival of 5G broadband cellular networks, FM Global noted, adding: "Cybercrime has become big business and a geopolitical flashpoint, making cybersecurity an integral part of business strategy. Cybersecurity requires vigilance, intelligence, employee training, advanced technology and international diplomacy."

Companies looking to automate or digitise new or more areas of their business operations to reduce their dependency on people – and subsequently lower the personnel impact of any future pandemic – will be accelerating their search for new technology and AI solutions. The same enthusiasm must clearly be applied to securing their technology systems, which means applying stringent checks and strict standards for every other business with a touch point in their supply chain.

'Enhancing digital capabilities' is one of 'Six supply chain trends to look out for in 2022,' published on the *Supply Management* news site. Its five other 'big themes' for this year are:

- Shipping costs to stay high
- Repatriation of manufacturing
- Boosting inventory levels
- Staff shortages
- Increasing expectations around procurement and supply

As the President & CEO of one TAPA EMEA member said on a recent call about 2022: 'This is the year of capacity.' And, by 'capacity' he means ocean, air and ground capacity as well as the capacity of labour. "Businesses and their supply chains will be more and more defined by how they manage both of these areas of capacity because volatility, uncertainty and complexity will continue," he added. The companies that come out on top, in his view, will be those which embrace volatility in the supply chain because, for all the challenges, 2022 will bring opportunities too – but at a price. "Companies have got to be prepared to pay for certainty," he said.

Kimberley Botwright, Head, Sustainable Trade, and Felipe Bezamat, Head of Advanced Manufacturing Industry, at the World Economic Forum, writing on the WEF website, comment: "There is broad acceptance that supply chains are set for a bumpy ride in 2022, but many companies are looking to turn crisis into opportunity by making supply chains more reliable and resilient. Digital mastery of supply chain technologies has been an important discussion point over the years but is now a mainstream requirement for success."



The European Central Bank acknowledges that supply chain disruptions have a negative impact on global industrial production and trade, and a positive impact on inflation. Looking at the year ahead, the ECB commented: "Supply chain disruptions are expected to improve gradually in the second half of 2022, although there is still a high level of uncertainty about their evolution. Given their multifaceted nature, some disruptions might need more time to be resolved than others. For example, a significant boost to semiconductor production requires a large amount of investment to increase foundry capacity, and given the lead time that this requires, fundamental improvements can only be expected later in 2022 or in 2023. Any easing in labour shortages in the coming months will depend on the evolution of government support, as well as pandemic containment measures and the number of new COVID-19 cases. Shipping costs have fallen recently, mainly on account of temporary factors (e.g. the reopening of ports in South Asia as the number of COVID-19 infections had declined), but they are still close to their historical highs. Available survey-based information summarising the views of the corporate sector suggests that the situation is expected to remain difficult throughout most, if not all, of 2022.

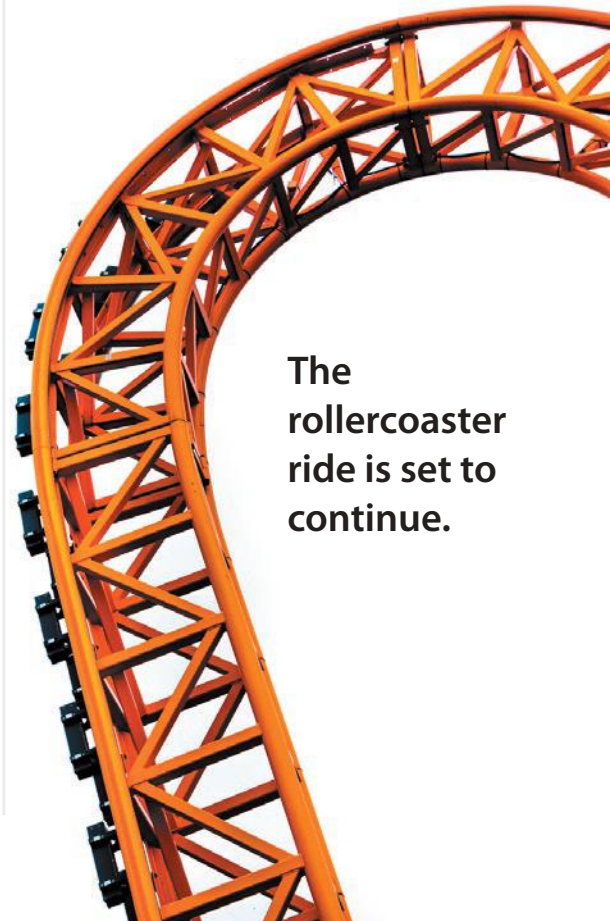
"Looking ahead, risks of further supply-side disruptions cannot be ruled out, especially if the pandemic situation intensifies. The new Omicron variant has reignited concerns about an intensification of the pandemic on a global scale. Outbreaks may result in localised closures at ports or firms, which would induce further disruptions in production and shipping, and hence act as a drag on activity while putting upward pressures on prices. In addition, new containment measures to limit its spread (e.g. restrictions on mobility and international flights), as well as voluntary limitations, may again trigger a shift in consumer demand from services to goods, thereby exacerbating supply bottlenecks. However, if overall consumer demand declines, there could be some easing in the global supply constraints which seem to be mostly the result of strong demand. Finally, a faster than expected increase in semiconductor production and transportation capacity in the shipping industry may lead to a quicker resolution of the supply-side disruptions."

Whatever the outcome in 2022, for supply chain security experts any higher level of market uncertainty, change in inventory levels, disruption caused by staff shortages, or new product sourcing locations will mean increased likelihood of risk and, potentially, losses. Organised crime groups will be reading

the same reports as the supply chain industry, and are likely to take great encouragement from the changes businesses may be looking to implement, or be forced into implementing.

Most New Years are greeted with a degree of optimism and after the traumas of the past 24 months, it's hard not to feel more upbeat about the potential trading environment this year. There is a recovery starting and there is a cause for positivity. But for those of us who make a living out of the resilience of global supply chains, we can expect even greater responsibility and scrutiny in 2022 and, surely, well beyond.

'Supply chain disruptions are expected to improve gradually in the second half of 2022, although there is still a high level of uncertainty about their evolution. Given their multifaceted nature, some disruptions might need more time to be resolved than others.'



The rollercoaster ride is set to continue.



AS THE NUMBER OF REMOTE AUDITS GROWS, IS YOUR PROCESS UP TO THE REQUIRED STANDARD?

Over the past two years, the pandemic has made it increasingly difficult and, often, impossible for supply chain security managers to visit facilities around their company networks. While Teams and Zoom calls have provided a welcome response to replace face-to-face meetings, carrying out security audits and ensuring compliance with industry standards is a far more complex process.

The solution from TAPA EMEA has been to create a special Remote Auditing Course to assist members using the TAPA EMEA Remote Virtual Auditing (RVA) Procedure for all current versions of the Association's Security Standards – with extremely positive feedback from those who have already completed the training.



Glen Palmer, Transport & Security Manager, Clipper Logistics plc, who attended the last Remote Auditing Course in December, stated: "As my company's accredited TAPA self-auditor, it is important that I audit our depots to maintain a good security standard. Due to the Covid outbreak, it has been exceedingly difficult to fulfil this role. However, thanks to the TAPA EMEA Remote Auditing Course, I am now confident I can remotely audit the sites to the required standard. It has given me the tools and knowledge to effectively plan and carry out a successful audit. The course was fun, interactive and informative. I would highly recommend this course to anyone who wants to learn how to effectively carry out a remote audit."

Glen's comments follow similar endorsements provided to TAPA EMEA from course participants from companies including Unipart, Tech Data, Ingram Micro and Goldstar Heathrow.

The next Remote Auditing Course will take place over two 4-hour morning workshops on 4 & 11 March, delivered for TAPA EMEA, as before, by Jeff Dowson, a leading independent auditing expert with longstanding experience of TAPA and other industry Standards. The course is not Standard-specific and supports any auditing discipline, combining theoretical and practical training, and culminating in a real-life audit to use the skills learned. A certificate will be issued to all participants on completion of the course.

Who will benefit most from this training?

This course is for anyone with auditor experience of any Standard, who has managed, and has a good understanding of, internal or external audits, including:

- Auditors (internal or external) with limited knowledge of working remotely
- Auditors looking to improve their remote auditing skills
- Supply Chain Auditors planning to work remotely

The training will equip participants to:

- Perform a risk assessment to verify if remote auditing is feasible

- Plan an effective remote audit
- Prepare for the audit, create a remote audit plan, and plan routes for site audit tours
- Understand and use remote auditing techniques; photographs, auditing through screen shares, and synchronous and asynchronous video
- Become familiar with issues that can arise and learn how to solve them
- Optimise time usage to ensure a thorough and effective audit is conducted

BOOK NOW

TRAINING ENQUIRY

The course costs **€499.00** for TAPA EMEA members or **€1,499.00** for non-members (+VAT if applicable). Places are limited, so please **BOOK NOW** for the training in March or, for future trainings, contact us at **TRAINING ENQUIRY**



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...



WHO WANTS A TAPA EMEA TRAILER IN THEIR FLEET? HELP US TO 'HIT THE HIGHWAY' IN EMEA

One of our objectives in 2022 is to try to get the support of member companies to put 10 TAPA EMEA branded trailers on the road in our region.

