

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR THE TAPA EMEA FAMILY

STANDARDS

SEASON



**TAPA EMEA to launch
new PSR secure parking
Standard revision to
kick-off 2023**

Page 3: Date confirmed for cargo crime regional conference in South Africa

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BUILDING THE VALUE OF RESILIENT SUPPLY CHAINS



PLAY OUR CHRISTMAS MESSAGE NOW

2022 seems to have raced by but it has clearly been another eventful year for supply chains across the Europe, Middle East & Africa region and the threat of cargo crime has never been far away.

More than ever this year we have been reminded of the disruptions to supply chains from global events, both political and natural. There is still an ongoing war in our region which shows no immediate sign of ending. We are being impacted by a lack of people resources, power and energy shortages, a significant rise in the cost of living, public sector strikes, disruptions caused by activists' protests, extreme weather, and clearly a very active and growing community of criminals who see supply chains as extremely lucrative targets.

No wonder, then, that in 2023 we can expect the drive for supply chain resilience by businesses of all sizes to be greater than ever before.

As an industry Association focusing on cargo security, loss prevention, and supply chain resilience, TAPA EMEA must continue to grow and evolve, and draw upon the knowledge and expertise of our members, partners, and other stakeholders to increase the levels of risk awareness and solutions for the TAPA EMEA Family. Throughout the year ahead, we will be offering opportunities to our expert audience to help us explore the topics disrupting, or which are most likely to disrupt, supply chains in EMEA through a variety of forums; *Vigilant* magazine, the TAPA EMEA website, livestreams and video recordings from our new TAPA EMEA studio, webinars, and our face-to-face and virtual conferences.

'Reliable and resilient supply chains have a significant value. They protect client relationships and brand reputations and help to gain new business in an ever-challenging world.'

It's already clear that businesses and consumers will face greater financial pressures in the year ahead and history shows us that in times of recession or economic downturns, criminals often flourish. Challenging times increase the demand for lower priced goods and make some consumers less likely to question how they obtain them. These are also times when businesses are under increased pressure to reduce costs and to review capital expenditure across all areas. Hopefully, security, and other measures aimed at maintaining and improving supply chain resilience, will themselves be more resilient to cost cutting given the heightened importance we are seeing. But, in reality, of course we know we would be extremely naïve to think security budgets will not also be deeply scrutinised.

In this operating climate, intelligence on the size, scope and threat of cargo crime will be more important than ever to support the business cases of security organisations and teams. So, too, the value of the TAPA Standards to help secure supply chains and reduce the chances of a criminal attack.

Reliable and resilient supply chains have a significant value. They protect client relationships and brand reputations and help to gain new business. They are precisely what manufacturers, shippers and logistics providers are striving for and an important layer of business continuity in today's ever-challenging world.

In 2023, the TAPA EMEA team will be working hard to provide the help and support our members need to rise to all these challenges, and anymore which emerge. And, as always, we will need and greatly value your support, too.

For now, I wish you all a very happy and peaceful Christmas and New Year, and look forward to how much more we can achieve together in the coming 12 months.



THORSTEN NEUMANN
President &
CEO, TAPA EMEA

SAVE THE DATE FOR MARCH 2023 REGIONAL CONFERENCE IN SOUTH AFRICA, EMEA'S BIGGEST CARGO CRIME 'HOTSPOT'

If you want to learn about the cargo security challenges and threats to supply chains in South Africa, make-a-date to join TAPA EMEA's regional conference at the Emperor's Palace Conference Centre in Johannesburg on 7 March 2023.

Registration will open in January for the one-day event, which will feature speakers including:

- General Mothiba, Chair of Titan Aviation Group
- Brigadier Scott, South African Police Service, discussing the secure supply chain process as well as incidents/recoveries
- Waheed Mohamed, TAPA EMEA Regional Lead, on risks, threats and building resilient security standards into logistics operations
- Martin Taylor, Rhenus Logistics, presenting a case study on an attempted cargo robbery
- Busisiwe Mavuso, CEO of Business Leadership SA, on the impact of crime in South Africa

Delegates will also hear from members of the TAPA EMEA leadership team about the Association's work to help companies secure their supply chains in South Africa. More speakers will be confirmed in the New Year.



The regional conference will be followed on 8 March with an introductory FSR, TSR & PSR training for companies interested in adopting the TAPA Security Standards for their facilities and trucking operations.

"We hope our members in South Africa will support this event and members in Europe will encourage their local representatives to join us in Johannesburg. In our last *18-month Cargo Theft Report*, we recorded cargo losses in 78 countries in EMEA. South Africa was number one. This event will discuss the causes of crime and, more importantly, help delegates learn about ways they can prevent losses and protect their workforces," said Markus Prinz, TAPA EMEA's Senior Manager, Standards & Training.

A limited number of small exhibition space will also be available. To find out more, contact info@tapaemea.org

PLEASE SAVE THE DATE

SOUTH AFRICA CRIME FACTS

Cargo crimes reported to the TAPA EMEA Intelligence System (TIS) over 18 months to June 2022:

- **2,670** cargo thefts
- **2,236** truck hijackings
- **€31,717,545** in losses for crimes with a value
- Only **3.4%** of incidents gave a loss value
- **€5,994,652** – biggest single loss
- **32** major attacks with losses of >€100K
- **€947,862** – average loss for major crimes
- **€348,544** – the average loss for all incidents with a value
- Cargo crimes recorded in all **9** provinces
- Over **50%** occurred in Gauteng province

HAMMER SIGNS UP AS TAPA EMEA'S OFFICIAL LOGISTICS PARTNER



Hammer GmbH & Co KG will continue to be TAPA EMEA's Official Logistics Partner in 2023.

Under this agreement, Hammer will provide the Association with all logistical services, including storage, conference provision, CEP services and associated transportation.

The continued cooperation was agreed when TAPA EMEA's Thorsten Neumann and Markus Prinz met with Holger Ortwig, Executive Director Sales, Steven Kunst, Security Manager, and Michael Rohn, Executive Director Transport & Logistic of Hammer Advanced Logistics.

"We are delighted to have the support of such a strong, reliable and flexible partner and look forward to Hammer continuing to play an important role in the growth and awareness of TAPA EMEA in 2023," said Markus Prinz.

BUILDING TAPA EMEA'S BRAND WITH OUR REGIONAL STAKEHOLDERS

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



TAKING TIS UP A LEVEL

This month we have released version 1.3 of our new TAPA EMEA Intelligence System (TIS).

Like all technology-based systems, updates help to remove any bugs in the system, but they also provide an important opportunity to make improvements. Some changes are very minor, but they enhance the overall user experience by making a system easier and quicker.

