

# vigilant

## SHARK

## ATTACK

Cases of fraud, fake companies and fraudulent pick-ups cost supply chains in EMEA millions of euros in losses annually. Are you swimming with sharks?

Are underground freight tunnels the future of cargo security?

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Meet the 28 new member companies joining the TAPA EMEA Family this month

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Fraud in freight – TT Club highlights key criminal traits to look out for

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Do you have eyes on cargo crime in the Europe, Middle East and Africa region?

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Reducing risk – how to avoid falling victim to a fake carrier

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919 new cargo thefts in 30 countries in 30 days and product losses of >€21 million as cost of major crimes averages €702,470

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Standards FAQs on the new TAPA EMEA Driver Security Guide, driver training, vehicle checks, and preventing fraudulent pick-ups

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See the latest 58 TAPA FSR, TSR & PSR Security Standards' certifications in EMEA

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# WHAT'S NEXT ON THE RESILIENCE HORIZON?



**This month's CrowdStrike disruption and its immediate, but thankfully short-lived, impact on supply chains is just the latest unforeseen event to test the resilience of global organisations and all the smaller partners and suppliers in their chain of command.**

As if we needed it, it was a reminder of how much we depend on technology as well as how vulnerable we are to outages or anything that prevents systems from performing as we expect and need them to.

This latest incident was not a cyberattack and the outage was fixed relatively quickly but, for a moment, panic was setting in. Global media reports provided almost minute-by-minute accounts of the disruption. The Port of Felixstowe in the UK was reportedly unable to process, collect or deliver containers. Air France KLM Cargo spoke of 'severe disruptions to our worldwide flight and cargo handling operations,' and, globally, over 5,000 flights were cancelled. This is just a handful of examples of the challenges that being faced in the hours immediately after the outage.

From a cargo security perspective, it was just another reminder of how quickly global events can upset the best-laid-plans to keep goods moving on-time, safely, and securely.

Our organisations are dealing with the unpredictability of geopolitics and global conflicts, extreme weather impact, cyber risks, and regulatory changes that can all put significant and, sometimes, unprecedented pressure on supply chains. Additionally, we see rises in lower level crimes, such



*'From a cargo security perspective, it was just another reminder of how quickly global events can upset the best-laid-plans to keep goods moving on-time, safely, and securely.'*

as shoplifting, which is introducing more and more people to the world of crime and the often easy rewards they can gain alongside very low levels of risk or penalties. This will lead some offenders to become more ambitious in the targets they select. Alongside this is a thriving 'black market' for stolen goods and the constant threat posed by organised crime groups.

As supply chain and security professionals, we are alerted to anything that slows or stops the physical movements of goods as well as anything that may inspire higher levels of crime. We are constantly being tested by issues outside of our direct control.

One of the next challenges coming the way of many businesses will be the eventual introduction of the new EU Entry-Exit System – currently timed for Q4 - and its requirement for biometric checks on non-EU nationals at border points. This is likely to cause congestion and delays at borders and ports, and subsequent security risks that will need managing.

The changing business, operating and risk environment is undoubtedly one of the factors leading to growth in TAPA EMEA's membership. The 'stronger together' or 'safety in numbers' mindsets in major organisations, and among their supplier bases, means there is increasing demand

to leverage intelligence, to network with like-minded stakeholders, and to learn at an industry level.

And, of course, the importance of supply chain resilience is another reason why we are growing.

It's quite something to see another 28 companies joining us in the last month, and important to our progression. We not only want to see our membership increasing, we want our members to be more actively engaged in our industry standards, training, intelligence sharing, and networking events. We will continue to work hard to achieve this, with more support, tools, and events which assist members using these benefits.

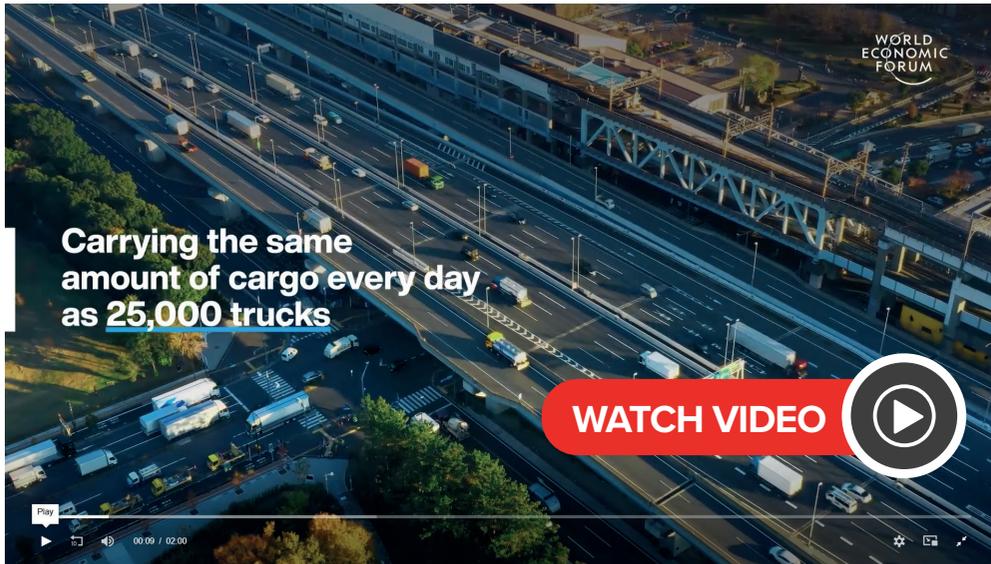
**Amidst all of this, I hope you are enjoying a relaxing and uninterrupted summer vacation and the chance to recharge because 2024 is proving to be quite a year! And, there's still five months to go...**



**MARCEL SAARLOOS**

Chair,  
TAPA EMEA

# CAN UNDERGROUND FREIGHT CONVEYOR BELTS DELIVER A WELCOME BOOST TO SUPPLY CHAIN SECURITY?



**The future of supply chain security for the physical movement of goods may be heading underground if innovative projects in Japan and Switzerland gain sufficient support.**

Japan's Transport Ministry has just rolled out plans for a 500km, US\$23 billion underground conveyor belt system to transport freight between Tokyo and Osaka. It could carry the equivalent amount of cargo every day as 25,000 trucks, according to a video report by the *World Economic Forum*.

Sustainability gains are driving the project to ease traffic congestion and cut transport emissions but developers say it will also address Japan's growing labour shortage which poses a severe challenge to the country's logistics industry. At its current rate, driver shortages, for example, could result in 30% of parcels being undelivered in Japan by 2030.

If it does go ahead, the freight conveyor belt system could be operational by 2034.

No doubt the visionaries behind the Japanese solution will be closely monitoring a similar project in Switzerland which was first proposed over a decade ago by public limited company, Cargo sous terrain (CST). Its plan is to build a similar 500km underground freight link tunnel utilising self-driving pods carrying up to two pallets each.

Powered by renewable energy, the privately-funded CST proposal estimates an 80% reduction in transport emissions, allowing for the fact that conventional vehicles will still be required for the final stages of delivery. Nonetheless, the tunnel concept would significantly reduce pollution and also ease congestion on Switzerland's motorways.

But, progress has been slow and the cost of construction is high at an estimated \$33-39bn. According to media reports,

the Swiss Parliament, took eight years to approve new legislation for construction. At the start of 2023, CST launched exploratory drilling and geological measurements to begin planning the first 70km section connecting the Härkingen-Niederbipp hub with Zurich Airport. It could open by 2031. The nationwide 500km network timeline is to be finished by 2045, news source *Tunnels & Tunnelling* says.

Last month, the Board of Directors of Cargo sous terrain said they were conducting an in-depth review of the activities and results so far. "The objective of this project review is to implement the conclusions from the ongoing sectoral planning process into the overall planning, and to optimise the construction and operation of the logistics system in order to make the service even more competitive on the market. There is a broad consensus that CST can ensure sustainable supply and disposal of goods in a future circular economy. However, in order to fulfil the high expectations and gain the necessary political and social support, there are additional requirements for CST that need to be taken into account," they stated.