So, we are inviting companies to contact us to discuss putting a TAPA EMEA trailer into their fleet. You will need to supply a white hard-sided trailer and we will fund the graphics shown in our design visual, which aim to create awareness for TAPA EMEA, as the region's leading supply chain resilience Association, and demonstrate the truck operator's commitment to cargo security.

We hope to have trailers operating in as many countries as possible to maximise the brand awareness we can achieve through this investment. We'll also look to support the companies participating in the initiative by using images of the trailers in TAPA EMEA marketing collateral, on our social media channels, and in our *Vigilant* digital magazine.

To find out more, please contact me directly at Thorsten.Neumann@tapaemea.org



MULTISITE MILESTONE

Every three years, we give our members the opportunity to review our TAPA EMEA Security Standards and to offer advice and request changes which help to make our Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) not only fit-for-purpose but also ready to address new threats which may have emerged in the period since the previous review.

One of the significant changes in our 2020 FSR Standard revision was the introduction of FSR Multisite, designed for organisations with three FSR certifications or more which have a single management system in place for security and the capability to provide a Central Function to oversee ongoing conformance to the TAPA Standard.



The benefits of FSR Multisite include less audits, lower management costs and a single management system.

So, having listened to our members and provided the Multisite solution, it is so good to see more companies using this option as part of their security programmes. In this issue, our latest certifications show 72 of DPDgroup's sites in the United Kingdom covered by one FSR Multisite certification as well as 12 facilities operated by Schenker Logistics Nederland in the Netherlands and Belgium. We will be inviting both companies to talk about their certification experiences in the next issue of *Vigilant*, which we hope will encourage more of our members to consider the benefits of FSR Multisite.

Our congratulations to the security teams of DPDgroup and Schenker Logistics Nederland for their respective Multisite milestones.

READY TO PRESENT

With lockdown restrictions being eased across EMEA, we're now accepting invitations to give presentations at events which offer us the chance to talk directly to engaged audiences of supply chain resilience and security professionals.

In the coming weeks, TAPA EMEA presenters will be on the agendas of TransRussia 2022 in Moscow (April 12-14) and Transpotec Logitec in Milan (May 12-15). And, we're keen to do more, based on the advice of our members.

What events in your countries, regions or industries do you recommend TAPA EMEA participates in?



We will then reach out to the organisers to encourage them to add the key topics of cargo crime prevention and supply chain resilience to their agendas, and to seek an opportunity to address their delegates.

Industry events provide us with multiple opportunities to:

- Meet potential new members
- Promote TAPA EMEA's Security Standards & Training
- Highlight the value of our incident intelligence
- Introduce us to new partners & industry contacts
- Grow our law enforcement agency contacts

So, please take a moment to share the details of any events you believe we should be part of in 2022.. You can send your suggestions to info@tapaemea.org

AMSTERDAM, HERE WE COME...

In February, our TAPA EMEA conference team will be in Amsterdam to visit the venue for our upcoming face-to-face event on 7 & 8 June 2022. We are so looking forward to bringing the TAPA EMEA Family together again after two years of conference disruption due to Covid. We have chosen a great location and we are all determined to bring you a fantastic agenda, exhibition and networking opportunity. We'll update you further after our visit.



TAPA EMEA ON THE TUBE

TAPA EMEA has an amazing video production team and, over recent years, we have developed a growing library of conference and presentation videos featuring our speakers and members.

So, take a look at the updated TAPA EMEA YouTube Channel, where you'll also find the very latest videos from our most recent Virtual Conference. [VISIT NOW](#)



Click the 'play' button below to watch our Virtual Conference Review video, which is a taster of what we can look forward to later this year when we welcome our members and partners to our 2022 Virtual Conference on 8-10 November. Please block these dates in your calendar to be sure you can join us.



PARTNERS WE CAN BE PROUD OF...

This month, we have launched our **TAPA EMEA 2022 Premier Partner** programme, and the support has been fantastic.

All of our 2021 *Premier Partners* have renewed their support for a further 12 months:

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

Plus, for 2022, we are delighted to welcome four new *Premier Partners*:

- Locks4Vans
- Risk Intelligence
- Thruvision
- TITAN Aviation Group

Each company has considerable subject matter expertise in their respective fields of supply chain security and resilience solutions. We look forward to them sharing this with our members across 2022. Their support will also contribute to TAPA EMEA's ability to continue to enhance the benefits we bring to our members, including our new TIS (TAPA EMEA Intelligence System) and our Amsterdam and Virtual conferences planned for this year. We thank all our 2022 *Premier Partners* for working with us.



THANK YOU TO A TAPA EMEA TRAILBLAZER

This month, TAPA EMEA said farewell to our Executive Director – Standards, Steve McHugh, one of our founding members and such an outstanding contributor to our Association's development over more than two decades.



Steve has been a security practitioner for nearly 40 years, ultimately specialising in supply chain security risk management and standards. For 31 of those years, he worked in various security roles

for Intel Corporation, latterly as Corporate Security, Global Supply Chain Security Manager.

After leaving Intel, he established an independent supply chain security consultancy and, in addition to taking on private client contracts, he has played a lead role in the growth of TAPA EMEA's Standards

programme in the role of Executive Director - Standards. His knowledge of the TAPA Standards as well as Steve's wise counsel on all matters relating to the development of our Association in EMEA has been an amazing asset and, on behalf of all of our members, I wish to thank him for so many years of great service and support.

As a Honorary Member of TAPA EMEA, Steve will, of course, retain his connection with our Association and the many friends and contacts he has made in our membership over so many years. We look forward to welcoming him at our future events and wish him continued success in his future business ventures.

SEEKING SHARED KNOWLEDGE

You need a highly effective supply chain security programme when you're fulfilling 185 million orders annually, and that's exactly what Zalando has...

...but as Europe's leading online platform with over 1.2 million fashion and lifestyle products from over 4,500 brands, 46 million active customers and €8 billion of sales annually, you never stop looking for new ways to improve what you do. That's why, in 2021, Zalando joined TAPA EMEA.

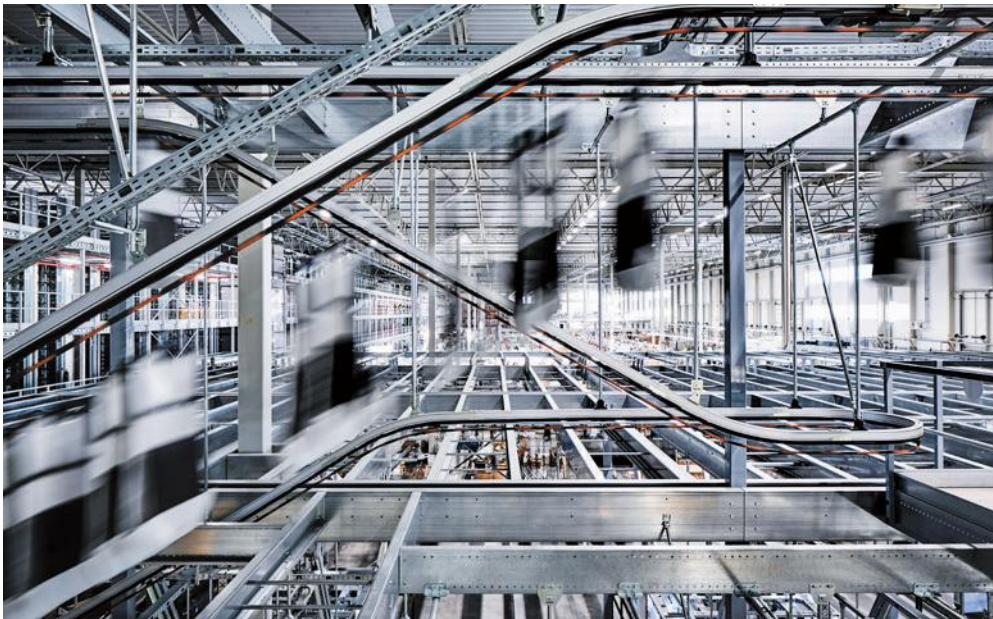


Vigilant spoke to Neil Bennett, Zalando's Director Logistics Warehouses, to learn more about

its business and what the company hopes to gain from joining the TAPA EMEA Family...







How did Zalando learn about TAPA EMEA?

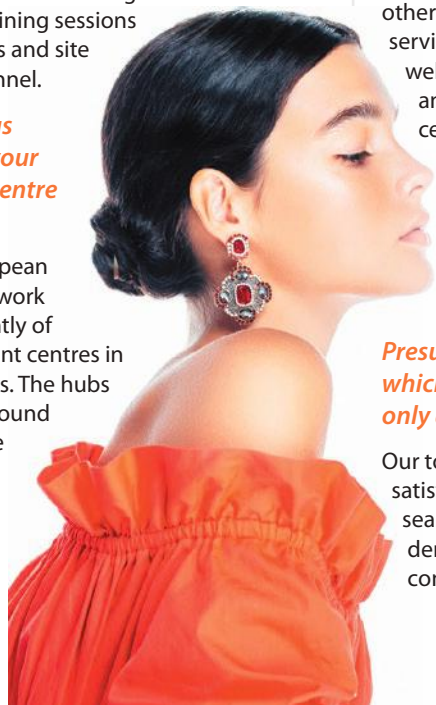
TAPA EMEA is a well-known international association for supply chain resilience and security standards. Zalando's security management team recommended TAPA EMEA as one of the best choices for transport and warehouse security training, for improving our own security standard and for real-time incident reports and security networking among the industry.