TIS v1.3 combines both glitch fixes and improvements, including:

- In the *Cargo Crime Monitor*, interactive maps have been designed to highlight areas based on the filtered data
- Moving the cursor over the world map will show the numbers of recorded incidents in individual countries
- A toggle has been added to switch between 'incidents occurred' information
- 'Country' selection has been added to the right of the 'incidents' toggle
- Selection criteria can be one country or all countries at a time
- An Excel export feature has been added for the data selected
- A new incident description above the filter provides for better readability
- Additional secure parking site contact information is now available for TAPA EMEA's PSR Partners



We will continue to enhance and build TIS so it becomes an even more critical intelligence tool for our members to increase their understanding of cargo crime levels, when, where, and how criminals are active, the goods they are targeting, and the values of goods than can be taken in a single incident.

I've just spent less than 1 minute searching for recorded cargo crimes in Europe, the Middle East & Africa for the past five years and within seconds I can see over 41,000 cargo theft incidents, in some 80 countries, over 17,000 crimes with financial loss data, over 1,000 major thefts of goods worth **€100K** or more, and total losses of more than **€856 million**.

TIS is a fantastic tool. Please use it, feed it with incident data, and appreciate how it can support your supply chain security and resilience operations.



POLICE TO MEET YOU...

TIS is also a great tool for Law Enforcement Agency officers – and is free for them to use.

As well as enabling TAPA EMEA to support the crime prevention efforts of our policing partners across EMEA, giving officers access to TIS is also a key step towards giving police forces greater confidence to share incident data with us.

In January, TAPA EMEA will be sharing a new TIS brochure with our LEA contacts across our region to highlight how TIS works and to increase awareness of its availability.

If you have a police contact you'd like us to send this brochure too, please forward their details to us at info@tapaemea.org





A LITTLE REMINDER...

As we announced, the TAPA EMEA team are heading off for our Christmas and New Year break. Our offices will be closed from 23 December 2022 and will reopen for business on 9 January 2023, ready and raring to go for another great TAPAised year! Enjoy the holiday everyone!

CHRISTMAS CRIME

I hope you all get to enjoy a peaceful and incident-free holiday season. Regrettably, cargo criminals often see such periods as a window of opportunity. If you become aware of any cargo thefts over the Christmas or New Year season, please tell us at tisteam@tapaemea.org



NEXT GENERATION

We all understand how important it is to attract the best young people to careers in supply chain resilience.

For the past 10 years, I have been privileged to lecture to students at the University of Bremen on the topic of Supply Chain Resilience, and have been supported in this by Markus Prinz, our Senior Manager, Standards & Training. This month, we spent 4 days giving 32 hours of lectures to 5th Semester students on the challenges to supply chain resilience and the role of TAPA EMEA in helping companies reduce risks and prevent losses.

The calibre of these students and their interest in this topic bodes well for their future careers in our industry, and we

will be back in 2023 to support the University of Bremen once again.

In 2023, we will also be partnering with TT Club, one of the leading providers of insurance and related risk management services to the international transport and logistics industry, in a new annual award aimed at the next generation of supply chain security professionals. We'll be explaining more on this in January.



GREAT TO BE PART OF A GROWING FAMILY...

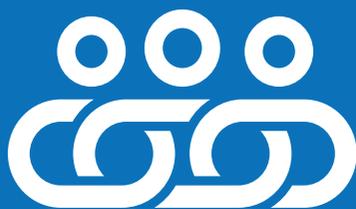
We end 2022 with the biggest-ever family of TAPA EMEA members and, in 2023, we are on course to achieve an amazing milestone as we aim to grow our membership beyond 1,000 companies.

This year, we have welcomed 200 new member companies from 28 countries in the EMEA region, which, once again, is testimony to the value TAPA EMEA is seen to bring for businesses focussed on the highest levels of cargo security and supply chain intelligence.

Every single member brings us the potential of new Standards certifications, more market intelligence insights, and additional networking opportunities. Thank you all for your support and we look forward to supporting you in the coming year.



WELCOME TO OUR LATEST NEW MEMBERS



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

Company	Country	Website
ISN International Security Netcompany SA	SA	www.ise-sa.com
Goodwill Logistics Ltd	UK	www.goodwilllogistics.co.uk
Road Freight Risk Management	SA	www.freight-risk.co.za
DHL Exel Supply Chain	PL	www.dhl.com
IMPEX Thermotrans GmbH	DE	www.impex-spedition.de
Uniserve Ltd	UK	www.uniserve.co.uk
Schiphol Express	NL	www.schipholexpress.nl
VELOX Express GmbH	AT	www.velox-express.com
Schneider + Peklar Speditions-Partner GmbH	AT	www.schneider-peklar.at
Foodlink SA	GR	www.fdlgroup.gr
51 Cargo Services Ltd	UK	www.51cargoservices.co.uk
Gerro Logistik GmbH & Co. KG	DE	www.gerrologistik.de
Euroenergias Empresariales S.L.	ES	www.euroenergiasempresariales.com



If there were more secure truck parks in the EMEA region, there would be fewer recorded cargo thefts.

Who would disagree with this statement?

In the 18 months to the end of June 2022, the TAPA EMEA Intelligence System (TIS) received 1,959 reports of product and/or vehicle thefts involving trucks in unclassified parking locations, notably parking places which offer no means to verify their security levels. This could be a quiet layby near a main road, on a kerbside of an industrial estate, at a motorway service station or even in a truck park which has no certifiable on-site security systems or processes. It is now thought that unsecured parking could feature in over 60% of cargo thefts in the EMEA region....

Three years ago, TAPA EMEA worked with buyers of secure parking places and Parking Place Operators (PPOs) to create a new Parking Security Requirements (PSR) industry Standard. While this is now the most widely-used



truck parking Standard in Europe, progress has been arduous but for the support of the more proactive PPOs and parking platforms which instantly saw the value of being TAPA-certified.

Real growth in 2023 and beyond will come from encouraging more parking place owners with existing sites to step up and meet the security requirements of the Association's Manufacturer/Shipper and Logistics Service Provider members. And, in parallel, TAPA EMEA will be urging members to support those parking sites which do achieve the TAPA Standard because without trucks filling their parking spaces, the whole exercise will be deemed pointless. So, all supply chain security

stakeholders must play their part. And, even then, the journey ahead will be long and challenging, but progress is being made.

On 1 January 2023, TAPA EMEA will launch the first revision of its PSR Standard. So, what can you expect? Vigilant spoke to Markus Prinz, the region's Senior Manager, Standards & Training, to get the latest update...

1. What is the status of PSR in terms of the number of sites, total parking places and number of countries with PSR locations?