**Watch this space.**



*The Swiss underground freight link.*



## UPCOMING TAPA EMEA EVENTS 2024...

**Spain Regional Conference - Madrid**

**Date: 9 October 2024**

**Portugal Regional Conference - Lisbon**

**Date: 29 October 2024**

**TAPA EMEA Virtual Conference**

**Dates: 27 & 28 November 2024**

**MORE  
UPDATES  
TO COME...**

## BUILDING TAPA EMEA'S VALUE FOR 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...



## RELAX, YOU'RE PART OF THE TAPA EMEA FAMILY...



In the constantly changing and challenging profession of supply chain security, it's extremely important to get some downtime and I'm sure I speak for everyone when I say we all especially look forward to our summer vacations.

But, of course, risks don't stop when we're on the beach. In some cases, they may even increase because criminals may feel we have 'our eyes off the ball' during the holiday seasons. That isn't the case. None of us are in any doubt that cargo crime is a 24/7/365 'business' and it requires constant awareness, attention and response.

I recently shared some data from our TIS database which highlights this, taken from recorded incident intelligence shared with TAPA EMEA last summer or, to be more precise, the 62 days of July and August 2023:

- 1,780 new cargo thefts
- Across 62 countries
- A single loss of **€100 million** of metal from the supply chain inventory of a company in Hamburg, Germany

- A further 351 cargo thefts with a value totalling **€49,512,770** or an average of **€141,062**
- 54 major cargo thefts of goods worth **€100K** or more
- Outside of the biggest single loss, an average value per major crime of **€841,358**.

Plenty to think about if you're a newcomer to the world of cargo crime. For TAPA EMEA members, however, I hope you can rest and relax on your summer break, knowing your organisations are well aware of, and well-prepared for, any risks that come along. **Enjoy your summer breaks!**



## LEVERAGING OUR GROWING REACH TO GAIN MORE CARGO CRIME INTELLIGENCE

It's the height of summer but we're still seeing more and more companies wanting to become part of the TAPA EMEA Family – another 28 in the last month.

Since the start of 2024, we've welcomed more members in 27 countries across Europe, the Middle East and Africa ... and it's this geography that is especially important because it increases our potential to gain more local intelligence of cargo crime and supply chain resilience risks in many countries where we currently have only limited data.

If you're a representative of one of the new companies joining us in 2024 and you can help us build a bigger picture of cargo crime and security risks in your country, please contact us at **tisteam@tapaemea.org**

## BIOMETRIC BORDERS A CAUSE FOR CONCERN

There has been another delay to the introduction of the new EU Entry-Exit System (EES), which requires every non-EU citizen to register biometric data (such as fingerprints) at the border. The new launch date is now said to be 10 November.



Whenever it does finally take effect, it is likely to cause significant delays at borders, particularly between Britain and France. Already, there are concerns about how the new system will disrupt peak season supply chains in the run up to Christmas. It could cause long delays to truck movements and lead to lengthy queues of vehicles at ports and border crossings which, in turn, may increase the risk of cargo thefts from stationary vehicles. Time will tell.

## SEND US YOUR LINKS...

In this issue, you will see a call for TAPA EMEA members to send us any media links you see about cargo thefts in our region. Just cut and paste the link and send it to [tisteam@tapaemea.org](mailto:tisteam@tapaemea.org)



That's all we ask. Our TIS database searches reliable media sources for intelligence on cargo crimes and about 7% of our data and information comes from these channels. But, please do not assume that we find every story that's out there, because we do not.

This is why we ask for your help. We know you will all read national and industry media that often report cargo thefts or cargo security incidents. This is vital intelligence for us and for the entire TAPA EMEA Family. Taking a second to send us the link means we will gain an even bigger picture of cargo crime in EMEA and be able to help more members who use TIS intelligence to support their supply chain security planning.

Every link to news of a cargo crime is important to us.

SHARE LINK



## TAPA EMEA'S FAMILY IS GROWING...

welcome

Introducing the latest companies to join us in our Europe, Middle East & Africa region...

CATEGORY	COMPANY	COUNTRY	WEBSITE
FM	Crow Overseas Freight	United Kingdom	<a href="http://www.crowoverseas.co.uk">www.crowoverseas.co.uk</a>
FM	Everwest UAB	Lithuania	<a href="http://www.everwest.net">www.everwest.net</a>
FM	Hyland Shipping Agencies Ltd	Ireland	<a href="http://www.hylandshipping.ie">www.hylandshipping.ie</a>
FM	Rollin Event Logistics Kft	Hungary	<a href="http://www.rollin.hu">www.rollin.hu</a>
TAP	The Road Freight Association (NPC)	South Africa	<a href="http://www.rfa.co.za">www.rfa.co.za</a>
FM	4 RATAI Transport GmbH	Germany	<a href="http://www.4ratalogistics.com">www.4ratalogistics.com</a>
FM	Scientific Games International	United Kingdom	<a href="http://www.scientificgames.com">www.scientificgames.com</a>
SSP	France-Cadenas	France	<a href="http://www.france-cadenas.fr">www.france-cadenas.fr</a>
FM	Vos Holding BV	Netherlands	<a href="http://www.vostransportgroup.com">www.vostransportgroup.com</a>
SSP	Enigmatos Ltd	Israel	<a href="http://www.enigmatos.com">www.enigmatos.com</a>
FM	Szabo Frigo Cargo Kft	Hungary	<a href="http://www.szabofrigocargo.hu">www.szabofrigocargo.hu</a>
FM	Speed Tech UK Ltd	United Kingdom	<a href="http://www.speedtechuk.com">www.speedtechuk.com</a>
TAP	LojiDer - Logistics Service Providers Association	Turkey	<a href="http://www.lojider.org.tr">www.lojider.org.tr</a>
SSP	Mole App	United Kingdom	<a href="http://www.moleapp.co">www.moleapp.co</a>
FM	I.A. Christopoulos- T.A. Euaggelodimou GPC	Greece	
FM	Orvival Trans SL	Spain	<a href="http://www.orvival.com">www.orvival.com</a>
FM	Fusion Worldwide	Netherlands	<a href="http://www.fusionww.com">www.fusionww.com</a>
FM	Extrego Sp. Z o.o.	Poland	<a href="http://www.extrego.com">www.extrego.com</a>
FM	Breogan Transporte SAU	Spain	<a href="http://www.breogan-tte.com">www.breogan-tte.com</a>
FM	Transportadora Ideal Bairro de Alcantara	Portugal	<a href="http://www.silvestresilva.com">www.silvestresilva.com</a>
FM	Arcadia Cargo Ltd	Greece	<a href="http://www.arcadiacargo.gr">www.arcadiacargo.gr</a>
PPO	SC Malex Thor	Romania	<a href="http://www.travelcentersofeurope.com">www.travelcentersofeurope.com</a>
PPO	Cornaredo Carburanti SRL	Italy	<a href="http://www.studiobuccaiarelli.it">www.studiobuccaiarelli.it</a>
FM	PD Ports	United Kingdom	<a href="http://www.pdports.co.uk">www.pdports.co.uk</a>
FM	Haberl Logistik GmbH	Austria	<a href="http://www.haberl-logistik.com">www.haberl-logistik.com</a>
FM	Fiszer Sp. Z o.o.	Poland	<a href="http://www.fiszerlogistics.pl">www.fiszerlogistics.pl</a>
FM	APM Terminals Nigeria	Nigeria	<a href="http://www.apmterminals.com">www.apmterminals.com</a>
FM	Logisteed Europe BV	Netherlands	<a href="http://www.logisteed-europe.com">www.logisteed-europe.com</a>





# SWIMMING

# WITH SHARKS

**In supply chain security, when you think about fraud, your instincts usually start with 'Russia' for it has been the country where cases of fraud - and, in particular, fraudulent pick-ups - have accounted for most losses in recent years. But, crime groups are quick to learn and, in the last 2 years, the TAPA EMEA Intelligence System (TIS) has recorded cargo thefts involving fraud in 32 other countries across the Europe, Middle East & Africa region.**

Losses involving fraud are usually extremely costly. The average loss for major cargo thefts (€100K or more) reported to TIS since 30 June 2022 is more than **€468,000**.