What do you expect to gain from joining the Association?

The Zalando security managers will benefit greatly from TAPA EMEA's comprehensive training, intelligence reports and industry-leading safety & security standards, which will help to further improve our security standards. We also plan to maintain regular TAPA EMEA training sessions for our logistics and site security personnel.

Can you tell us more about your distribution centre network?

Zalando's European Fulfilment Network consists currently of twelve fulfilment centres in seven countries. The hubs are typically around 130,000 square metres in size and serve as central anchor points in the network.



Spokes are usually smaller and located closer to the customer to be able to serve them even quicker.

How big an issue is cargo theft for Zalando?

At the moment our loss rate is very low, due to comprehensive preventive measures and logistic procedures we are implementing from the beginning. However, we are always looking for ways to further improve our supply chain resilience, both technology-wise and via standard operations procedures.

Are your distribution and fulfilment centres operated by Zalando or by third party service providers?

Zalando operates its fulfilment centres in Germany, its home market, on its own. In the other markets we collaborate with trusted service providers that know the market very well. With regards to the security measures and security procedures in the fulfilment centres that are operated by service providers, Zalando and the partner work jointly together. This way, we can work on a standardisation that enables us to keep an overview of all security related activities and to initiate reactions quickly, if required.

Presumably, the speed and volume with which e-commerce orders are transported only adds to the security challenge?

Our top priority is always our customers' satisfaction. E-commerce is affected by seasonality, which translates into fluctuating demand. This is why Zalando works continuously on balancing out its network,

including transportation. Nevertheless, we have our transport security standards well established so that we are prepared for all seasons, including peak.

How can Zalando support TAPA EMEA and its other members – are you willing to share incident data, for example?

We are internally investigating if and which incident data can be shared with the TAPA EMEA network and its members in the future. We definitely see the value of a close cooperation between the members to create awareness, especially for new fraud schemes.

What are your plans in terms of adopting TAPA's Security Standards?

Zalando is currently evaluating which TAPA EMEA Standard and level we should consider for our security standard - basically, all three standards could be applicable for us: All of our main hubs are already compliant with the majority of the TAPA FSR 2020 requirements.

This internal evaluation will be an ongoing process over the next few years, but we are expecting a positive impact on our security standards.

What are the other key features of your in-house security programme and how can these align with the benefits provided by TAPA EMEA?

Zalando already has a very comprehensive and detailed global security standard, which is applicable to all of our warehouses and operations. Even when the warehouse is completely managed by a service provider, all security measures and procedures are planned and implemented with Zalando. As we are constantly seeking to improve security even further, Zalando will for sure benefit from the shared knowledge provided by TAPA EMEA.

Is there any e-commerce industry data you can share with us relating to shipment losses/thefts – is this a growing problem?

Our internal analytics and data monitoring measures closely follow the complete warehouse cycle, as well as the transportation chain. This enables us to identify new hotspots for theft or potential problems in our supply chain very quickly and to react accordingly. Organised crime activities are on the rise and require a successful collaboration between all stakeholders and the authorities to counter these.

STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

In each issue of *Vigilant*, 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	Bleckmann - Trinity, Swindon	GB	Swindon	C
FSR	DHL Freight Rennes - Bourgbarre, France	FR	Bourgbarre	C
FSR	DHL International Beograd DOO - Novi Sad, Serbia	RS	Novi Sad	C
FSR	FOR Log Berlin GmbH & Co. KG - Brieselang	DE	Brieselang	C
FSR	Ingram Micro GmbH - Altishofen	DE	Altishofen	C
FSR	trans-o-flex Express GmbH & Co. KGaA - Nurnberg	DE	Nürnberg	C
FSR	trans-o-flex Express GmbH & Co. KGaA - Driedorf	DE	Driedorf	C
FSR	trans-o-flex Netzwerk drei GmbH - St. Ingbert	DE	St. Ingbert	C
FSR	trans-o-flex Express GmbH & Co. KGaA - Koln	De	Koln	C
FSR	Poste Italiane S.p.A. - San Benedetto del Tronto	IT	San Benedetto	C
FSR	Poste Italiane SPA - Saint Vincent Centro Di Distribuzione Postale, Italy	IT	Aosta	C
FSR	POSTE ITALIANE SPA - CD Monastir, Ussana, Italy	IT	Ussana	C
FSR	Poste Italiane - Centro di Distribuzione Taormina, Italy	IT	Messina	C
FSR	Farouk, Maamoun Tamer & Co. - Kohbar, SA	SA	Western	C
FSR	Poste Italiane SPA - CD NUORO, Italy	IT	Nuoro	C
FSR	Alliance Healthcare S.A. - Alverca, Forte da Casa, Portugal	PT	Forte da Casa	C
FSR	BDP International Spain S.A.U. - Algete (Madrid)	ES	Algete	A
FSR	Ingram Micro ANOVO - Norwich, United Kingdom	GB	Norwich	A
FSR	DSV Solutions Spain S.A.U - Rubi, Barcelona, Spain	ES	Barcelona	A
FSR	DSV Solutions Spain S.A.U. - Subirats, Barcelona, Spain	ES	Barcelona	B
FSR	Ingram Micro S.L. - Constanti (Tarragona) Spain	ES	Tarragona	A
FSR	DHL Express Spain S.L.U. - Foronda (Vitoria)	ES	Vitoria	A
FSR	Europe Express - Limeil Brevannes, France	FR	Paris	C
FSR	Gebrueder Weiss spol s.r.o - Jenec, Czech Republic	CZ	Jenec	C
FSR	Gebrueder Weiss spol. s.r.o. - Syrovice, Czech Republic	CZ	Syrovice	C
FSR	POSTE ITALIANE SPA - BARGHE CD VAL SABBIA, ITALY	IT	BARGHE CD VAL SABBIA	C
FSR	DHL (Egypt) W.L.L. - Cairo	EG	Cairo	A
FSR	DHL Express Bulgaria EOOD - Sofia	BG	Sofia	A
FSR	DHL Express (Israel) Ltd. - Hachermon	IL	Hachermon	A
FSR	DHL Express Italy S.R.L. - Bologna	IT	Bologna	A
FSR	DHL Express Italy S.R.L. - Campegine	IT	Campegine	A
FSR	DHL Express Italy S.R.L. - Castendolo	IT	Castendolo	A
FSR	DHL Global Forwarding South Africa - Kempton Park	ZA	Kempton Park	A
FSR	DHL Global Forwarding GmbH - Munchen Flughafen, Germany	DE	Munchen Flughafen	B
FSR	DHL Operation B.V. Jordan - Amman	JO	Amman	A
FSR	DPD Group Ltd. - West Midlands, UK	GB	West Midlands	A
FSR	DPD Group UK - Edinburg	GB	Edinburg	A
FSR	DPD Group UK - Enfield	GB	Enfield	A
FSR	DPD Group UK - Clyst Honiton	GB	Clyst Honiton	C
FSR	DPD Group UK - Feltham	GB	Feltham	C

STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS



EUROPE, MIDDLE EAST & AFRICA REGION

FSR	Company Name	Country	City	Class
FSR	DPD Group UK - Glasgow	GB	Glasgow	A
FSR	DPD Group UK - Gloucester	GB	Gloucester	A
FSR	DPD Group UK - Goole	GB	Goole	C
FSR	DPD Group UK - Oldbury	GB	Oldbury	A
FSR	DPD Group UK - Hinckley	GB	Hinckley	C
FSR	DPD Group UK - Glenfield	GB	Glenfield	A
FSR	DPD Group UK - Lincoln	GB	Lincoln	C
FSR	DPD Group UK - Liverpool	GB	Liverpool	A
FSR	DPD Group UK - London	GB	London	A
FSR	DPD Group UK - Croydon	GB	Croydon	A
FSR	DPD Group UK - Maidstone	GB	Maidstone	A
FSR	DPD Group UK - Irlam	GB	Irlam	A
FSR	DPD Group UK - Middleton	GB	Middleton	A
FSR	DPD Group UK - Milton Keynes	GB	Milton Keynes	C
FSR	DPD Group UK - Newbury	GB	Newbury	C
FSR	DPD Group UK - South Tyneside	GB	South Tyneside	A
FSR	DPD Group UK - North London	GB	North London	C
FSR	DPD Group UK - Nottingham	GB	Nottingham	A
FSR	DPD Group UK - Park Royal, London	GB	London	C
FSR	DPD Group UK - Peterborough	GB	Peterborough	C
FSR	DPD Group UK - Preston	GB	Preston	A
FSR	DPD Group UK - Radlett	GB	Radlett	A
FSR	DPD Group UK - Raunds	GB	Raunds	A
FSR	DPD Group UK - Reading	GB	Reading	A
FSR	DPD Group UK - Chapeltown	GB	Chapeltown	A
FSR	DPD Group UK - Sittingbourne	GB	Sittingbourne	C
FSR	DPD Group UK - Snetterton Park	GB	Snetterton Park	A
FSR	DPD Group UK - Southall	GB	Southall	A
FSR	DPD Group UK - Southampton	GB	Southampton	A
FSR	DPD Group UK - Chelmsford	GB	Chelmsford	A
FSR	DPD Group UK - Etruria	GB	Etruria	C
FSR	DPD Group UK - Swansea	GB	Swansea	A
FSR	DPD Group UK - Royal Wootton Bassett	GB	Royal Wootton Bassett	C
FSR	DPD Group UK - Glasgow	GB	Glasgow	A
FSR	DPD Group UK - Billingham	GB	Billingham	C
FSR	DPD Group UK - Dartford	GB	Dartford	C
FSR	DPD Group UK - Gateshead	GB	Gateshead	C
FSR	DPD Group UK - Appleton	GB	Appleton	A
FSR	DPD Group UK - Burgess Hill	GB	Burgess Hill	A
FSR	DPD Group UK - York	GB	York	A
FSR	DPD Group UK - Portsmouth	GB	Portsmouth	A
FSR	DPD Group UK - Bournemouth	GB	Bournemouth	C
FSR	DPD Group UK - Bradford	GB	Bradford	C
FSR	DPD Group UK - Bridgwater	GB	Bridgwater	C
FSR	DPD Group UK - Cardiff	GB	Cardiff	C
FSR	DPD Group UK - Carnforth	GB	Carnforth	C