We currently have:

- Total number of single truck parking places = 9,021
- Total sites = 85
- PSR site certifications = 26
- Partner (PPD) locations = 59
- Total countries = 14

'All efforts to increase secure truck parking in our region are important and should be welcomed if we are to close the gap between supply and demand. We still see the PSR Standard as closer to the needs of the transport and logistics industry and more practice-oriented.'



2. What are the main changes in the new version of PSR?

The key changes are:

- Adjustments according to, and in line with, the European Commission’s Safe & Secure Truck Parking Areas (SSTPA) Standard
- Freely selectable Enhanced Options to meet SSTPA requirements
- Fencing of the parking area is now required to achieve PSR Level 2
- More value has now been placed on driver comfort, which can be selected as an Enhanced Option
- A comparison and more transparency between the requirements of PSR and the EC SSTPA is now given in one document for the first time

3. How much input have PPOs had?

Of course, we involved our PSR sub-team constantly and in relation to all development steps. We also called upon

the specialist knowledge of two leading Parking Place Operators, Ton Barten and Laurie Farmer, who are strong supporters of PSR. It was important to us to ensure any changes did not downgrade the actual security requirements but, at the same time, it was equally essential not to make amendments which required any further investments to meet the PSR Standard.

Therefore, it was usually quite a fine balance to bring the adjustments into line with the SSTPA requirements but we had the advantage of knowing the certified PPOs were largely already satisfied with the 2018 version of the PSR Standard, so we did not face any major change requests.

4. Is PSR in competition with the EC’s SSTPA Standard?

No. We believe all efforts to increase secure truck parking in our region are important and should be welcomed if we are to close the gap between supply and demand. We still see the PSR Standard as closer to



the needs of the transport and logistics industry and more practice-oriented, but we also respect the way the European Commission, and the experts which have contributed to SSTPA, have interpreted certain requirements a little differently.

Basically, we all have the same interests. We need more security parking so drivers can take their rest breaks in a safe place without the constant worry of being targeted by criminals and robbed during night or day. That’s exactly why we’ve adjusted the PSR Standard a little, but without losing its aim and focus.

5. Is it a simple choice between PSR or SSTPA or can parking places certify to both Standards?

This is exactly what has driven a lot of our focus in the revision; to be able to have two programs certified by our Independent Audit Body partners at the same time and through a single audit. In support of this, we have already trained 12 auditors



from two different IABs to qualify them to understand and certify both programs and to also be able to compare them.

In the next step, we will also submit all necessary information, qualifications, and related materials to the EC in order to become an officially listed SSTPA training center.

After that, PPOs can benefit from the added value of receiving two checks and associated certificates directly from one audit. And, furthermore, of course, they have the possibility to ask the EC for appropriate funding for any security measures.

6. *What is the current shortage of secure parking places in EMEA?*

Several figures have been quoted previously but it remains difficult to determine the exact requirement or the full potential for PPOs, but it is clearly substantial given the growing level of awareness of criminal attacks on trucks in unclassified and unsecured parking places, and the major financial and reputational losses they can result in. But how do we



define secured parking and connected needs? I don't think we need the PSR1 or SSTPA Gold & Platinum parking lots in bulk. In combination with TAPA TSR-certified (Trucking Security Requirements) Level 1 & 2 vehicles, I personally see the need for far more parking places in the PSR Level 2 and SSTPA Silver range.

And, especially in the Partner segment, we have also adapted and expanded our TAPA EMEA Intelligence System (TIS) tool in such a way that we have now also taken over the communicated security elements of the Parking Place Declaration form (PPD) of PPO Partners to populate useful parking information into the tool for the benefit of

members. Going forward, we also want to offer our Booking Platform Operator (BPO) partners the opportunity to connect an affiliated booking portal into the tool.

7. *All secure parking is of value, but it's most important to have secure truck parks on major routes for cargo volumes. How do you achieve this?*

This is exactly the goal of the European Commission and the SSTPA program to initiate the creation of secure parking lots on the main traffic routes every 100 km. And this is exactly what the EC will also pay attention to when providing funding within the EU. But there is still a long way to go until then.

8. *What is TAPA EMEA doing to engage with PPOs and what feedback is TAPA EMEA getting?*

In the last 18 months, we have contacted all the PPOs on our unclassified parking site list of around 1,800 locations and received some positive responses and added new classified parking sites in our TIS tool. However, the response was lower than we had hoped. Nevertheless, we are not giving up and, in the next step, we will also contact more parking space booking platforms to exchange ideas on how we can cooperate to add to the positive partnerships we have already established. However, we trust that the synergy with EC SSTPA and the possibility of having both PSR and SSTPA certifications carried out by a single accredited auditor will generate greater interest and lead to more secure parking places in our database.



'We trust that the synergy with EC SSTPA and the possibility of having both PSR and SSTPA certifications carried out by a single accredited auditor will generate greater interest and lead to more secure parking places in our database.'

9. Ton Barten stated at the TAPA EMEA conference in November that the fastest growth will come from increasing security at existing truck parks as opposed to certifying new truck parks. Does TAPA EMEA agree?

It is certainly usually easier and more cost efficient to extend an existing parking place than to create a new one. However, this also depends on the conception and the model of the investors and the subsidized locations. Of course, we would like to see many, many more existing PPOs increase their security standards, but with an overall lack of all parking spaces, the existing parking places on the main routes, in Europe especially, are very well-frequented, even without increased security features. As a result, these operators have such a high utilization that additional investments to increase security at their sites are only being considered to a limited extent, although PPOs in more remote locations are increasingly relying on security features to fill their parking spaces and win new customers.

10. How can members support the growth of PSR?

The industry or the buyer should bear the cost of safer parking and take this pressure off freight forwarders. I am myself from the logistics sector originally but I was always lucky that my customers never objected to the cost of secure parking to further protect their cargoes as long as we



provided a receipt for the secured parking and associated costs. Goods valued in the millions or hundreds of thousands of Euros are regularly transported onboard a single truck, so there should be no shortage of operators ready to pay an overnight or daytime fee for a secure parking space and improved driver safety.

11. Are the levels of participation or certification changing with the new revision of PSR?

Nothing changes in principle, other than the opportunity to certify the two main secure parking programs in a single audit. PPOs can still be listed as a PSR Partner in our TIS tool and nothing will change with regard to the free Parking Place Declaration Form (PPD). We are also happy to include parking spaces with a limited number of security elements with the appropriate transparency in our TIS tool. The PSR Levels 1-3 remain unchanged.

12. Are all the truck parks in the PSR programme visible in the TIS tool?

Yes, all certified sites as well as PSR Partners are visible with geo-coordinates and map entries.

Security elements are being added by the partners. Interfaces/hyperlinks to booking platforms are being considered.