**In this special report, Josh Finch of TT Club, the independent provider of mutual insurance and related risk management services to the international transport and logistics industry, looks at the types of fraud most commonly impacting supply chains, and what you can do to help stop them...**



*'Sub-sub-contraction is to be strongly discouraged. TT Club has often seen that fraudulent parties are introduced into an agreement by subcontractors who themselves do not perform due diligence.'*

During the past two years, TT Club has seen a dramatic increase in incidents of theft involving fraudulent actors infiltrating the supply chain to steal physical assets and cargo. Involving tactics first seen in Russia during the previous decade, criminal organisations in Europe and North America have adopted these methods of theft to steal entire loads of roadfreight.

Claims analysis shows that in 2023, TT Club witnessed that 6% of European theft claims and an astonishing 43% of North American theft claims involved an element of fraud. Some of these incidents involve a fraudulent

carrier, while others involve a fraudulent party acting in the capacity of a freight forwarder. Such thefts are often highly targeted, resulting in the loss of high value cargo and hinting at insider involvement.

Given the apparent effectiveness of these fraudulent strategies being adopted by criminal organisations, TT expect that this trend will continue. So, what are the tactics used by criminals to infiltrate the supply chain, and what can businesses do to protect themselves from this threat?

## **Tactic 1 – Fraudulent Carriers**

The most common type of threat is that posed by carriers assuming a false identity. In such cases, a criminal organisation with access to commercial vehicles directly assumes the identity of a legitimate haulage firm. In many instances, the imitation is very sophisticated. The thieves may create a fake website and false contact details that look very similar to the details of the actual haulage firm. They may post these details on freight exchanges or approach shippers directly and request work. Since they are in direct contact with the shipper, they provide details of a driver and vehicle that then arrives at the shipper's site.





*'A criminal organisation with access to commercial vehicles directly assumes the identity of a legitimate haulage firm. In many instances, the imitation is very sophisticated. The thieves may create a fake website and false contact details that look very similar to the details of the actual haulage firm.'*

In other cases, where a carrier's IT system has been hacked, they may learn of a shipment scheduled to take place and arrive at a shipper's site to collect a planned load. Thieves who use this method of fraud have been known to create duplicate shipping documents and these often appear accurate down to the finest detail. In one instance, TT Club witnessed during 2023, the fraudsters even went so far as to correct a spelling error in the original bill of lading document.

Thieves often intentionally target goods that are being shipped long distances by road. This gives them plenty of time to move the cargo to a destination of their choice before anyone realises that something is wrong. The thieves will answer the phone for a day or two, always with a new excuse for why the shipment is delayed. After the goods are safely off the road, the thieves simply stop answering the phone.

### Tactic 2 – Fraudulent Freight Forwarders

In many instances, the fraudulent party may be a freight forwarder or a fraudulent carrier who subcontracts to a legitimate carrier. In such cases, the fraudulent forwarder assumes a false identity using methods similar to those previously described. Instead of using their own driver and vehicle, however, they subcontract the job to a legitimate trucking company. Any due diligence checks undertaken on the carrier will not in this case raise any red flags. In such cases, the fraudulent forwarder will in the first instance provide the driver with legitimate instructions.

However, soon after the load is collected, the forwarder will contact the driver and fraudulently claim that the delivery destination has changed. The new destination may be much closer than the original one and the legitimate carrier, having been promised to be paid the same rate for a much shorter journey, will be only too happy to drop off the load at the new destination.

Again, the thieves may answer the phone for a time until the cargo is hidden. Then the phone will go silent, and they will never be heard from again.

### Mitigation Strategies

The most important mitigation strategy is to maintain stable partnerships with known and trusted businesses.

Staff should be trained to be sceptical of situations where an unknown person calls from a known partner such as a carrier or freight forwarder. Where new carriers or forwarders must be used, it is important to conduct full due diligence checks on all third party businesses. It is recommended to complete at a minimum a credit check and to request to see copies of the new business' insurance certificates. Additionally, it may be helpful to request copies of the new business' financial statements. All of these documents can be falsified, of course, but the more thorough the check the more difficult it will be to maintain the ruse.

The length of time that a company has been in business can also be a good indicator

## FRAUD FACTS

Goods targeted in major cases of supply chain fraud include:

- Auto Parts
- Clothing & Footwear
- Cosmetics & Hygiene
- Electronics
- Food & Drink
- Metal
- Phones
- Solar Panels
- Tools/Building Materials
- Tyres

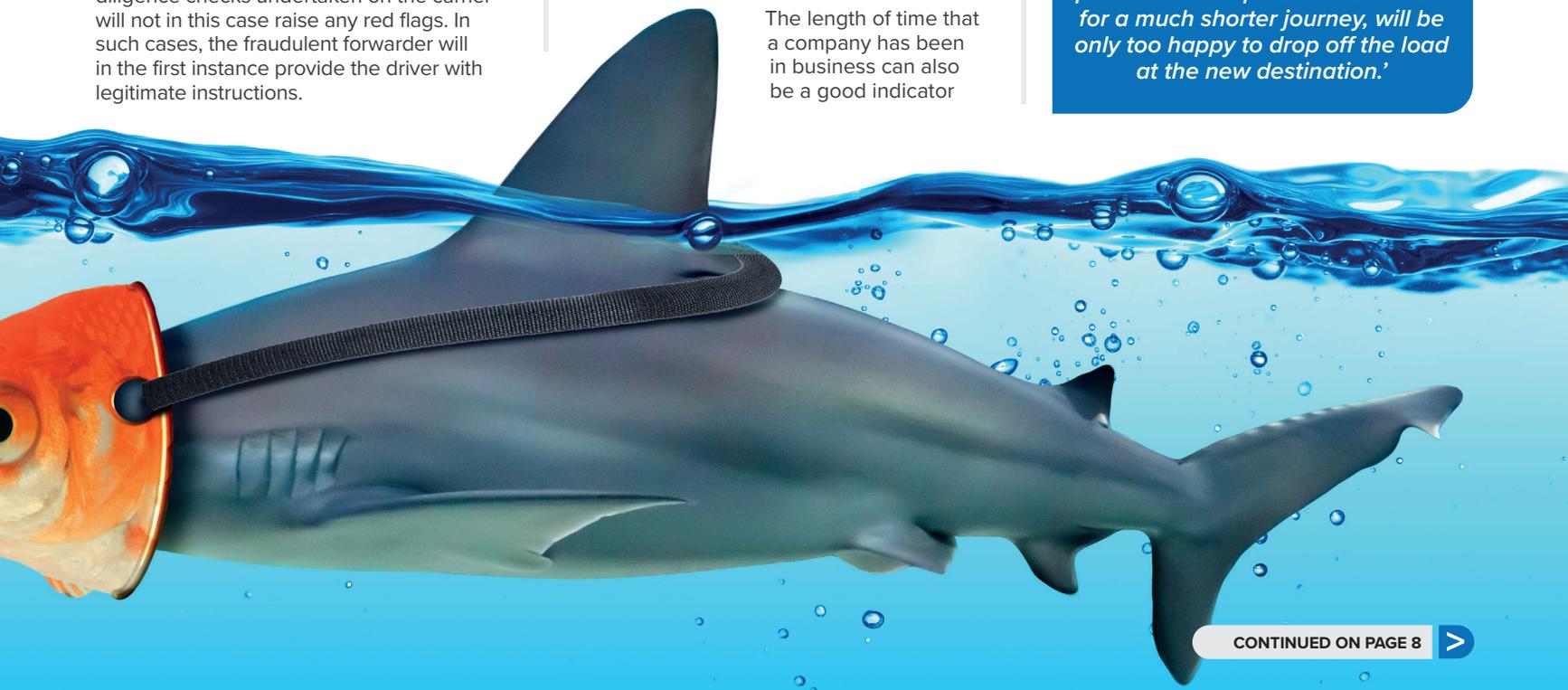


of whether they are legitimate. Meeting in person before granting a new company work can also be a highly effective way to discourage thieves from attempting to work with your business.