EUROPE, MIDDLE EAST & AFRICA REGION

FSR	Company Name	Country	City	Class
FSR	DPD Group UK - Cornwall	GB	Cornwall	A
FSR	DPD Group UK - Cumbernauld	GB	Cumbernauld	C
FSR	DPD Group UK - Dagenham	GB	Dagenham	A
FSR	DPD Group UK - Deeside	GB	Deeside	C
FSR	DPD Group UK - Dudley Port	GB	Dudley Port	A
FSR	DPD Group UK - Holytown	GB	Holytown	A
FSR	DPD Group UK - Dunstable	GB	Dunstable	A
FSR	DPD Group UK - Aberdeen	GB	Aberdeen	A
FSR	DPD Group UK - Carlisle	GB	Carlisle	A
FSR	DPD Group UK - Durham	GB	Durham	C
FSR	DPD Group UK - Barking	GB	Barking	C
FSR	DPD Group UK - Dundee	GB	Dundee	C
FSR	DPD Group UK - Leeds	GB	Leeds	A
FSR	DPD Group UK - Abergele	GB	Abergele	A
FSR	DPD Group UK - Bristol	GB	Bristol	C
FSR	DPD Group UK - Chelmsford	GB	Chelmsford	A
FSR	DPD Group UK - Crawley	GB	Crawley	A
FSR	DPD Group UK - West Midlands	GB	West Midlands	A
FSR	DPD Group UK - Hinckley	GB	Hinckley	A
FSR	DPD Group UK - Park Royal	GB	Park Royal	A
FSR	DPD Group UK - Questor Ind Est	GB	Questor Ind Est	C
FSR	Ulustrans Uluslararası Nakliyat ve Ticaret A.S - Istanbul, Turkey	TR	Istanbul	C
FSR	SMSA Express Transportation Co Ltd - Dammam, Saudi Arabia	SA	Dammam	C
FSR	Cargo-Partner EOOD - Sofia, Bulgaria	BG	Sofia	A
FSR	Kuehne + Nagel S.a.r.l. - Contern, Luxembourg	LU	Contern	B
FSR	Poste Italiane S.p.A. - Bologna, Italy	IT	Bologna	A
FSR	Poste Italiane S.p.A. - Roma Affile, Italy	IT	Roma	A
FSR	Schenker & Co AG -Schwechat, Austria	AT	Schwechat	A
FSR	Schenker Logistics Nederland BV - 5047 RM Tilburg	NL	Tilburg	A
FSR	Schenker Logistics Nederland BV - Breda	NL	Breda	A
FSR	Schenker Logistics Nederland BV - Ede	NL	Ede	A
FSR	Schenker Logistics Nederland BV - Oldenzaal	NL	Oldenzaal	A
FSR	Schenker Logistics Nederland BV - Oude Meer	NL	Oude Meer	A
FSR	Schenker Logistics Nederland BV - 5032 MK Tilburg	NL	Tilburg	A
FSR	Schenker Logistics Nederland BV - 5032 MH Tilburg	NL	Tilburg	C
FSR	Schenker Logistics Nederland BV - Venlo	NL	Venlo	A
FSR	Schenker Logistics Nederland BV - 5047 RCTilburg	NL	Tilburg	A
FSR	Schenker NV - Zwevegem, Belgium	BG	Zwevegem	A
FSR	Schenker Logistics Nederland BV - 5032 MN Tilburg	NL	Tilburg	A
FSR	Schenker Logistics Nederland BV - 5026 SK Tilburg	NL	Tilburg	A
FSR	SDA Express Courier - Bologna Interporto_Blocco 13.10 , Italy	IT	Bentivoglio	A
FSR	Silvano Chiapparoli Logistica SPA - Cerro al Lambro (MI), Italy	IT	Milano	C
FSR	Silvano Chiapparoli Logistica SPA - Livraga 2, Italy	IT	Livraga	C
FSR	Silvano Chiapparoli Logistica SPA - Livraga 3, Italy	IT	Livraga	C
TSR	Company Name	Country	Category	
TSR	Waberer's International Nyrt - Budapest, Hungary	HU	Level 3 / Category Large	
TSR	Famar AVE - Famar Transportation Department - Viotia, Greece	GR	Level 3 / Category Small	
TSR	DHL Global Forwarding Portugal - Aeroporto Lisbona	PT	Level 3 / Category Small	
TSR	Lorenc Logistics Polska Sp. z o.o. - Wloclawek, Poland	PO	Level 2 / Category Medium	
TSR	Royal Trans SRL - Bucuresti, Romania	RO	Level 1 / Category Medium	
TSR	Kuehne + Nagel S.a.r.l. - Contern, Luxembourg	LU	Level 2 / Category Large	
TSR	SZABOFRIGOCARGO Kft. - Hajduboszormeny, Hungary	HU	Level 1 / Category Small	

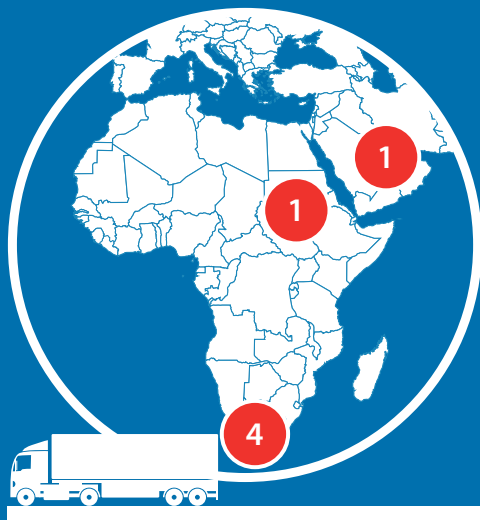
EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

DECEMBER 2021

▶ Belgium	4 (2%)
▶ Bulgaria	1 (0.5%)
▶ Bahrain	1 (0.5%)
▶ Cyprus	1 (0.5%)
▶ Denmark	1 (0.5%)
▶ France	37 (16.3%)
▶ Germany	14 (6.5%)
▶ Italy	14 (6.5%)
▶ Netherlands	3 (1.4%)
▶ Poland	5 (2.3%)
▶ Russia	1 (0.5%)
▶ South Africa	4 (2%)
▶ Spain	41 (19%)
▶ Sudan	1 (0.5%)
▶ Sweden	2 (1%)
▶ United Kingdom	85 (40%)

DECEMBER
2021

€278,009

Average loss for the 7 recorded cargo thefts with a value of €100,000 or more reported to TAPA's Incident Information Service (IIS) in December 2021



€2,195,533

Total loss for the 16 or 7.4% of crimes stating a value

13

Number of TAPA IIS product categories recording losses in December 2021

215

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

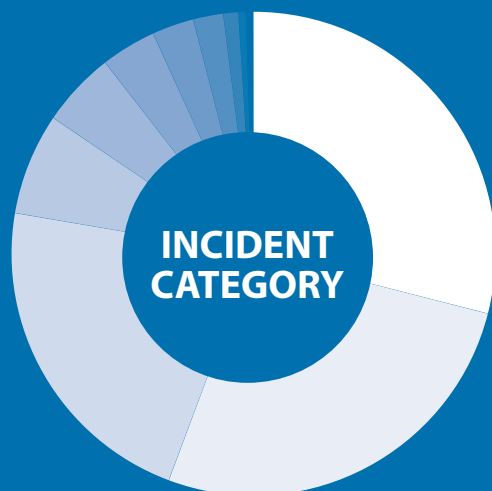
€500,000

Biggest single loss -

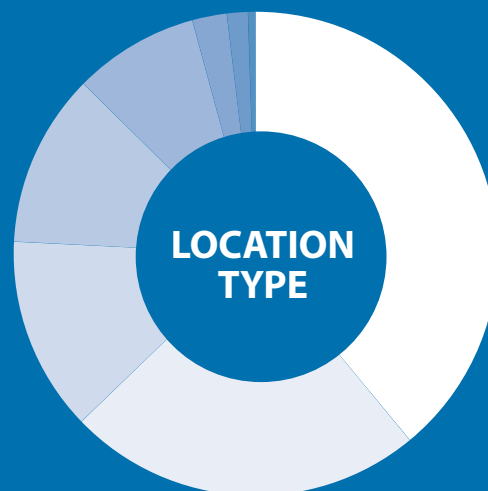
Unknown perpetrators broke into a warehouse and stole 200,000 antigen tests from a facility in Badalona, Spain on 29 December 2021.