13. What training support is available for PPOs?

We are finalizing the revised training materials for the revision of the Standard and are just about to activate the registration for the first two combined PSR/SSTPA trainings. The first two trainings are virtual sessions on 15 February and 27 April 2023. Here we are talking about a training day followed by an online exam to become a qualified PSR Authorized Auditor and, once we are officially approved, also to become an SSTPA expert. For members, the training courses are still free of charge.

14. In which countries is there the greatest need for more secure truck parking?

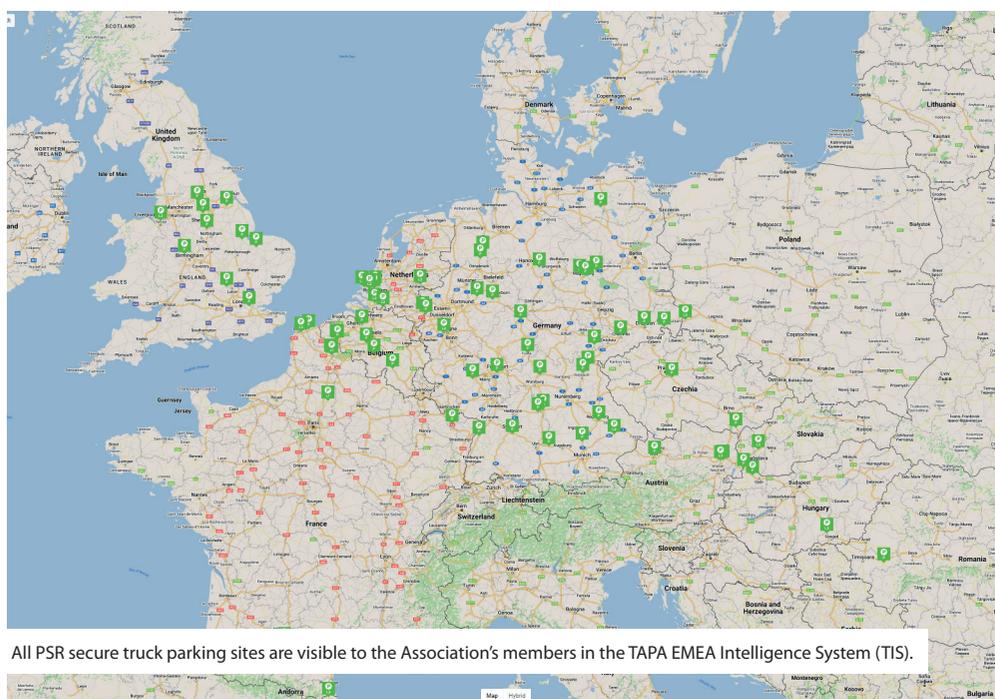
We would like to see more secure parking places especially across Europe. I particularly see significant need in Germany as a major cargo transit country, but also in France, Spain, Italy as well as Slovakia and the Czech Republic.

15. What feedback have you had from PPOs which have adopted PSR already?

Of course, it is always difficult to measure what influence the safety and security elements have on a truck stop/rest area and what percentage now stay overnight solely because of the safety/security on offer. In the case of pure security parking lots or areas without a direct influence from gas stations or service activities, however, the utilization has certainly increased by 30-50% because of the level of demand and also customer pressure on the industry to use these locations.

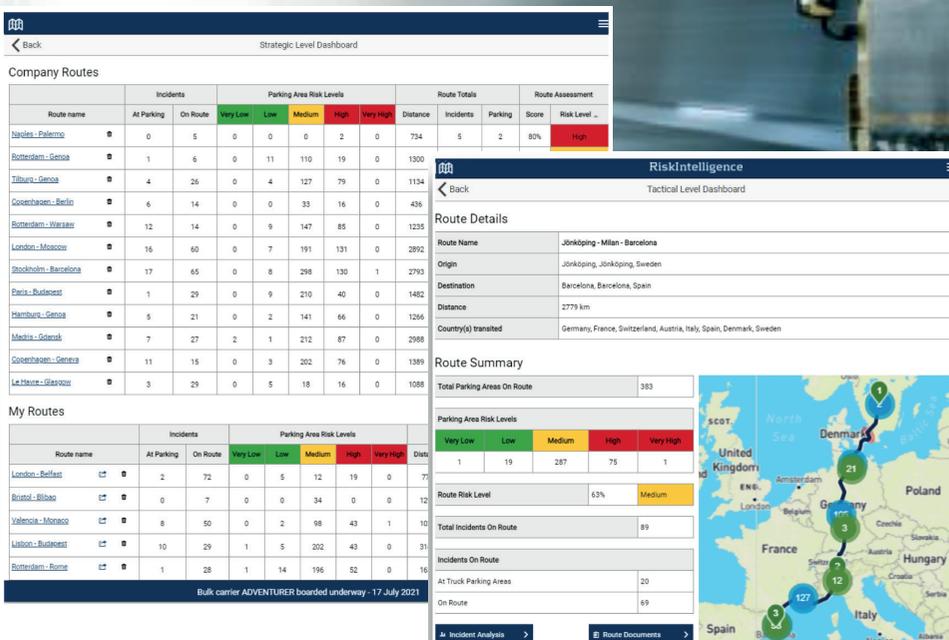
16. What level of PSR growth is TAPA EMEA aiming for in 2023/2024?

We would like to double the number of classified parking spaces by the end of 2024 and list up to 200 parking locations in our TIS tool by then, so we are aiming to certify a further 26 parking places and to also integrate a further 115 PSR Partners.



All PSR secure truck parking sites are visible to the Association's members in the TAPA EMEA Intelligence System (TIS).

LandRisk Logistics: Streamline intelligence across your fleet with dynamic risk planning



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risk levels
suddenly
rise?

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dashboard at its core, that allows you to build and compare risks on multiple routes across Europe, and alerts your fleet to threats and incidents to let you pivot when things change.

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free trial!



Or get a live demo with
Steve Bacot
LandRisk Manager:
sb@riskintelligence.eu

STEP UP & STAND OUT

TAPA'S LATEST FSR & TSR SECURITY CERTIFICATIONS

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

The following companies and locations were audited by one of TAPA EMEA'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 EMEA-trained person.