Granting work to unknown companies by contracting via a freight exchange is strongly discouraged, as is working with a company that cannot produce an insurance certificate. Fraudulent businesses often seek work using such exchanges.



*'The new destination may be much closer than the original one and the legitimate carrier, having been promised to be paid the same rate for a much shorter journey, will be only too happy to drop off the load at the new destination.'*



## FRAUD FACTS

### Countries in EMEA recording cargo losses involving fraud:

- Albania
- Angola
- Belarus
- Belgium
- Benin
- Bulgaria
- Burundi
- Cameroon
- Congo
- Cyprus
- Czech Republic
- Egypt
- France
- Germany
- Greece
- Hungary
- Italy
- Kazakhstan
- Mauritius
- Mayotte
- Montenegro
- Netherlands
- Poland
- Portugal
- Romania
- Serbia
- South Africa
- Spain
- Sweden
- Syria
- Turkey
- United Kingdom

Source: TIS



Being in possession of an insurance certificate, however, is not by itself an ironclad guarantee of credibility. Fraudulent businesses have been known to enter into an agreement with an insurance provider in order to receive a certificate of insurance and give themselves a veneer of credibility. However, a business with a long-established relationship with an insurer is much less likely to be fraudulent.

Finally, sub-sub-contraction is to be strongly discouraged. TT Club has often seen that fraudulent parties are introduced into an agreement by subcontractors who themselves do not perform due diligence. It is highly recommended that subcontractors are contractually forbidden from further subcontracting work to other third parties. Where this clause is in place, ensure that sites are enforcing it.



*'Any due diligence checks undertaken on the carrier will not in this case raise any red flags.'*



*'It can be operationally daunting to turn away a driver knowing that a load may go undelivered. However, accepting this practice introduces a high degree of security risk.'*

Subcontractors who are unable to complete a job may themselves subcontract without notification. It can be operationally daunting to turn away a driver knowing that a load may go undelivered. However, accepting this practice means introducing a large degree of security risk into an operation. Ultimately, customers usually accept that logistics is a chaotic business and deliveries sometimes fail despite meticulous planning. They are, however, much less likely to accept a major loss of cargo in addition to a failure to deliver.

### Stay vigilant

Fraud takes on many forms and can impact supply chains in a number of ways. Unfortunately, the prevalence of fraudulent carriers and freight forwarders continues to grow each year. It is important that businesses stay vigilant against such practices.

Firstly, it is important that IT systems are hardened and that leaks of information do not come from inside the business. Thieves may exploit weakness in IT infrastructure in order to gain access to information

about load plans, carriers in use, and documentation, in order to gain access.

Secondly, in addition to the due diligence practices outlined, it is important that all staff are informed about these types of risks.

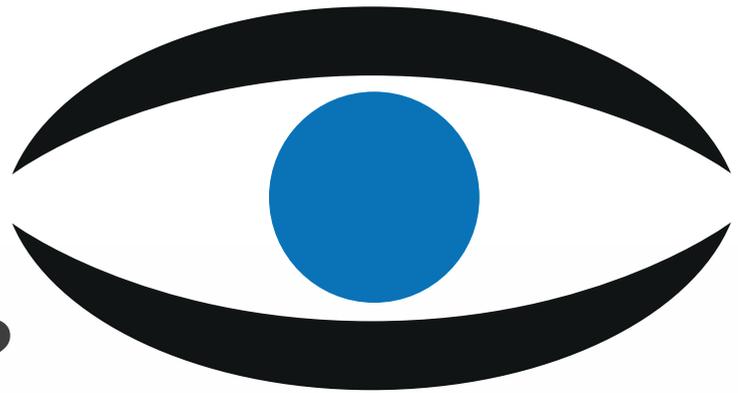
Ultimately, it is the transport administrator or the transport desk clerk who are on the front lines preventing fraudulent carriers from making off with valuable cargo. It is important that all staff are made aware of these risks and empowered to take action when something doesn't feel right.

## About the Author

Josh Finch is a Logistics Risk Manager for TT Club's Loss Prevention department. Josh joined TT Club in 2023 having 15 years of experience in the logistics industry in various operational and project management roles. He has extensive experience managing warehouses and running road freight transport operations. He is an International CPC qualified Transport Manager. TT Club is an independent provider of mutual insurance and related risk management services to the international transport and logistics industry, with a primary objective to help make the industry safer and more secure. TT Club's Risk Management team is committed to the ongoing development of advice and information underpinning this objective.



# DO YOU HAVE EYES ON CARGO CRIME NEWS?



Every day across the Europe, Middle East & Africa region, national, local, business, and trade media report news of new cargo crime incidents.

Have you got eyes on these types of news reports? If you do, we ask you to do one thing to help in our fight against cargo crime...

**ACTION**

Copy the link, paste it in an email, and hit 'SEND' to  
**[tisteam@tapaemea.org](mailto:tisteam@tapaemea.org)**

Media sources feed valuable intelligence into the TAPA EMEA Intelligence System (TIS) and provide our members with greater awareness of when, where & how cargo crimes are occurring in our region.

Thieves steal electronics worth €3m from Schiphol airport warehouse

Cargo thieves using branded clothing to deceive truckers, says crime prevention unit

Robbers tie up driver and security guard and steal £5m of products from lorry on M1

19 SUSPECTS  
ARRESTED  
FOR TRUCK  
HIJACKING ON  
N12 IN KLIPRIVER

**TAPA EMEA MEMBERS – UNITED IN THE FIGHT AGAINST CARGO CRIME**

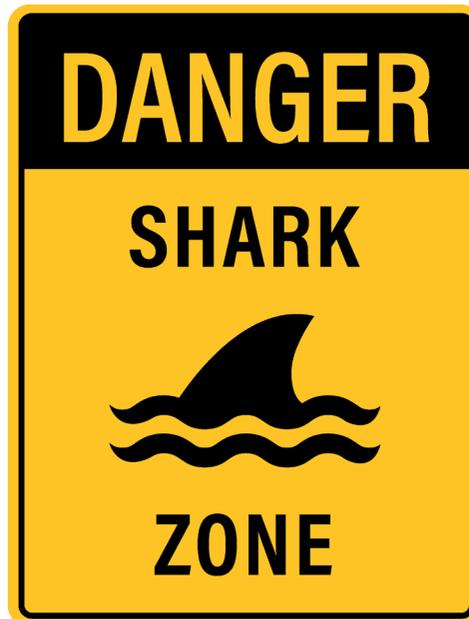
# HOW TO REDUCE YOUR CHANCES OF A ‘SHARK ATTACK’

**International loss adjustors, B.V.B.A. Wim Dekeyser, have been monitoring and responding to the activities of fraudulent carriers for over 35 years. It's a full-time job.**

Their work as theft and fraud investigators for the transport, logistics and insurance sectors has made founder Wim Dekeyser and his team of specialists leading authorities on fake carriers and one of the main providers of incident alerts and information designed to help reduce future losses.

The company's *Warning List* – an A-Z of transport companies linked to ‘fake carrier’ crimes – now contains over 750 names and is growing month-on-month. They have even found that the name of a fake carrier linked to a crime some years previously can suddenly reappear on the list. This may be a sign that the original perpetrators are active again or signal a complete lack of imagination from newcomers to the ‘fake carrier’ market. Either way, the effects can be extremely costly for manufacturers and logistics service providers.