Number of countries in EMEA reporting incidents

16



Theft from Vehicle	62 (29%)
Theft from Trailer	58 (26.7%)
Theft of Vehicle	47 (22%)
Theft from Facility	15 (6.8%)
Robbery	11 (5%)
Clandestine	8 (3.7%)
Theft of Trailer	6 (2.8%)
Theft	4 (2%)
Hijacking	2 (1%)
Truck Theft	1 (0.5%)
Fraud	1 (0.5%)



Unknown	84 (39%)
Destination Facility	51 (23.8%)
En Route	28 (13%)
Unclassified Parking Location	25 (11.6%)
Origin Facility	18 (8.4%)
Secured Parking	5 (2.3%)
Services 3rd Party Facility	3 (1.4%)
Maritime Transportation Facility	1 (0.5%)

2

Crimes in EMEA recorded a loss value of between €50,000 & €100,000 worth a total of €120,298

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

€137,220

AVERAGE LOSS VALUE IN DECEMBER 2021

11.6%

Or 25 of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Unknown	106 (49.2%)
Intrusion	71 (33%)
Violent & Threat with Violence	35 (16.3%)
Internal	1 (0.5%)
Deceptive Stop	1 (0.5%)
Deceptive Pick Up	1 (0.5%)

200,000 ANTIGEN TESTS TARGETED BY CARGO THIEVES IN SPAIN, AS 2021 CLOSES WITH LOSSES FROM SUPPLY CHAINS IN 16 COUNTRIES IN EMEA



The discovery of the new omicron variant of the coronavirus at the end of November may have prompted the biggest recorded cargo crime in December in the Europe, Middle East & Africa (EMEA) region – the theft of 200,000 antigen tests valued at €500,000 from an Origin Facility in Badalona, northeast of Barcelona in Spain, on 29 December.

This was one of 215 cargo loss incidents so far reported to TAPA EMEA's Incident Information Service (IIS) database last month, with crimes taking place across 16 countries in the region.

Only 16 or 7.4% of these incidents shared any financial data, producing a total value for cargo losses of €2,195,533, or an average of €137,220. Most of this figure - €1,946,068 - was attributed to the seven major cargo crimes with losses of €100,000 or more recorded so far in December 2021. Only two theft reports stated a value in the €50-100K value range, with a combined total of €120,298:

€70,298

On 22 December, TAPA EMEA was notified of the theft of camping equipment from a facility in Tubli, Bahrain. Police later made five arrests in connection with this loss.



€50,000

Offenders broke through the gate of an Origin Facility in Saint-Pierre-des-Corps in the Centre-Val de Loire region of France on 1 December and stole a truck.

In over 85% of last month's reported incidents, the types of goods targeted by cargo thieves were not specified. Outside of these crimes, the top TAPA EMEA IIS categories with losses in December were:

- Food & Drink – 8 incidents (3.7%)
- Furniture/Household Appliances – 4 (2%)
- Cash – 3 (1.4%)
- No Load (Theft of truck and/or trailer) – 3 (1.4%)
- Tobacco – 3 (1.4%)

Double-digit incident rates were identified in five countries in EMEA:

- United Kingdom - 85 (40%)
- Spain - 41 (19%)
- France - 37 (16.3%)
- Germany – 14 (6.5%)
- Italy - 14 (6.5%)

Vigilant is only authorised to share information of two other major losses in the month:

€240,000

The theft of a large shipment of cosmetics from a trailer parked in the Langenfeld area of Dusseldorf, Germany, on 27 December.



€150,000

Three offenders robbed a delivery truck transporting a cargo of cigarettes in Vienne, France, on 15 December. In all, 50 boxes, each containing 25 cartridges of cigarettes were stolen. The thieves transferred the cigarettes into a van before fleeing the scene.



Attacks on vehicles were, once again, most commonplace with cases of Theft from Vehicle, Theft from Trailer and Theft of Vehicle accounting for 167 or 77.7% of all incident reports to TAPA EMEA in December. Only 15 or 6.8% of crimes were recorded as Theft from Facility incidents.

In 39% of crimes added to the Association’s Incident Information Service (IIS) database, the locations of the incidents were unknown. Of the rest, four main locations represented 56.8% of crimes:

- Destination Facility – 51 (23.8%)
- En Route – 28 (13%)
- Unclassified Parking Location – 25 (11.6%)
- Origin Facility – 18 (8.4%)

A total of 35 violent crimes, or incidents involving threats of violence, were recorded. Over half (19) took place during cargo theft incidents in the United Kingdom, six were recorded in France, while Italy, the Netherlands and South Africa as well as Denmark, Spain, Sudan and Sweden also confirmed cases of violence.

Intelligence shared with TAPA EMEA in December also included:

- Investigators believe a duplicate key was used to open the rear trailer doors of a truck transporting miscellaneous goods in Northampton in the UK on 2 December. Although products inside the vehicle had been moved around, no loss was recorded.
- On 2 December, police in Cleveland, South Africa, arrested 10 suspects in connection with truck hijackings in the area.
- Two Albanian nationals were injured when they fell from the roof of an Origin Facility warehouse they were trying to break into in Florence, Italy, on 4 December.
- On 8 December, two bogus police officers robbed a truck carrying cash in Porta Westfalica, North Rhine-Westphalia, Germany.



- On 9 December, a driver was held at gunpoint while two offenders searched his vehicle in Hoek Van Holland.
- The curtain sides of four trucks were slashed open at a motorway service area in Bunde, Germany, on 14 December, but no losses were reported.
- 172 televisions were stolen from a trailer parked overnight at a secured parking location in Barcelona on 19 December.



- A shipment of televisions was stolen from a port in North Lincolnshire on 20 December after being parked at the ferry terminal for the previous 10 days.
- In Oxford in the United Kingdom on 22 December, a group of offenders slashed the tarpaulin curtains of three trucks in an unclassified parking location and stole three pallets of miscellaneous products.
- Crowds of people broke into a warehouse in North Dafur, Sudan, on 29 December and stole food products. Two people reportedly died at the scene and a number of arrests were recorded.



More crimes involving migrants illegally boarding trucks in Europe were recorded in December:

- 1 December – 12 migrants were found hiding onboard a truck near the Muret Tollplaza in France.
- 3 December – 7 migrants were discovered on a vehicle in Kegworth, UK.
- 7 December – a truck driver found eight migrants hiding onboard his vehicle in Nimes, France.
- 14 December – 6 migrants were detained by police after they were seen getting out of the back of a truck in Basingstoke, UK.

- 15 December – 3 migrants were found hiding onboard a truck in Villers-Ecalles, France.
- 29 December – 20 migrants were found inside a container in Alcover, Spain.

To report a cargo crime to TAPA EMEA, you can send information to iis@tapaemea.org

WATCH EXPLAINER VIDEO

PRODUCT CATEGORY	No	%
Miscellaneous	168	78%
Unspecified	17	7.6%
Food and Drink	8	3.7%
Furniture and Household Appliances	4	2%
Cash	3	1.4%
No Load (Theft of truck and/or trailer)	3	1.4%
Tobacco	3	1.4%
Tools and Building Materials	2	1%
Cosmetics & Hygiene	1	0.5%
Car Parts	1	0.5%
Computers and Laptops	1	0.5%
Metal	1	0.5%
Tyres	1	0.5%
Phones	1	0.5%
Pharmaceuticals	1	0.5%



PROGRESS PARTNERS

TAPA EMEA
2022 PREMIER
PARTNERS



TAPA EMEA's 2022 Premier Partners are leading providers of supply chain security and resilience products and services which have accepted TAPA EMEA's invitation to demonstrate their Subject Matter Expertise to the Association's members in the region through a series of marketing and communications opportunities in 2022.

By committing to the region's *Premier Partner* programme, they are also helping TAPA EMEA's ability to invest in more improvements and member benefits. TAPA EMEA thanks each *2022 Premier Partner* for their support. Please welcome our *2022 Premier Partners...*" Thorsten Neumann, President & CEO, TAPA EMEA

To find out more about our TAPA EMEA *2022 Premier Partners* programme, contact Thorsten.Neumann@tapaemea.org



Keyless access to protect valuable assets as cargo in trailers and swap bodies

Autida's focus is to reduce the security issues and business disruptions in road transportation with innovative cost-efficient solutions to prevent unauthorized access to valuable assets in Trailers and Swap bodies.

COOLER-GUARD SYSTEM – the unique integrated keyless protection of trailers and swap bodies

- no more locking bolts stuck in deep frozen trailers
- no batteries, cables or power supply in the doors
- audit trail of locked/unlocked status, geo-position and time
- cutting resistant locking bolts and automatic locking when closing doors
- supporting the high standard TAPA TSR1

The continuously change of threats and Modus Operandi requires rapid development capability and a clear understanding to meet the challenges.