EUROPE, MIDDLE EAST & AFRICA REGION

FSR	Company Name	Country	City	Class
FSR	Schenker International Shipping d. d.	SI	Ljubljana	C
FSR	DHL Express Germany GmbH	DE	Zwickau	C
FSR	Diakinisis S.A	GR	Aspropirgos Attica Region	C
FSR	DHL France	FR	Strasbourg	C
FSR	J2 Sourcing AB	SE	Malmo	C
FSR	Unipart Group	UK	Maidstone	C
FSR	Unipart Group	UK	Coventry	C
FSR	Unipart Group	UK	Bridgwater	C
FSR	DHL Freight	DE	Bielefeld	C
FSR	DSV Solutions	CZ	Pavlov	C
FSR	DHL Freight doo Serbia	RS	Krnjesevci	C
FSR	DHL Freight	AT	Kalsdorf	C
FSR	Schenker spol s.r.o.	CZ	Strancice	A
FSR	Schenker d.d. Slovenia	SI	Ljubljana	A
FSR	Schenker spol s.r.o.	CZ	Nucice	A
FSR	Mesaroli Logistica S.p.A.	IT	Trevenzuolo	A
FSR	Schenker Logistics Nederland BV	NL	Eindhoven	A
FSR	Flextronics Logistics B.V.	NL	Heierhoevenweg	A
FSR	DHL Supply Chain	IE	Harristown	A
FSR	Kuehne & Nagel Ltd	UK	Derby	A
FSR	DHL Express (Norway) AS	NO	Sola	A
FSR	DHL Express (Czech Republic) s.r.o.	CZ	Plzen	B
FSR	Emirates Group Security	UAE	Dubai	A
FSR	Emirates Group Security - DAFZA	UAE	Dubai	A
FSR	DHL Express Switzerland	CH	Lugano	A
FSR	DHL Express Germany GmbH	DE	Neu-Ulm	A
FSR	DHL Express Germany GmbH	DE	Staufenberg	A
FSR	DHL Express Germany GmbH	DE	Ratingen	B
FSR	DHL Freight	DE	Hamburg	C
FSR	DHL Freight	DE	Langenhagen	C
FSR	Polar Special	NL	Wijchen	C
FSR	Ingram Micro Belgium BVBA	BE	Machelen	C
FSR	DHL Express Turkey	TR	Antalya	C
FSR	DSV Solutions Europe	HU	Vecses	C
FSR	trans-o-flex ThermoMed Austria GmbH	AT	Fritzens	C
FSR	DHL Freight Marseille	FR	Pennes Mirabeau	C
TSR	Company Name	Country	Category	
TSR	Bidvest International Logistics - Road Freight - Durban, South Africa	SA	Level-3 / Category Medium	
TSR	Transbatur Milletlerarasi NAK. SAN.ve TIC. LTD. STI. - Istanbul, Turkey	TR	Level-1,2 / Category Medium	
TSR	Wattaul Road Cargo GesmbH - Wieselburg, Austria	AT	Level-1 / Category Small	
TSR	Hannon Pharma Link - County Dublin, Ireland	IE	Level-2/ Category Small	
TSR	Mesaroli Logistica SpA - Trevenzuolo, Italy	IT	Level-1 / Category Large	
TSR	Chiggiato S.p.A - Piombino Dese, Italy	IT	Level-1 / Category Large	
TSR	HPI GR - Emerainville, France	FR	Level-1 / Category Small	
TSR	Helvetitor AG - Dallikon, Switzerland	CH	Level-1 / Category Small	
TSR	Sneltransport Pater Ede B.V - Ede, Netherland	NL	Level-2/ Category Small	
TSR	P & M Expresse B.V. - Tilburg, Netherland	NL	Level-1 / Category Large	
TSR	Matthews International Transport Ltd - Great Yarmouth, UK	UK	Level-1 / Category Small	
TSR	S.C. IUBI EXIM SRL - Stei, Romania	RO	Level-1 / Category Small	
TSR	Cargo Agent Navigator - Belgrade, Serbia	RS	Level-1 / Category Small	
TSR	UTE - Le Mensil Amelot, France	FR	Level-3/ Category Small	
TSR	Integre Trans UAB - Vilnius, Lithuania	LT	Level-3/ Category Small	

SECURING THE SUPPLY CHAIN



The warehousing and distribution sector is a vital part of the UK economy, with its contribution of over £120 billion in gross added value making it the fifth largest employer. This sector is characterised by busy warehouse and distribution sites, containing high volumes of stock and frequented by a variety of people throughout the day and night. The importance of this sector, as well as the potential for security threats, highlights the need for effective measures to protect against potential risks.

The high volume and value of stock present in warehouses and distribution centres, as well as the potential for easy access to these facilities, make them attractive targets for criminal activity. Over €172 million in product has been stolen from the EMEA supply chain, highlighting the need for effective security measures to protect against these threats. Threat actors can come from both inside and outside of the organisation, and can be motivated by a range of factors, including the

volume and value of the stock, the location and accessibility of the facilities, and the potential for easy access to buildings, sites, and delivery vehicles. To effectively protect against these threats, security measures must be comprehensive and proactive.

The traditional threats to the warehousing and distribution sector continue to evolve and new ones are emerging, requiring security measures to be more imaginative

and comprehensive. Clients are demanding more from their security partners, seeking solutions that go beyond traditional security services and provide protection throughout the entire supply chain. This article will explore some of the principal threats to the supply chain and discuss how security can effectively respond to these challenges. By implementing a range of security measures and training staff, warehouses and distribution centres can be protected against these threats and meet the evolving needs of their clients.

Protecting goods against theft and intentional damage

Securing during storage

One of the key challenges in the warehousing and distribution sector is protecting against the loss of goods and assets through criminal activity during storage. This threat can occur at any stage of the supply and distribution process, from the delivery of stock to warehouses and distribution centres

'The tactics used by criminals to attack vehicles can vary, but most involve giving the driver little time to respond. As a result, driver awareness and training are key to protecting against these threats.'



to the transportation of goods to their next destination. As online shopping continues to grow (28.1% of retail sales in 2020, compared to 19.2% in 2019), warehouses are becoming larger and containing more attractive goods, making them appealing targets for offenders and organised criminals. To protect against these threats, warehouses and distribution centres must implement effective security measures and train staff to recognise and prevent potential incidents.

While external threats to warehouse and distribution centre stock are a concern, the greatest threat often comes from insiders. With over 2.5 million people employed in this sector, many of whom are on temporary contracts or are agency staff, it is not surprising that some employees may be tempted to commit theft. Controlling shrinkage is a significant challenge in this sector, as even small amounts of stolen stock can lead to significant losses. Additionally, staff may be vulnerable to coercion from external actors, such as

organised criminals who may seek access to certain goods. To protect against these insider threats, warehouses and distribution centres can implement measures such as background checks on employees, random searches, restricted access to certain areas, and video surveillance. Anonymous reporting systems can also encourage staff to report suspicious activity without fear of reprisal.

Given the large size and 24/7 operations of many warehouses and distribution centres, there are ample opportunities for staff to avoid and circumvent security measures.