*Vigilant* has shared Wim's experiences and advice before, but as these types of cargo crimes continue to grow, it's time to remind TAPA EMEA members of how easily criminals

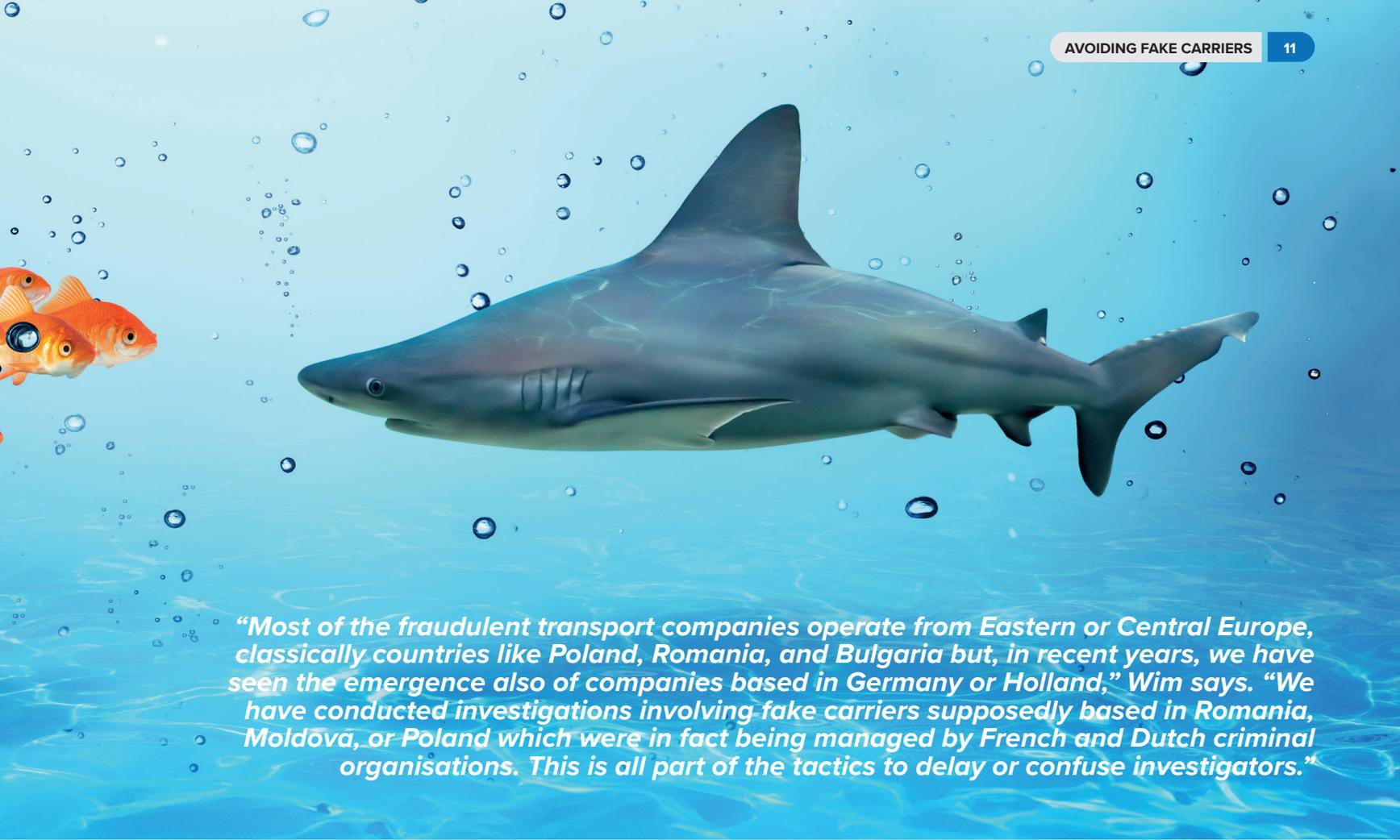


can, and do, infiltrate supply chains and transport operations to steal trucks and their entire loads. Although it is some time since *Vigilant* last sought an update from Wim, the types of modus operandi used by criminals involved in these types of incidents remain largely unchanged.

Most commonly, they involve:

1. Slightly adapted contact details of established transport companies, often changing just a single character in an email address. In the frantic world of transport operations, dictated by time and cost, such tiny variances can be easily missed and only come to light during the investigation stage after a load disappears.
2. Criminals simply take over (smaller) transport companies which are often in financial distress. The change of ownership – which later turns out to involve bogus individuals - will be registered but the time it takes for this process to be officially completed is the ‘window of opportunity’ criminals are looking for to enact one or, sometimes, several crimes targeting high value shipments before disappearing without trace.

It is also a common tactic for criminals to use a fake carrier identity to win transport contracts for a specific load, often through a ‘low bid’ via an online freight exchange. Having been awarded the delivery, they outsource it to a legitimate haulier. Their driver and vehicle turn up to collect the load and their credentials – even if sufficient due



***“Most of the fraudulent transport companies operate from Eastern or Central Europe, classically countries like Poland, Romania, and Bulgaria but, in recent years, we have seen the emergence also of companies based in Germany or Holland,” Wim says. “We have conducted investigations involving fake carriers supposedly based in Romania, Moldova, or Poland which were in fact being managed by French and Dutch criminal organisations. This is all part of the tactics to delay or confuse investigators.”***

diligence is carried out - stacks up. After picking up the load, the criminals will contact the driver to say the client has changed the delivery address. You can work out the rest.

“Most of the fraudulent transport companies operate from Eastern or Central Europe, classically countries like Poland, Romania, and Bulgaria but, in recent years, we have seen the emergence also of companies based in Germany or Holland,” Wim says. “We have conducted investigations involving fake carriers supposedly based in Romania, Moldova, or Poland which were in fact being managed by French and Dutch criminal organisations. This is all part of the tactics to delay or confuse investigators.”

Freight platforms, he adds, remain a ‘great risk’ with criminals seeing this as a quick and easy way to detect interesting shipments. Liability becomes a big issue. Freight exchanges advise due diligence before any contract is awarded. In France, they are now being held more accountable, Wim says, but this is an exception to the common rule. Meanwhile, with hundreds of thousands of loads (and more) being assigned through freight exchanges every week, detecting the tiny percentage of potential fake carriers circling menacingly among the majority of honest operators remains massively challenging.



**To counter this minefield of risk, Wim Dekeyser recommends buyers of roadfreight services follow what he calls ‘our Golden Rules’...**

1. Refrain from working with carriers operating only with mobile phones and/or anonymous e-mail accounts (like gmail, hotmail, etc).
2. Always check the official contact details of the contracting carrier (via internet, phone or business directories. Companies not listed/found are not reliable!). Also check the VAT number (on the EU.VIES website), the location of the company via Google Street View, and the freight exchange member code.

3. Request and check the Transport License and Insurance Certificate. Check with the insurance company if the certificate is genuine and is still valid for the time period.
4. Beware of very low price quotes which are not within the general/expected market cost level.
5. Refrain from offering valuable shipments on freight exchange sites, for instance alcohol, electronics, metal etc.
6. Always check/compare the contact data of the candidate haulier with the data shown in the Company Profile of this haulier on the freight platform.
7. Stay away from freight sites if your customers have forbidden the use of these for their transportation services.

Wim states: “The bottom-line rule remains simple. Be extremely vigilant and prudent, and contract only with reliable and known transport partners. Ultimately, this is your responsibility. Our guidelines and recommendations are sensible steps to take, but they are no guarantee to avoid all frauds. As TAPA EMEA members understand better than most others, criminals are becoming better organised and more inventive every day.”