Autida's way of how we work and our short way to action is based on our unique experience and our daily learning. More than 15 different patents in the field of security, locks and access control have been invented by Autida staff and filed by Autida and a global company, the majority after 2015.

We are looking forward to share our experience with you and a new way to secure the Trailers. Contact us at info@autida.com

[View website](#)



From day one we knew technology could break down barriers and broaden perspectives. Our very first IP-based video surveillance system was true to that belief. It gave customers more flexibility, scalability, and ease of use. Today, we're still focused on innovation and committed to helping TAPA members to ensure their operations are efficient, secure and resilient.

From protecting facilities and mapping the location of assets, through to enabling seamless no-touch entry and exit of vehicles from a facility, we help you keep pace with your organisation's ever-evolving requirements. We do this with Genetec Security Center, our unified platform that helps operators make sense of their environment by taking vast amounts of information and presenting it within a single intuitive interface.

With video surveillance, access control, and automatic number plate recognition (ALPR), to communications, intrusion detection, and video analytics, Security Center empowers TAPA members through enhanced situational awareness, unified command and control, and connectivity to the cloud. Furthermore, we enable the highest standards of privacy and cybersecurity in everything we bring to the market, simplifying compliance and giving our customers peace of mind.

We help you work smarter, protect the everyday and simplify your operations.

[Visit website](#)

TAPA EMEA 2022 PREMIER PARTNERS



At G4S Telematix, we believe our solutions should be directly tied to our customers' desired business outcomes, when it comes to minimizing risks, managing unpredictable events, creating efficiencies and finally providing peace of mind.

With more than 20 years of working experience, we have a deep knowledge of the supply chain industry and we specialize in providing risk consulting, security oriented technology and 24x7 monitoring and response services in Europe and beyond, to both fleets and manufacturers transporting high value goods.

Our risk analysis methodology aims to identify threats during storage and transportation of goods. We perform security audits to define efforts and resources required to mitigate the business risks and awareness trainings in order to equip workforces with the knowledge they need to combat these threats.

When this is coupled with our technology and our network of secure operating centers across 40 countries, managed by our Control Tower, then we offer end-to-end complete solutions to our customers.

We are part of G4S, the world's leading global security company, and we continuously invest in risk consulting and integrated technology solutions, creating efficiencies, helping people to work in secure environments and business delivering higher profits.

Contact G4S Telematix



Locks 4 Vans is regarded as a dynamic and innovative partner for companies looking to secure their supply chain logistics. We exist to help our customers protect their cargo from criminal attack or theft by delivering an award-winning range of locking and shielding solutions for commercial vehicles.

Cargo crime is on the rise at a staggering rate, and our first response is to anticipate the key areas of vulnerability on a vehicle. Our engineers are pushing boundaries everyday at our Innovation Centre, with R&D programmes that trouble-shoot these areas of weakness. As a result, our forward-thinking range of solutions are developed to improve overall security for HGV's, box-body vehicles, LCV's and cargo bikes. By maximising security across the whole logistics journey, a Fleet Manager can dramatically reduce risk and loss.

Our sought-after product range includes L4V Shutter Locks and Cargo Locks for HGV's / box body vehicles, and Slamlocks, Hook Locks and Externally Mounted Locks for LCV's. Locks 4 Vans also offers a full suite of shielding products which protect door handles, catalytic converters, wiring looms, brake lights, spare wheels and internal latches.

Locks 4 Vans solutions are used across a range of sectors, including pharmaceutical, retail, logistics, utilities, construction, food and drink and tobacco. Our products are widely accessible too, as we are a trusted supply chain partner to well-known Vehicle Converters across Europe.

We are delighted to be a TAPA EMEA Premier Partner and are wholly committed to effecting change and optimising supply chain resilience. Our team are on hand to discuss your challenges and offer advice on the security solutions available for your fleet.

Visit website to arrange a free risk assessment.



Since 1993, Multiprotexion has been a one stop-shop provider of satellite and active video surveillance security for the transportation and warehouses sector, focused on preventing events such as thefts and robberies.

We closely work with producers of high value goods in fashion, technology, tobacco, food and pharmaceutical sectors. To meet the needs of these customers, Multiprotexion has developed customized security procedures that draw upon our long experience. In addition to its headquarters in Gropello Cairoli – south of Milan - (Italy), the company has a sales office in Westerlo (Belgium) and an R&D Innovation Center Office in Bolzano (Italy).

Its multiplatform Operations Center operates 24/7, is staffed exclusively by Certified Security Guards (GPG) - who are specialists in the remote monitoring – and daily manages goods for about €100.000.000. It also offers multilingual services (18 languages spoken) and - thanks to its international partner network - Multiprotexion is able to detect and manage alarms generated throughout Europe (EU 28).

Thanks to our procedures and predictive technologies, in the last year our success rate was 100% on building facilities and 95% on trucks.

All of this confirms our mission: **"MAKING THE WORLD A SAFER PLACE, TODAY & TOMORROW"**

Visit Multiprotexion website

TAPA EMEA 2022 PREMIER PARTNERS



RiskIntelligence

Risk Intelligence is a dynamic world leader in risk assessment and planning, specialising in threat analysis on land, in ports and at sea. Risk Intelligence specialises in the analysis of threats from and interaction between cargo theft, organised crime, terrorism, insurgency, piracy, and military conflicts, and launched the Risk Intelligence System in 2008 - a fully integrated risk assessment and planning tool.

The Risk Intelligence System offers clients a complete picture of immediate, short, and medium-term security risks for port and landside threats through two of its three modules, PortRisk and LandRisk Logistics - enabling complete situational awareness through route overviews, threat assessments and incident alerts.

LandRisk Logistics

LandRisk Logistics is designed to meet the security and risk planning needs of cargo owners and logistics companies producing and transporting goods throughout Europe, and forms part of the Risk Intelligence System. The solution visualises and interprets security threats specific to the client's selected lanes, while simultaneously providing oversight on multiple logistics lanes.

LandRisk Logistics serves the complex security needs of logisticians, and supports both strategic planning of multiple logistics lanes, and fast, tactical response to arising threats and the need for secure rerouting. The solution is also benchmarked against industry best practice and international guidelines and is built to support organisations in complying with compliance standards such as ISO 28000 and TAPA TSR. [Visit website](#)



IMBEMA - GREAT SOLUTIONS FOR YOUR ASSETS

Imbema helps organizations in industry, the energy sector, and transport and logistics to create safe, efficient working environments. The Transport & Logistics sector of Imbema can help everyone who wants to hit the roads as safely and efficiently as possible. With our expertise and offering, from body construction parts to cargo bars, we can improve the safety of your fleet, cargo and people on the road.

SBS – SECURITY & MONITORING SOLUTIONS

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. Our solutions are developed in collaboration with customers and suppliers.

OUR CUSTOMERS

This video shows the solution we have provided to one of our customers in pharma transport, who has obtained TAPA TSR certification.

OUR SERVICE AND R&D CENTRE

In our Service Centre, we are constantly working to develop and improve our SBS locks, as this enables us to guarantee high quality. Are you looking for a customized solution? Then you've come to the right place! And of course, our experts keep up to date with the latest safety requirements that your solution needs to meet in order to pass certifications with flying colors. [Visit website](#)



The Cargo Security Company provides qualified and certified security officers to provide armed and unarmed cargo security escorts for global manufacturers, logistics providers, freight carriers, governmental agencies, and other stakeholders with the common aim of reducing losses from international supply chains.

The vehicles that we used on secure operations are fitted with professional tracking systems, panic button and live streaming cameras ensuring they can be monitored real-time from our own in-house ISO 9001, ISO 27001 and EN 50518/UL 827 certified Alarm Monitoring Center (AMC), whilst they are in transit.

Via our 24/7 certified AMC we offer truck monitoring solutions that provide organizations with complete cargo transparency and supply chain integrity from origin to destination. Using our customized asset monitoring portal Truck.Watch we can monitor your high value, high risks or temperature controlled cargo anywhere in the supply chain in real time.

The Cargo Security.Company features a large European network of security entities who are able to act on the spot in the event of an (imminent) incident. We have been building and maintaining our network for the past 15 years and pride ourselves on providing outstanding service in cooperation with security partners and law enforcement agencies all over Europe. [Visit website](#)

TAPA EMEA 2022 PREMIER PARTNERS



THRUVISION

PEOPLE-SCREENING

Thruvision is a leading provider of “safe distance” people-screening security technology to the global supply chain industry.

Thruvision's cameras are uniquely capable of detecting metallic and non-metallic items hidden in clothing, including cosmetics, tobacco, electronics, medicines, clothing and accessories. Reducing theft and protecting employees, Thruvision allows security personnel to 'visualise' hidden items as small as 2cm x 2cm at a COVID-safe distance of 3 metres.

Using patented passive terahertz technology, Thruvision completely removes the need for physical employee “pat-downs”, metal detection or wand and empowers security personnel with a fast, safe and effective security tool.