Securing during transportation

During transportation, the security of cargo is a major concern as it can be stolen, tampered with, or used to conceal illegal immigrants. According to TAPA, the number of cargo crime incidents reported in the UK in 2020 was 3,100, a 250% increase from the previous year, with an estimated loss to the industry of £77 million. To protect against these threats,

warehouses and distribution centres can implement security measures such as vehicle tracking and alarms, as well as driver training on how to recognise and avoid potential attacks.

The tactics used by criminals to attack vehicles can vary, but most involve giving the driver little time to respond. As a result, driver awareness and training are key to protecting against these threats. In Europe, there have been incidents where gangs of thieves have driven up to the backs of lorries, gained access to the trailer, and stolen goods, without the driver being aware. In the UK, criminals often use deception, posing as police or Vehicle and Operator Services Agency personnel to stop lorries and gain access to the cargo. Delivery vehicles are at their most vulnerable when they are stationary or parked, particularly if they are not in a secure parking lot. While routes are typically planned in advance to avoid these risks, delays or non-compliance can sometimes lead to drivers being in non-secure areas.

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In these situations, vehicles are vulnerable to theft, with thieves able to access the cargo by cutting through soft-sided trailers, gaining entry through unlocked doors or faulty padlocks, or otherwise compromising the load. Illegal immigrants may also take advantage of these opportunities to gain entry into another country.

As the methods used by criminals to attack cargo become more sophisticated, security solutions are also advancing, particularly those incorporating telematics to monitor vehicles and assets using GPS technology, remote immobilisers, sensors, and onboard diagnostics and CCTV. These systems can passively monitor for alarms indicating potential intrusions and alert a central control room, enabling a prompt response. Active monitoring can track vehicle routes and monitor driving time and breaks, as well as driver wellbeing through CCTV and AI. In addition to security, telematics can also be used to monitor the temperature of the truck, which is critical for perishable goods and some pharmaceutical products. If the temperature falls out of the desired range, a message will be sent to both the driver and the control centre, allowing for immediate action to be taken.

Disruption through activism and civil disobedience

The use of protests and campaigns to raise awareness about political issues or reforms has significantly increased in recent decades, resulting in a constantly evolving threat. This is particularly evident in the tactics used by protestors, which continue to evolve. For example, in 2021, Extinction Rebellion activists targeted over a dozen of one company's distribution centres in the UK as part of a global protest to highlight what they saw as its "exploitative and environmentally destructive business practices". Attacks may not always be directed at an organisation itself, but can also be directed at partners or the nature or brand of goods stored or transported.

Protests and campaigns can be extremely disruptive, particularly when they target the transportation of goods. Even the threat of a protest can cause organisations to change plans, shut down sites, or halt trading, which can have significant impacts on the supply chain. For example, Extinction Rebellion announced plans to join forces with other protest movements to halt the fossil fuel economy in April 2022. This includes blocking oil refineries around the UK and creating roadblocks in central London.

So how can security effectively respond?

Historically, each step of the supply chain operates independently. This provides opportunity for the threat to capitalise on and can mean a lack of accountability if something goes wrong.

Identifying a partner that can provide security throughout the supply chain provides considerable benefits and will:-

- Protect against financial and reputational losses
- Provide peace of mind
- Deliver compliance with insurance policies

Having a single partner for security services offers several benefits, including accountability and simplicity. In the event of an issue, organisations will know who to contact for assistance, and the partner will be responsible for resolution. Additionally, a single partner can provide a broad range of services, including security for both storage and transit. To provide these services effectively, the partner should have a broad product portfolio that includes a combination of personnel, technology, and processes that work together in an integrated fashion. By choosing a partner with these capabilities, warehouses and distribution centres can ensure that their goods are protected throughout the supply chain.

So what might be included? At the manufacturing plant or warehouse, it may include:

- **Personnel** - providing a permanent or mobile presence to deter intruders, search and screen at ingress or egress and respond to incidents
- **Technology** - including intelligent surveillance, secure parking and access management technologies
- **Process** - including advanced risk assessments or bespoke security training

Then, when the goods are in transit, the provider would need to be able to provide:

- **Personnel** to escort assets supported by mobile incident response teams
- **Technology** to track vehicles and assets in real time, smart locks, panic alarms, smart driver authentication devices, and cargo sensing technology

All supported by a real time monitoring service to communicate and coordinate a physical response when it is needed.

For organisations that transport goods internationally, it is important to select partners that can operate both domestically and internationally. This ensures that appropriate responses can be provided in the event of an incident. By choosing partners with the ability to operate across borders, organisations can maintain the integrity of their supply chain and protect against disruptions.

Noah Price

G4S Academy International Director



Noah Price is a senior security professional with extensive strategic and operational experience. Formerly Head of Solution Design, where he was

responsible for designing innovative security solutions, Noah has progressed to G4S Academy International Director.

The G4S Academy mission is to build a network of security professionals that challenges traditional thinking, embraces change, and predicts future demand by combining G4S knowledge and expertise with that of industry specialists. It champions a risk-based methodology and an integrated security approach, combining technology, personnel and process design. This approach is critically important to deliver effective security to the logistics sector.

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CARGO THEFT BY COUNTRY



NOVEMBER 2022

NOVEMBER 2022

- ▶ Algeria.....1
- ▶ Austria.....1
- ▶ Azerbaijan.....1
- ▶ Belarus.....1
- ▶ Belgium.....6
- ▶ Bosnia and Herzegovina.....1
- ▶ Botswana.....1
- ▶ Bulgaria.....1
- ▶ Croatia.....1
- ▶ Cyprus.....1
- ▶ Czech Republic.....3
- ▶ Denmark.....2
- ▶ Egypt.....5
- ▶ Estonia.....1
- ▶ Finland.....1
- ▶ France.....45
- ▶ Germany.....112
- ▶ Ghana.....1
- ▶ Greece.....9
- ▶ Iraq.....1
- ▶ Italy.....62
- ▶ Lithuania.....3
- ▶ Morocco.....2
- ▶ Netherlands.....8
- ▶ Nigeria.....1
- ▶ Norway.....1
- ▶ Poland.....6
- ▶ Portugal.....1
- ▶ Romania.....3
- ▶ Russia.....6
- ▶ Saudi Arabia.....1
- ▶ Serbia.....3
- ▶ Slovakia.....1
- ▶ South Africa.....9
- ▶ Spain.....72
- ▶ Sweden.....3
- ▶ Switzerland.....1
- ▶ Syria.....2
- ▶ Turkey.....1
- ▶ Uganda.....1
- ▶ UAE.....1
- ▶ UK.....63



€969,649

Average loss for the 11 recorded cargo thefts with a value of €100,000 or more reported to the TAPA EMEA Intelligence System (TIS) in November 2022.