EUROPE, MIDDLE EAST &amp; AFRICA REGION

# CARGO CRIME MONITOR

## CARGO THEFT BY COUNTRY


**JUNE 2024**

### JUNE 2024

#### TOP 5

Germany	219	Romania	4
United Kingdom	168	Cyprus	3
Italy	157	Bulgaria	3
France	107	Nigeria	3
Spain	91	Finland	2
		Israel	2
		Sweden	2
		Iraq	2
		Ireland	2
		Monaco	1
		Turkey	1
		Tunisia	1
		Greece	1
		Slovenia	1
		Libya	1
		TOTAL RECORDED INCIDENTS	<b>919</b>

#### Rest of EMEA

South Africa	41		
Netherlands	23		
Austria	22		
Russia	12		
Poland	12		
Belgium	11		
Egypt	8		
Czech Republic	8		
Croatia	6		
Slovakia	5		


**DAILY LOSS VALUE IN JUNE 2024**

# €707,519

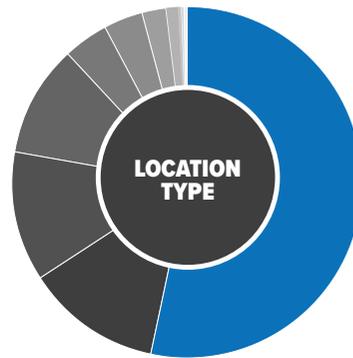


## €4,000,000

The biggest loss reported to TIS during this month was the theft of luxury watches from a retail facility in Monaco on 3 June.

## 919

Number of new cargo crimes reported to the TIS database in June 2024.



Origin Facility	492	(53.54%)
Destination Facility	114	(12.40%)
Unclassified Parking	109	(11.86%)
Unknown	96	(10.45%)
En Route	37	(4.03%)
Authorised 3rd Party Facility	35	(3.81%)
Retail Store	20	(2.18%)
Services 3rd Party Facility	9	(0.98%)
Road Transportation Facility	3	(0.33%)
Railway Operation Facility	3	(0.33%)
Aviation Transportation Facility	1	(0.11%)

Theft	389	(42.33%)
Theft from Vehicle	255	(27.75%)
Theft from Facility	120	(13.06%)
Robbery	31	(3.37%)
Theft from Trailer	28	(3.05%)
Truck Theft	24	(2.61%)
Theft of Vehicle	20	(2.18%)
Theft of Trailer	19	(2.07%)
Hijacking	15	(1.63%)
Unknown	10	(1.09%)
Theft from Container	5	(0.54%)
Clandestine	2	(0.22%)
Fraud	1	(0.11%)

**€21,225,572**

Total loss for the **110** or **11.96%** of crimes stating a value

**11.86%**  
Or **109** of the recorded incidents took place in Unclassified Parking Locations

**30** Number of countries in EMEA reporting incidents

**12** Crimes in EMEA recorded a loss value of between **€50,000 & €100,000**, totalling **€752,777**



**€192,959** – Average loss for all cargo crimes reported with a value



**€702,470**

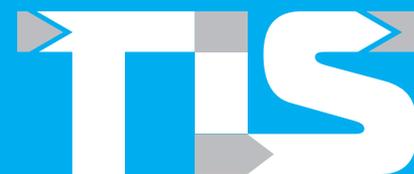
Average loss for the **28** recorded cargo thefts with a value of **€100,000** or more reported to the TAPA EMEA Intelligence System (TIS) in June 2024.

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

Intrusion	470	51.14%
Unknown	365	39.72%
Violent & Threat with Violence	36	3.92%
Internal	32	3.48%
Deceptive Pick Up	8	0.87%
Deception Other	6	0.65%
Theft from Moving Vehicle	2	0.22%

**20**

Number of TAPA TIS product categories recording losses in June 2024.



TAPA EMEA INTELLIGENCE SYSTEM

# OVER €21 MILLION OF PRODUCT LOSSES IN 30 DAYS AS TAPA EMEA RECORDS 919 CARGO THEFTS IN JUNE IN 30 COUNTRIES

Cargo thieves were active in 30 countries in the Europe, Middle East & Africa (EMEA) region in June, stealing over €21 million of products from supply chains in 30 days.

Less than 12% of the 919 incidents reported to the TAPA EMEA Intelligence System (TIS) confirmed their loss values but these 110 crimes still contributed to a daily loss of €707,519 during the month or an average value per crime of €192,959.

June saw a total of 28 major cargo crimes, recorded as incidents with a value of €100,000 or more. These accounted for over €19.6 million of the total loss value in June with these crimes averaging losses of €702,470. The incidents *Vigilant* is authorised to report included:

- **€4,000,000** – the theft of a large quantity of luxury watches from a retail facility in Monaco on 3 June. 
- **€1,600,000** – a truck and its unspecified cargo stolen in Leganés, Madrid, on 11 June.
- **€1,400,000** – a shipment of pharmaceuticals taken from an Origin Facility in Napoli, Italy. 
- **€1,000,000** – power tools stolen from an unknown location in Ashford in southeast England, on 23 June.
- **€766,945** – police arrested suspects on 27 June following a violent robbery of a warehouse in Kempton Park in South Africa's Gauteng province and the theft of a large consignment of alcohol products.
- **€700,000** – 15 kilos of gold bars were stolen while en route in Italy during a transfer in Badia al Pino in Tuscany on 29 June. 
- **€500,000** – cash stolen from a luxury goods retail facility in Rome, Italy, on 9 June.



- **€500,000** – a cargo theft crime with an Internal M.O. involving the loss of several tonnes of wheat from an Origin Facility in Fuente Palmera, Spain, on 24 June.
- **€350,000** – cosmetics stolen from an Origin Facility in Lombardy, Italy, on 7 June. 
- **€312,000** – a cargo theft reported in Finland on 24 June, but no further intelligence has so far been shared with TAPA EMEA.
- **€300,000** – the theft of cash from a Services 3rd Party Facility in Vitinia, Italy, on 4 June.
- **€289,049** – South African Police arrested two suspects in Johannesburg in connection to thefts of clothing, watches, and sunglasses on 7 June.
- **€166,585** – 318 televisions stolen on 5 June from a trailer in an Unclassified Parking Location north of Ontigola in Spain. 

- **€150,000** – tools stolen from an Origin Facility in Veneto, Italy, on 17 June.
- **€104,000** – a truck hijacking in Kempton Park in South Africa's Gauteng province on 12 June and the loss of miscellaneous goods.
- **€100,000** – jewellery/precious metals taken from a retail facility in Senigallia, Marche, Italy, on 7 June.
- **€100,000** – fuel, copper, and household appliances stolen on 7 June from an Origin Facility in Perugia, Italy.
- **€100,000** – the loss of a truck from an Unclassified Parking Location in Hawick, Scotland, on 19 June.



Another 12 crimes in June – with a combined value of **€752,777** - recorded loss values of between **€50,000** and **€100,000** and these included:

- **€84,731** – miscellaneous goods stolen in Klapmuts, Western Cape, South Africa, on 7 June.
- **€74,363** – a truck driver was detained in Zhukovskiy, Moscow, Russia, on 6 June after the loss of unspecified goods.
- **€60,000** – copper cables stolen from an Origin Facility in the German state of Baden-Württemberg on 29 June.
- **€50,603** – a suspect was arrested in Bellville in Western Cape after the theft of motorcycle parts was discovered on 28 June
- **€50,600** – police in Chatworth in South Africa's KwaZulu-Natal province arrested eight foreign nationals in connection with a large theft of cellphone batteries on 14 June.
- **€50,000** – TIS was notified of the theft of tools/building materials from a van in an Unclassified Parking Location in Wembley, UK, on 6 June.



In Spain, police made a series of arrests linked to cargo crime investigations. 11 suspects were detained in Madrid and other locations on 26 June related to thefts from trucks and warehouses. On 4 June, six people were arrested in connection with a series of thefts from trucks in service areas in Catalonia.

Spain was one of the top 5 countries for cargo thefts reported to TAPA EMEA in June. The top 5 accounted for over 80% of these latest monthly losses:

- **Germany** – 219 incidents, 23.8% of the June total
- **United Kingdom** – 168 or 18.2%

- **Italy** – 157 or 17%
- **France** – 107 or 11.6%
- **Spain** – 91 or 9.9%

Six other countries recorded double-digit losses:

- **South Africa** – 41 incidents
- **Netherlands** – 23
- **Austria** – 22
- **Russia** – 12
- **Poland** – 12
- **Belgium** - 11

20 TIS product categories recorded losses in June, seven of which saw double-digit cases of cargo thefts:

- **Fuel** – 68 or 7.4% of the June total
- **Metal** – 31 or 3.3%
- **Cash** – 28 or 3%
- **Tools/Building Materials** – 25 or 2.7%
- **Food & Drink** – 25 or 2.7%
- **No Load** (Theft of truck and/or trailer) – 23 or 2.5%
- **Miscellaneous Electronics** – 16 or 1.7%

While *Vigilant* is unable to share more detailed incident information, June's data contains the two Theft from Moving Vehicle crimes in the Netherlands reported in last month's issue. Police reports confirmed high value product losses results from the attacks on trucks on the A12 between Ede and the German border and between Waalwijk and Ede.