Thruvision is deployed globally in 20+ countries and is used by some of world's best known companies including:

- 3rd party logistics (3PL) including, CEVA Logistics, DPD, FEDEX, Hermes Parcel Net, Clipper Logistics, DHL, XPO Logistics and Ingram Micro.
- Retailers including Next, Morrisons, Boots, JD Sports, BooHoo, ASOS, Farfetch and Sports Direct.

Thruvision has been vetted and approved by the US Transportation Security Administration for surface transportation and is deployed at a variety of airport and transport locations as well as within government facilities. Thruvision is headquartered near Oxford, UK, and in Washington, DC.

For further information please visit our website <https://thruvision.com/> or contact Alex Brundle, Vice President Sales, Profit Protection alex.brundle@thruvision.com

Truck.Watch

Most supply chain communication platforms are using slogans like Supply Chain Transparency, Intelligent Risk Management, Crystal Clear Visibility ...

It looks almost like a new trend to use fancy slogans, but how about real-time Security Monitoring and an Effective 24/7 incident response?

Natural Transparency and Visibility is very important and indispensable for an end-to-end supply chain platform, but isn't it useless without an adequate alarm response?

We are convinced that 24/7 real-time supply chain visibility is critical for complex global manufacturers, logistics providers and freight carriers of high value, high risks products moving in supply chains in Europe.

If you manufacture or provide transport and logistics services for high risks products, 24/7 real time Truck monitoring combined with an adequate professional European-wide response should be critical to the success of your business.

With the Truck.Watch platform your transports become visible 24/7 for the Alarm Monitoring & Intervention Center (AMC) that's real time monitoring your high value, high risks or temperature controlled cargo.

With a broad range of API technologies and TMS integrations the Truck.Watch portal is safeguarding your goods and protecting your business reputation.

Visit website



Titan Aviation Group specialises in all aspects of Aviation Security (AVSEC), K9 Screening, Aviation Training -SACAA Avsec Cargo /DG and Airport Compliance. Our main facility at O.R Tambo International Airport (South Africa) is one of the most secure National Key Points. We are experts in Imports/exports concentrating on high-value cargo movements, securing and specialised charter flights.

Titan Aviation Group provides a comprehensive range of aviation security services being an accredited regulated agent, having a K9 unit, and processing high-value cargo directly from and on to the airside. Titan Aviation groups K9 /tactical unit are the Winners of a few awards at the inaugural Civil Aviation Industry Awards presented by the South African Civil Aviation Authority and Airports Company South Africa. Our facilities are bonded with the South African Receiver of Revenue (SARS) locally and comply with all international standards as prescribed by ICAO.

Who are Titan Aviation Group?

We are a dynamic team of aviation experts, including SACAA inspectors, SAPS, AIRLINES/SAA Cargo, SPECIAL TASK FORCE POLICE, DENEL/CSIR, ICAO instructors.

A motivated team and unique products and services make Titan Aviation group the one-stop Aviation group covering all areas in the aviation sector, concentrating on risk, threat, and vulnerability areas. The Team's services are always available 24/7 to service client needs and provide solutions. **Visit website**

TAPA EMEA 2022 PREMIER PARTNERS



ZF is a global technology company and supplies systems for passenger cars, commercial vehicles and industrial technology, enabling the next generation of mobility.

ZF allows vehicles to see, think and act. In the four technology domains "Vehicle Motion Control", "Integrated Safety", "Automated Driving" and "Electric Mobility", ZF offers comprehensive solutions for established vehicle manufacturers and newly emerging transport and mobility service providers. ZF electrifies different kinds of vehicles. With its products, the company contributes to reducing emissions and protecting the climate.

ZF, which acquired WABCO Holdings Inc. on May 29th, 2020, now has 160,000 employees worldwide with approximately 260 locations in 41 countries. In 2019, the two then-independent companies achieved sales of €36.5 billion (ZF) and \$3.4 billion (WABCO).

ZF Friedrichshafen AG's leading aftermarket and fleet solutions portfolio is built on its strong brands: Lemförder, Sachs, TRW and WABCO. A broad product and service offering, advanced connectivity solutions for digital mobility management and a global service network, support and enhance the performance and efficiency of all vehicle types throughout their life cycle. The company's aftermarket organization is both an architect and pacesetter for the Next-Generation Aftermarket and the preferred partner for fleet and aftermarket customers worldwide.

[Visit website](#)

WELCOME TO OUR LATEST NEW MEMBERS



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

Company	Country	Website
Track a Truck	PL	www.trackatruck.eu
Romano Trasporti	IT	www.romanotrasporti.eu
VF Corporation	CH	www.vfc.com
Philip Morris Products SA	CH	www.pmi.com
Michael Dixon International Transport	IE	www.dixontransport.com
Lamoda LLC Kupishoes	RU	www.lamoda.ru
AIG UK Ltd	UK	www.aig.com
Zet Transport SP Z O.O.	PL	www.zettransport.com
Organon	CH	www.organon.com
Global DG Solutions	NL	www.globaldgs.nl
Van Well Consulting GmbH	DE	www.vanwell-consulting.de
Near Range Computer Systems Design	AE	www.neartruck.com
CFL Logistics	LU	www.cfl-logistics.lu
Pirelli & C	IT	www.pirelli.com
Koiné Transport Srl	IT	www.koinespa.it



SETTING THE STANDARD

Markus Prinz, Senior Manager, Standards & Training at TAPA EMEA, provides insight and advice for companies adopting TAPA EMEA's Security Standards to increase the resilience of their supply chains...

TAPA EMEA STANDARDS CASE STUDY

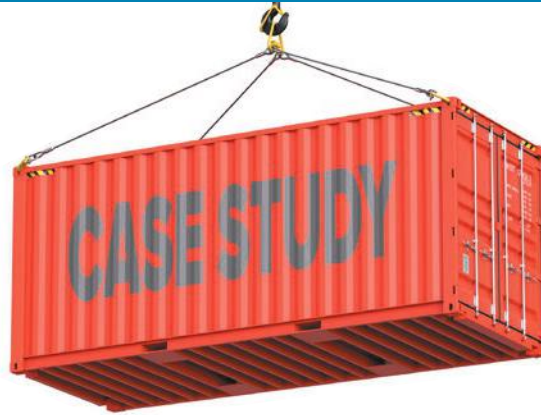
TSR Level 1 Security – Road Container Transport

In the 2020 revision of TAPA's Security Standards, the Association's Trucking Security Requirements (TSR) introduced a new Modular option to enable the Logistics Service Provider (LSP)/Applicant to select which transportation option best suits their needs.

The inclusion of a 'Road Container' option was the most challenging as meeting the requirements of TSR Level 1 (TSR1) could only be achieved with the use of approved waivers and/or installing permanent modifications to the container. It was hoped that the industry would recognise a demand for TSR1 road container modes of transport and provide TAPA with innovative solutions. This case study looks at the result of such a collaboration between TAPA EMEA, an Independent Audit Body, a subject matter expert, and a Logistics Service Provider to source and implement a TSR1 Road Container solution...

Although welcomed by the industry, the introduction of the TSR Sea Container Road module has created a challenge to introduce TSR Level 1 as an achievable option. While a standard truck and container chassis can be upgraded by the operator to comply with the TAPA Standard, the containers are in most cases owned by a leasing or shipping line company and no permanent modifications are possible to the container to achieve TSR1. This results in the following barriers to overcome to achieve a TSR1 certification status:

- A sea container has no power installation for electronic locking and GPS/GSM systems.



- In normal use, a container is not securely attached to the trailer or chassis.
- Permanent modifications or drilling holes in the container can only be undertaken if the container is owned by the shipper or with a written agreement from the leasing or shipping company. Any unauthorized modifications to a leased or third-party owned container will result in high repair charges after returning the empty container to its owner.

This study set out to see if practical solutions could be found to provide a TSR1 certification for a sea container road transport operation.

Background

Prior to this study to meet the permanently fixed lock installation requirements for TSR Level 1 sea container transportation, the LSP's only option was to provide a modified sea container with a permanently installed/welded lockbox, containing a shielded lock with a unique key. This solution is still a requirement for the study, but the installation should be completed by the owner/provider of the container to ensure no liability for unauthorised modifications arises. Lockbox containers are often used for stationary container storage where additional security is needed and where the containers are

rarely transported. The use of a lockbox on containers intended for road transport is a viable solution when used in conjunction with other measures to improve container protection and achieve TSR Level 1.

The applicable physical requirements from TSR Level 1 requires (also see section 9 of the TSR Security Standard):

- High quality, stainless or hardened steel, heavyweight high security locking device permanently installed on all cargo compartments doors. No chains, cables, lightweight bars, removable bolts/brackets etc. to be used. Locking devices must be utilised and locked during the entire journey.