€13,636,873

Total loss for the 201 or 45.4% of crimes stating a value

15

Number of TAPA TIS product categories recording losses in November 2022

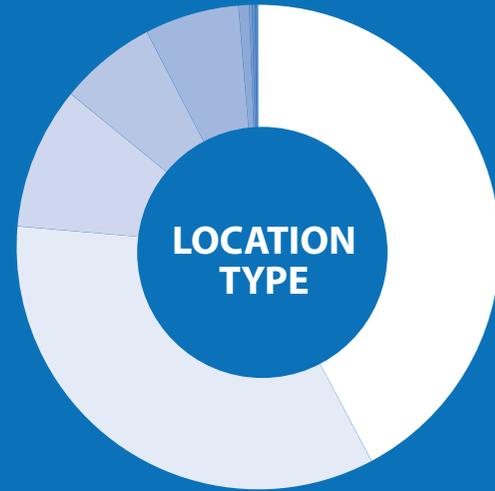


443

Number of new cargo crimes recorded in the TIS database in November 2022.



Theft from Trailer	175 (39.5%)
Theft from Vehicle	95 (21.4%)
Theft from Facility	81 (18.3%)
Theft of Vehicle	32 (7.2%)
Theft	26 (5.9%)
Theft of Trailer	9 (2.0%)
Hijacking	6 (1.4%)
Unknown	5 (1.1%)
Theft from Container	5 (1.1%)
Fraud	5 (1.1%)
Truck Theft	4 (0.9%)



Origin Facility	187 (42.2%)
Unknown	151 (34.1%)
Destination Facility	42 (9.5%)
Unclassified Parking	29 (6.5%)
En Route	28 (6.3%)
Secured Parking	3 (0.7%)
Railway Operation Facility	1 (0.2%)
Maritime Transportation Facility	1 (0.2%)
Services 3rd Party Facility	1 (0.2%)

€375,654

Biggest single loss we are authorised to report -

Shipment of miscellaneous goods from an Origin Facility in Dortmund, Germany, on 10 November.

Number of countries in EMEA reporting incidents

42



10

Crimes in EMEA recorded a loss value of between €50,000 & €100,000, totalling €709,609..

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

€68,184

AVERAGE LOSS VALUE IN NOVEMBER 2022

6.5%
Or 29 of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Unknown	276 (62.3%)
Intrusion	137 (30.9%)
Internal	13 (2.9%)
Violent & Threat with Violence	9 (2.0%)
Deception Other	3 (0.7%)
Theft from Moving Vehicle	3 (0.7%)
Deceptive Pick Up	1 (0.2%)
Forced Stop	1 (0.2%)



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2023
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CEREMONY

443 CARGO THEFTS IN NOVEMBER AND LOSSES OVER €13.6 MILLION AS CARGO THIEVES GET BUSY FOR CHRISTMAS

As the countdown to the Christmas break began, cargo thieves remained highly active in the Europe, Middle East & Africa region in November, with a further 443 cargo losses reported to the TAPA EMEA Intelligence System (TIS) of products valued at more than €13 million, based on the 45% or 201 of these crimes sharing a loss value.

Vigilant is unable to report the highest recorded loss value for last month but, overall, 11 major incidents have so far been added to the TIS database involving losses of €100,000 or more, totalling €10,666,139 or an average of €969,649. TAPA EMEA also received reports of another 10 crimes in the €50K-€100K with a total loss of €709,609.

Once again, criminals were active right across the EMEA region in a total of 42 countries. For the third consecutive month, Germany recorded most incidents, 112 or 25.3% of all recorded incidents in November. It was one of five countries accounting for 79.9% of all crimes over the 30 days of the month. The others were:

- Spain – 72 or 16.3%
- United Kingdom - 63 or 14.2%
- Italy – 62 or 14.0%
- France – 45 or 10.2%

Of the major cargo thefts last month, *Vigilant* is authorised to report five of these crimes:

€375,654

On 10 November, thieves stole 462 miscellaneous items from an Origin Facility in Dortmund, Germany.

€251,000

In another incident in North Rhine-Westphalia, Germany, on 26 November, another 804 miscellaneous products were also taken from an Origin Facility.



€227,335

In Chamant, Hauts-de-France, on 7 November, a large shipment of 21,296 unidentified products were stolen from an Origin Facility.

€165,055

1,754 miscellaneous goods were also reported stolen from a facility in the same commune in France on 24 November. This may be related to the earlier incident in Chamant or indicate a highly active cargo crime group in the vicinity.

€144,595

In Helmstedt, Lower Saxony, on 29 November, offenders stole 2,228 items from a trailer parked in an unreported location.

The 10 incidents with loss values of between €50K-€100K included:

- **€81,310** – in Illescas, Spain, on 21 November, 932 products were stolen from an Origin Facility before the unknown perpetrators made their escape.
- **€78,500** – in Gqeberha, South Africa, on 7 November a truck was hijacked by offenders driving four vehicles while it was en route to its destination carrying car parts. The tracker onboard the truck was jammed a few minutes after the incident occurred. The vehicle was later recovered but its tarpaulin curtain had been slashed open and the car parts were missing.
- **€75,709** – on 24 November in Castel San Giovanni, Italy, 110 products were reported stolen from another Origin Facility. Other cargo thefts were recorded in the same town in October.
- **€71,691** – in Gilwice, Poland, on 25 November, 1,385 goods were stolen from from a facility. This crime is believed to have involved employees working in the building.
- **€67,118** – on 21 November, 117 miscellaneous goods were stolen from a trailer parked outside a facility in Dortmund, Germany.
- **€63,000** – another 1,269 miscellaneous goods were stolen from an Origin Facility in Illescas, Spain, on 21 November.



- **€61,446** – on the same day in Bielany Wrockawskie, Poland, thieves took 3,868 items from a trailer parked at an Origin Facility.

Theft from Trailer was the type of incident recording most losses in November, 175 crimes or 39.5% of the monthly total.



Overall, alongside Theft from Vehicle, Theft of Trailer and Theft of Vehicle crimes, incidents involving vehicles accounted for 70.1% of cargo thefts reported to TIS in November. Of the known products targeted by thieves, fuel and metal were the only product types to record double digit incidents, with 23 and 17 respectively over these 30 days.

If you have cargo crime intelligence to share with TAPA EMEA, please send it to tisteam@tapaemea.org



PRODUCT CATEGORY	No	%
Miscellaneous	240	54.2%
Unspecified	125	28.2%
Fuel Theft	23	5.2%
Metal	17	3.8%
No Load (Theft of truck and/or trailer)	8	1.8%
Tools/Building Materials	6	1.4%
Car parts	5	1.1%
Furniture/Household Appliances	3	0.7%
Computers/Laptops	3	0.7%
Clothing & Footwear	3	0.7%
Food & Drink	2	0.5%
Tyres	2	0.5%
Phones	2	0.5%
Tobacco	1	0.2%
Pharmaceuticals	1	0.2%
Bicycles	1	0.2%
Toys/Games	1	0.2%



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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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Last month, we received a call from one of our clients...