Other incidents reported to the TIS database in June included:

- Thieves stole 25,000 kilos of oranges from a truck as it was travelling in Carmona, Spain.
- 120 visual display units were stolen from a truck in an Unsecured Parking Location between Zaragoza and Barcelona in Spain.
- 3,744 solar panels were taken from a vehicle while it was en route in Roosendaal in the Netherlands.

- Another 186 solar panels were stolen from an Origin Facility in Valladolid, Spain.
- 7,000 metal vineyard posts were taken from an Origin Facility in Alfaro, Spain.
- 1,500 bottles of wine were stolen from a warehouse in Tonnerre in north-central France.

Falling fuel prices compared to their peak a few months ago are certainly not resulting in a downturn in diesel thefts from trucks in EMEA. Another 68 fuel thefts were recorded in EMEA in June, 51 of which occurred in Germany. Losses were also reported to TIS in Cyprus, France, Israel, Italy, the Netherlands, Slovenia, South Africa, Spain, and the United Kingdom.



TAPA EMEA INTELLIGENCE SYSTEM

STOLEN PRODUCTS	No.	%
<b>TOP FIVE</b>		
Miscellaneous	<b>623</b>	<b>67.79%</b>
Fuel Theft	<b>68</b>	<b>7.40%</b>
Metal	<b>31</b>	<b>3.37%</b>
Cash	<b>28</b>	<b>3.05%</b>
Unspecified	<b>26</b>	<b>2.83%</b>
<b>TOP FIVE TOTAL</b>	<b>776</b>	<b>84.44%</b>
Tools/Building Materials	<b>25</b>	
Food & Drink	<b>25</b>	
No Load (Theft of truck and/or trailer)	<b>23</b>	
Miscellaneous Electronics	<b>16</b>	
Jewellery/Precious Metals	<b>9</b>	
Furniture/Household Appliances	<b>7</b>	
Auto parts	<b>7</b>	
Clothing & Footwear	<b>6</b>	
Agricultural Materials	<b>4</b>	
Phones	<b>4</b>	
Bicycles / Two Wheelers	<b>4</b>	
Tobacco	<b>3</b>	
Pharmaceuticals	<b>3</b>	
Cosmetics & Hygiene	<b>3</b>	
Computers/Laptops	<b>2</b>	
Tyres	<b>1</b>	
Toys/Games	<b>1</b>	
<b>OTHER PRODUCTS</b>	<b>143</b>	<b>15.56%</b>

## ANONYMOUS REPORTING OF CARGO CRIMES IN EMEA

All cargo theft reports to TAPA EMEA remain 100% anonymous. The names of companies impacted by cargo crime or the individuals reporting incidents never appear in our TIS intelligence.

Cargo crime information can be shared with us at

**tisteam@tapaemea.org**

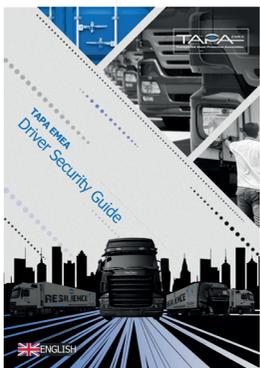


# STANDARDS

## FAQS

What's on your mind? This is your chance to put your FSR, TSR & PSR questions to TAPA EMEA's Standards & Training Team...

# #70



### Question 1

*What is the new TAPA EMEA Driver Security Guide and why is it important?*

#### Answer:

Most cargo crimes in the Europe, Middle East & Africa region involve attacks on trucks.

The *Driver Security Guide* is another comprehensive component of our Association's support documents and has been created by transport and security specialists to enhance the safety and security of trucks and vans by raising their awareness of the types of risks they may face and how to respond. The *Guide* outlines best practices, potential threats, and effective response strategies to mitigate risks and ensure secure transport operations. We hope the *Guide* will be considered as essential safety and security intelligence for all commercial drivers as well as security personnel who oversee transport operations.

### Question 2

*What are the major security threats drivers face with supply chain operations and how does the Driver Security Guide help create more understanding of the current security environment?*

#### Answer:

The *Guide* offers an overview of the current security environment, highlighting common risks and challenges faced by drivers. Major security threats in the supply chain include cargo theft, hijacking, smuggling, and cybercrime (including via social media). The *Guide* provides detailed information on these threats, and how to recognise and respond to them. Examples of security threats include armed robberies at rest stops, unauthorised entry into vehicles by illegal immigrants, and phishing attacks aimed at stealing sensitive transport information.



### Question 3

*When can we expect more information on the upcoming TAPA EMEA Driver Security Training?*

#### Answer:



We will provide more detailed information in the next issue of *Vigilant*. In summary, additional training programmes will include comprehensive security training, situational awareness exercises, and incident response simulations in multiple languages. These programmes aim to enhance drivers' preparedness and response capabilities. Our members will be informed through our direct communication channels, including email announcements and updates on TAPA EMEA's website.



## Question 5

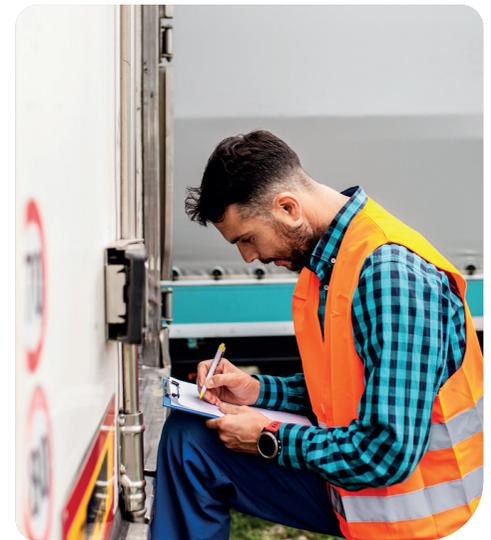
*Regarding TAPA Trucking Security Requirements (TSR) requirement 9.22.3, which states: "Driver must check before and after each stop/rest, the integrity of trailer, locks and seals. Check to be recorded and kept for one (1) month." Do we have to manage this digitally or is a physical approach sufficient?*

### Answer:

This is a new requirement in the latest revision of the TSR Standard, which came into force in September 2023 and is valid for a period of three years from this date.

So, in response to your question, it can be done digitally or physically documented. There is no specific guideline on this. The documentation can be managed by the driver or the company, depending on how the recording is done.

Some companies handle this digitally through their scanning and shipping software, and archive optional, relevant images. Alternatively, an app or form can be used. A one-month retention period does not require much storage space. Whatever the chosen process, it needs to be manageable for the driver and they should be briefed and trained accordingly.



## Question 4

*In the TAPA Facility Security Requirements' (FSR) section 7.4.33, you describe the requirements to help prevent Fraudulent Pick-Ups of goods. On top of the Truck Driver ID and Pick-up documentation, are there any best practices from TAPA members you can share? We would like to increase our security procedure to avoid fraudulent pick-ups, e.g. contractually prohibiting the delegation of orders to other subcontractors and additional checks of "approved" subcontractors (such as TAPA TSR certified).*

### Answer:

Prohibiting the delegation of orders to subcontractors is certainly a good approach.

The correct level of due diligences is essential before the handover of goods, including:

- Cross-referencing should be done between shipping/delivery documents, the expected driver's name, and the actual driver's name and ID.
- Caution should be taken with drivers' licenses where the picture may have been taken many years before the time of viewing. In these cases, it may be appropriate to ask for alternative ID to validate the driver. Remember the intent is to validate the individual, not simply tick a box.
- You must request an official Government ID, and care must be taken to validate the image against the person presenting the license.
- The location where this validation is carried out needs to be clearly identified. Having portions of the requirement carried out at different stages, from truck arrival to loading, leaves the process open to mistakes and potential abuse.