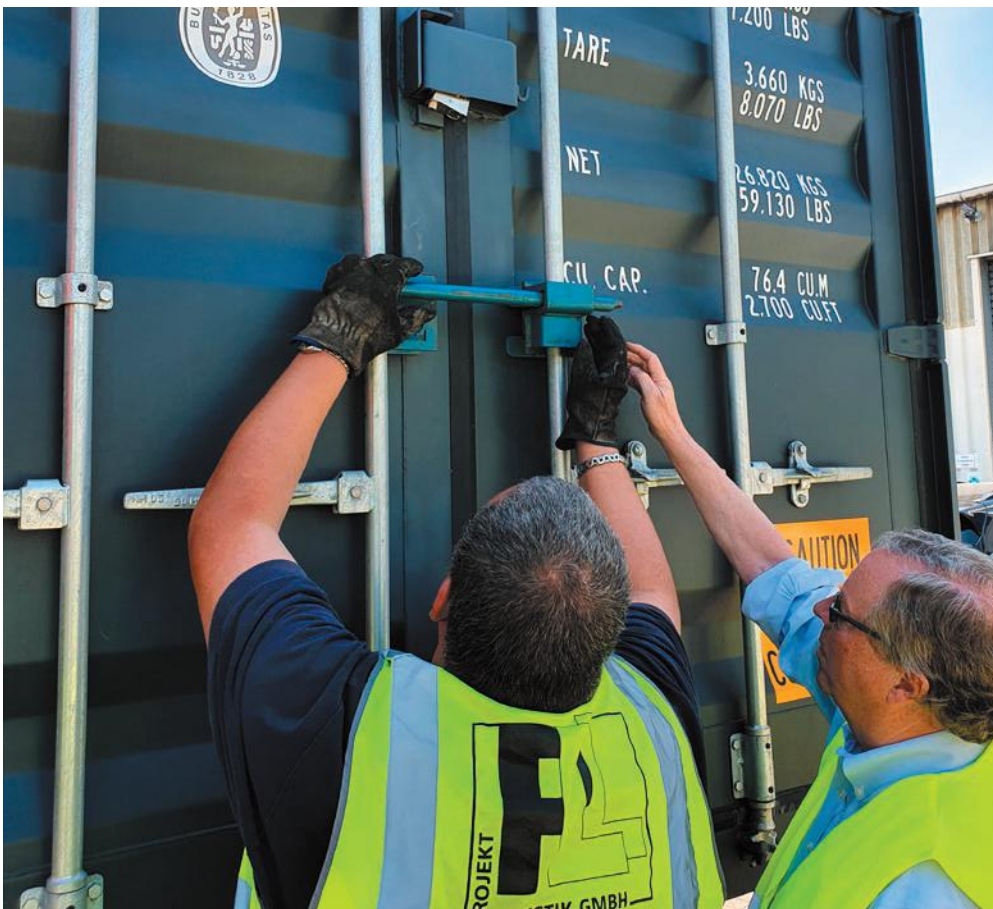
Locks must be:

- Electronically, automatically, or manually operated
- Unique (duplicated codes/keys/passwords to open different locks not permitted)
- Locks and fixing devices must be able to withstand substantial force and be tamper evident



LSP/Applicant must have detailed and documented protocol in place that includes:

- Tracking loaded trailers/containers when tethered to a truck and when uncoupled by criminal action or in error



- 24/7 monitoring
- The ability to geofence routes and parking locations
- Documented response protocols for handling emergencies
- A tracking device must be installed on the trailer/container in a covert location. The device can be installed internally or externally

When trailers/containers are being utilised, tracking devices must report events to include:

- Untethering (unhooking) of the trailer/ chassis
- Device tampering of any of the installed security systems
- Truck/trailer/container stoppage
- Tracker battery status
- When trailers/containers are being utilised, tracking devices must be equipped with a battery back-up capable of maintaining the signalling capacity of the tracker for not less than 24 hours at a 'reporting' rate of not less than one 'reporting' every five minutes while the trailer is untethered

- Unauthorized opening of cargo compartment doors sends signal to AMC
- Unauthorized opening of cargo compartment doors activates an audible (acoustic) high decibel alarm

Therefore, meeting the TSR1 requirements by sourcing equipment that is intended for, or can be adapted for, container use can be achieved but it is important that the solution is certifiable and working with TAPA and/or the Independent Audit Bodies to validate the solution is an important consideration.

Generally, when referring to containers, this article is referring to Sea Containers such as 20' - 40' - 45' DV (ISO Dry Van), USA 48' or 52' or Reefer containers. Except for the doors, these types of containers all have an excellent design for resistance against attacks.

- The steel sheet thickness of sidewalls and roof (Ca. 1.8mm) of Sea Containers is roughly double that of car sheet and gives more resistance compared to normal Semi-Trailer sidewalls and roofs
- The under-structure floor is stronger, and the cross-member distance is so narrow that a person cannot pass through

- Reefer containers and Reefer Semi-Trailer bodies have a comparable excellent resistance to almost any attack

Below is a list of unique challenges to overcome in the selection of equipment regarding TSR1 container compliance.

- Availability of containers equipped with a permanently installed lockbox
- Limited options to connect the container and the chassis to a GPS tracking system
- Container may be loaded or unloaded when the container is not fixed to the chassis. TSR does not cover this scenario (not road transport) and the LSP should avoid or introduce special security measures to cover such circumstances

Case Study Solution - Technical aspects to meet the TSR1 requirements

During the study, and to meet the intent of TSR1 requirements, special attention was given to selecting and incorporating equipment that achieves a TSR1 compliant truck, trailer, and container.

This included ensuring the truck's alarm systems were effective, the transmission of associated signals, additional telematics systems/equipment fitted to the container chassis, and the monitoring of the container doors. Equipment and systems were specified as follows:

Additional necessary equipment:

- Door bar lock
- Door sensor (TSD)
- Saddle Coupling Lock
- Padlock for Container (Lock Box)
- Chassis GPS
- Padlock for King Pin or latch protection

For this case study, the vehicle telematics installed in the tractor unit is not only monitoring the cab doors, but also any movement, manipulation or opening of the container doors. The alarm system is combined with an acoustic warning signal. If activated, the driver has a short time to confirm and unarm the system. Once the alarm system is triggered, it initiates communications. A GPS position is automatically sent to the Alarm Monitoring Centre (AMC). The AMC can reset the alarm system by following a secure standard procedure. This requires a phone call between the security service provider/traffic planning department and the driver. The driver must verify with a password. If the driver is not attainable or does not say the right password, the security company sends the police to his location. The truck can then be located through the geo-position of the vehicle.

Implementation of additional locks



For further security, a special high security Door Bar lock is installed. The features of this lock are: The claws are forked and must be placed over the 2 door bar distance holders. The connecting bar, between these claws, is constructed of material that is resistant against drilling and flexing. Beam locks provided by the client were also installed on the container, offering additional security protection.

Installation of light barriers



In addition to the listed safety measures, a device is attached that creates a light barrier between the two inner door bars. The device is connected via a safe, not manipulable Wi-Fi connection to the alarm control inside the vehicle cab. If the light barrier is activated in the event of a door attack attempt, the alarm system of the vehicle is instantly triggered.

Installation of additional chassis GPS in Telematics



To protect the container itself from being stolen by lifting it off the chassis, an additional alarm system is installed. A motion detector fixed on the chassis framework registers any weight difference, with or without the container. When the container is lifted, a signal is immediately sent to the alarm system in the vehicle cab GPS/GSM.

Installation of additional King Pin/Latch protection



To detect and deter the chassis being stolen, a lock with a sensor is installed. It connects the trailer with the driver's cabin through the saddle plate. The alarm is activated when an unauthorised decoupling occurs and sends an alarm to the vehicle cab and the AMC.

The case study team concluded that the equipment used provided an acceptable anti-theft deterrent and physical protection to the vehicle, chassis and container. Used in conjunction with the driver and AMC response procedures, these proposals meet the intent and requirements for a TSR1 container road transport. This solution could be incorporated by an LSP into their TSR1 certification plans.

In addition to this option, there are many other alternatives that could be explored and discussed with TAPA EMEA. To contact our Standards Team:



A PRACTICAL SOLUTION

- The container is equipped with a solid, pre-installed "lockbox".
- The lockbox to be locked with a padlock, see TAPA TSR LSG document for examples. The lockbox holds the container doors together.
- Use an additional movable Door-Bar-Lock. However, this lock must be fitted over the door bar distance holders of the right and left door. The locks claws must be forked to achieve that.
- A battery-powered motion sensor to be fitted on the left door, controlling the right door movements.
- This sensor must have a Bluetooth, GSM, Infrared or another communication unit, which communicates with a receiver unit in the cabin of the truck, for onward communication to an Alarm and Monitoring Centre for further action.
- The alarm system battery status is to be constantly monitored and communicated.
- The container must be firmly connected to a chassis. Firmly, in this case, means either welded or electronically held in place or monitored. The latter is possible by making use of modern air suspension chassis, weighing the container and acknowledging the weight difference. An unauthorised lift of the container must trigger an alarm via the chassis GPS/GSM fixed unit to the AMC.
- This chassis-located sensor device should also detect an unauthorised untethering of the chassis.

MESSAGE US



TWO KEY DATES TO BLOCK IN YOUR 2022 CALENDAR...

In this critical year for supply chain resilience, TAPA EMEA is organising two special events to help its members learn more about the very latest supply chain and cargo security challenges and trends, supported by leading Subject Matter Expert speakers and panellists.

If this is important to you, please ensure you add our face-to-face event in Amsterdam in June and our Virtual Conference in November to your business calendars now, and stay tuned for further updates.

TAPA EMEA – POWERING RESILIENT SUPPLY CHAINS