A hidden GPS tracker showed the client that his cargo, which was supposed to go to Sweden, was, in fact, actually on its way to Graz in Austria.

The client's cargo, consisting of consumer electronics, had been outsourced to a subcontractor he knew, who, in turn, and without informing our client in advance, had posted this on a well-known (i.e. infamous in security circles) transport platform, to outsource it to a third party.

Initially, the successful transport bidder looked like a reputable carrier. After all, the required documents, such as their CoC registration, liability insurance, transport license, etc. all seemed to be in order. It was only when the client found out his cargo was going the wrong way, and he tried to contact this carrier several times to no avail, that he realized something was badly amiss. As it turned out, the carrier didn't know anything about the shipment!

They weren't aware of the shipment in question, nor did they know the driver, the truck license plate, or the trailer license plate.

As you can imagine, this gave the client quite a shock! Things had gone wrong even though all documents on the virtual platform seemed to be in order!

The client had completely lost control of a shipment worth almost US\$1 million!

We were called in to assist.

Because we had no idea whether the truck would continue to Hungary or Slovenia after reaching Graz, we not only contacted our TCS colleagues in Austria but also the police and our Slovenian and Hungarian teams to

be prepared for all possible eventualities based on our knowledge of the way criminals operate across the region.

We roughly knew the direction and location of the cargo, but the update frequency of the GPS tracker was set to 10 minutes, resulting in a potential deviation of 10 kilometers. With only the truck and trailer license plates at our disposal, we were, essentially, looking for 'a needle in a haystack.'

That's why we immediately requested footage of the loading process in Belgium. Having received this footage, we knew what truck color/model and what trailer type/logos we were looking for.

'We roughly knew the direction and location of the cargo, but the update frequency of the GPS tracker was set to 10 minutes, resulting in a potential deviation of 10 kilometers. We were, essentially, looking for 'a needle in a haystack.'



'Everything appeared to be in order. All documents, including the consignment notes, the license plates of both trucks and trailers, and the identification documents of the drivers, were correct. As such, the police had no cause to assume anything was amiss.'

Our Austrian and Hungarian TCS colleagues were ready at their respective borders, while the Austrian police were constantly kept up-to-date on the position of the truck (through the GPS tracker) by our control room – and made aware that the truck could be up to 10 kilometers 'ahead of the GPS tracker'.

After keeping a close watch and maintaining constant contact with the control room, our Austrian team spotted the trailer - but... It had a different license plate and a different truck!

Strange... but, based on the GPS tracker and the possible deviation, this had to be the right trailer.

It turned out that another truck/trailer combo drove in front of this one, and the former truck did match the footage shot at the loading address. Had they switched trailers? The license plate on this trailer was also different to the one spotted in the loading footage.

Because we were approaching the border between Austria and Hungary, we requested assistance from the Hungarian police, connecting them directly to the Austrian police we were already working with, who were about to arrive at the scene.

A few kilometers beyond the border, the Austrian and Hungarian police stopped both the truck/trailer combinations.

Still, after checking all documents, license plates, and driver info, everything proved to be in order! How was this possible?

We were sure this was the trailer with the hidden GPS tracker and the stolen cargo! Opening the trailer and checking the cargo was, at first, not an option. After all, everything appeared to be in order.

All documents, including the consignment notes, the license plates of both trucks and trailers, and the identification documents of the drivers, were correct. As such, the police had no cause to assume anything was amiss.

As we stated, however, we were absolutely sure this was the trailer containing our client's cargo!

After some insistence, the Hungarian police decided to check the cabin of one of the trucks. Guess what they found? Three sets of Italian license plates, which turned out to be stolen! And, surprise, surprise, the very license plate used when the cargo was loaded in Belgium.

In addition to these stolen plates, the police also found several driver cards and falsified identification documents. This was reason enough to open both trailers.

The GPS tracker was found in our client's trailer! This was definitive proof that this was our client's cargo. The other trailer contained E-bikes worth US\$300,000, which were also stolen. This cargo turned out to be the property of a German company.

We secured both cargoes in cooperation with the police for further investigation. By now, INTERPOL and Europol have gotten involved, since this case turned out to be part of a larger, international investigation into transport crime. This is why, to avoid any links to the ongoing investigation, all kinds of essential details in this article, including locations, cargo type, etc. are fictitious.

However, this does not affect the events of the incident. This once more goes to show that you need to be very careful when outsourcing your cargo,

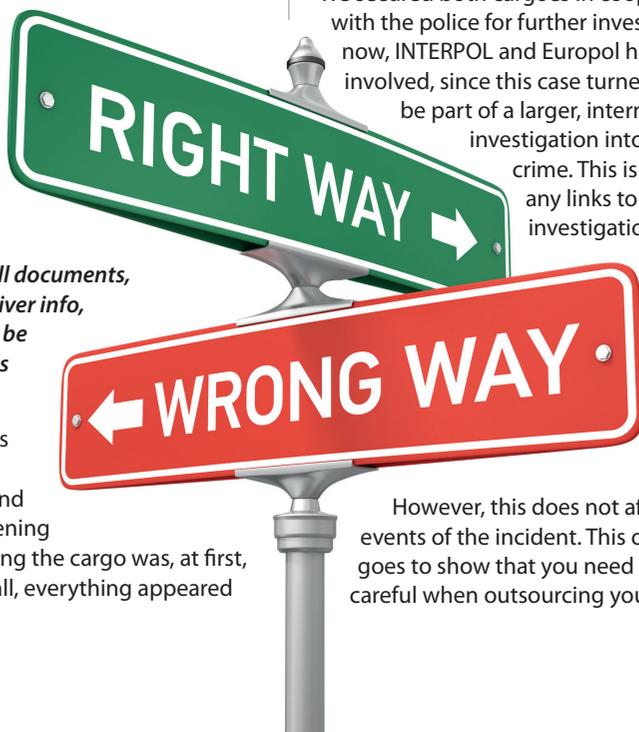
especially in the case of virtual transport platforms.

This incident had a positive outcome and the client and the insurer of the cargo sent us a big 'thank you' cake and told us they might never have been able to retrieve the US\$1 million cargo without our intervention.



Jaco van den Berg is a founder and Managing Director of The Cargo Security Company, which supplies 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. Its vehicles used for secure operations are fitted with professional tracking systems, panic buttons and live streaming cameras, ensuring they can be monitored in real-time from the company's in-house ISO 9001, ISO 27001 and EN 50518/UL 827 certified Alarm Monitoring Center (AMC), whilst they are in transit.

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