**Standards FAQs is a regular update produced by Markus Prinz, TAPA EMEA's Senior Manager, Standards & Training...**

Based on the steady stream of questions about the TAPA supply chain security standards, *Vigilant* shares some of the latest answers provided by our Standards' professionals to help assist the wider TAPA EMEA Family. Members of the Association can see previous answers in the Wiki section of the TAPA EMEA website and in the online archive of *Vigilant* issues.

## TAPA'S LATEST FSR, TSR & PSR STANDARDS' CERTIFICATIONS

# SECURITY LEADERS

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 for FSR and TSR respectively, may have been completed by an in-house TAPA EMEA-trained person. Plus, a list of our latest PSR Partners and certifications.



FSR EUROPE, MIDDLE EAST & AFRICA REGION				
FSR	COMPANY NAME	COUNTRY	CITY	CLASS
FSR	ADEXCEL	France	Tremblay-en-France	A
FSR	AmWorld UK Ltd	United Kingdom	Colnbrook	A
FSR	Bollere Logistics Roissy	France	Roissy-en-France	A
FSR	C.T.V. 2000 Cooperativa di Transporti Veloci A RL	Italy	Fiumicino	B
FSR	DHL Express	Norway	Skedsmokorset	C
FSR	DHL Express (Abha) Saudi Arabia	Saudi Arabia	Abha	A
FSR	DHL Express (Czech Republic) s.r.o.	Czech Republic	Brno	A
FSR	DHL Express (Jeddah) Saudi Arabia	Saudi Arabia	Jeddah	A
FSR	DHL Express (Jubail) Saudi Arabia	Saudi Arabia	Jubail	A
FSR	DHL Express (Norway) AS	Norway	Fyllingsdalen"	A
FSR	DHL Express (Russia)	Russia	Moscow	A
FSR	DHL Express (Russia)	Russia	Saint Petersburg	C
FSR	DHL Express (Sweden) AB	Sweden	Arlöv	A
FSR	DHL Express Germany GmbH	Germany	Mulheim-Karlich	C
FSR	DHL Express Italy S.R.L.	Italy	Montichiari	A
FSR	DHL Express Italy S.R.L.	Italy	Campegine	A
FSR	DHL Express Italy S.R.L.	Italy	Castenedolo	A
FSR	DHL Freight (Sweden) AB	Sweden	Gavle	C
FSR	DHL Freight Spain	Spain	Irun	C
FSR	DHL Global Forwarding (France) SAS	France	Tremblay en France	A
FSR	DHL Hub Leipzig GmbH	Germany	Schkeuditz	A
FSR	DHL International Kazakhstan	Kazakhstan	Atyrau	A
FSR	DHL Supply Chain (Italy) S.p.A. Life Science and Healthcare Warehouse	Italy	Santa Palomba	A
FSR	DSV Solutions Nederland B.V.	Netherlands	Amsterdam	A
FSR	Geodis South Africa (Pty) Ltd	South Africa	Kempton Park	C
FSR	Grupo Transaher S.L.	spain	Madrid	C
FSR	Helvetico AG	Switzerland	Balerna	A
FSR	ID Freight Apeldoorn B.V.	Netherlands	Apeldoorn	C
FSR	ID Freight Apeldoorn	Netherlands	Veendam	C
FSR	Ingram Micro SAS	France	Lomme, Lille	A
FSR	Kuehne + Nagel spol.s.r.o.	Czech Republic	Zdice	A
FSR	Logista Pharma S.A.U.	Spain	Madrid	A
FSR	Milsped d.o.o.	Serbia	Krnješevci	B
FSR	Movianto UK Limited	United Kingdom	Bedford	A
FSR	Orbit Ltd.	Bulgaria	Sofia	A
FSR	SDA Express Courier	Italy	Landriano	A
FSR	THG - The Hut Group	Poland	Wrocław	C
FSR	Trans-o-flex Netzwerk Vier GmbH	Germany	Malchow	C

PSR / PPD EUROPE, MIDDLE EAST & AFRICA REGION				
PSR/PPD	COMPANY NAME	CITY	COUNTRY	PSR / PPD
PSR/PPD	The Stockyard Truckstop	Rotherham	United Kingdom	PPD
PSR/PPD	TIP Secure Truck Parking Isoparc Sorigny	Sorigny	France	PPD
PSR/PPD	La Londonienne	Marck	France	PPD


**TSR EUROPE, MIDDLE EAST & AFRICA REGION**

TSR	COMPANY NAME	COUNTRY	LEVEL
TSR	Dipl.Kfm. Günther König Transport Ges.m.b.H.	Austria	Level 3 / Category - Medium
TSR	European Pharma and Healthcare Distribution B.V.	Netherlands	Level 1 / Category - Small
TSR	Freschi & Schiavoni S.r.l.	Italy	Level 1 / Category - Small
TSR	H.Z. Logistics RO S.R.L.	Romania	Level 1 / Category - Small
TSR	J&K Delivery Service s.r.o.	Czech Republic	Level 1 / Category - Small
TSR	J.A.M. de Rijk B.V.	Netherlands	Level 1 / Category - Medium
TSR	Lis-trans Damian Lisiewicz	Poland	Level 3 / Category - Medium
TSR	M.K.G.Koeriers B.V.	Netherlands	Level 1 / Category - Small
TSR	Milšped doo	Serbia	Level 1 / Category - Medium
TSR	Noy Direct Delivery B.V.	Netherlands	Level 1,2 / Category - Small
TSR	Primacošped d.o.o.	Croatia	Level 1 / Category - Small
TSR	SCG Group Sp. z o.o.	Poland	Level 1 / Category - Small
TSR	SI & GI Servicii De Logistica S.r.l.	Romania	Level 1 / Category - Small
TSR	Smidl s.r.o.	Czech Republic	Level 1,3 / Category - Small
TSR	Technobel Limited Liability Partnership	Kazakhstan	Level 1 / Category - Large
TSR	TIGA Group Ltd	Bulgaria	Level 1 / Category - Small
TSR	Transports Duboc	France	Level 1 / Category - Small

## UPCOMING TAPA EMEA EVENTS 2024...

### Save the dates ...

TAPA EMEA members have more cargo security and supply chain resilience intelligence events to look forward to in 2024.

If you want to be in our audience for all or any of these upcoming events, please save the dates in your diaries and look out for updates from TAPA EMEA in the coming weeks.

*See you there!*



### Spain Regional Conference

**Date: 9 October 2024**

**Location: Madrid**

**Language: Spanish**

Organised in partnership with TAPA EMEA Associate Partner, ADSI - Asociación de Directivos de Seguridad Integral, the national security managers association of Spain.



### Portugal Regional Conference

**Date: 29 October 2024**

**Location: Lisbon**

**Language: Portuguese**

Organised in partnership with TAPA EMEA Associate Partner, ADSP – Associação dos Diretores de Segurança de Portugal, the national security managers association of Portugal.



### TAPA EMEA Virtual Conference

**Date: 27 & 28  
November 2024**

**Location:** A virtual online event broadcast from the TAPA EMEA studio in Goch, Germany

**Language:** English

**Note:** This event will be live for 2-3 hours a day from 10.00-13.00hrs.



## MORE UPDATES TO COME...

# TAPARIZED

## TAPARIZE YOUR NETWORKING GROUP

Share this issue of *Vigilant* with your colleagues, partners, and suppliers and encourage them to register with us to receive their own FREE issue of our monthly e-magazine...

Each month, *Vigilant* shares the latest cargo crime incident data recorded by TAPA EMEA in the Europe, Middle East & Africa region ... and talks to subject matter experts on a variety of topics aimed at increasing cargo security and building supply chain resilience. Plus, see the latest news and views from our industry Association ... and more.



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