

# VIGILANT

## LOOKING CLOSER

TAPA EMEA's new Regional Leads for Eastern Europe & the United Kingdom set their sights on improving intelligence sources and building market resilience





## POSITIVE SIGNS OF PROGRESS AS WE SEE MORE SUPPORT TO CUT CARGO CRIME

**Another >€24 million of products were stolen from supply chains across 36 countries in Europe, the Middle East & Africa in just 30 days, according to our latest monthly incident data.**

We see statistics like this so often that they're not a surprise anymore – but our job is to use this data to raise awareness with lawmakers, law enforcement agencies (LEAs), and other stakeholders who can help to bring about a positive change.

The signs are encouraging. At our *Annual Conference* this year, we welcomed speakers from the European Commission, Europol, UK Home Office Intelligence, and the Dutch Police, who not only highlighted their knowledge of the problems we face but also set out their plans to reduce their impact.

One of the European Commission's key focus areas is safe and secure truck parking – and it has backed this commitment again with its latest round of **€92 million** in funding for new parking sites in 14 member States. Europol will shortly host a meeting of Member State LEAs specifically to discuss cargo crime. In the UK, September sees the second reading of a new *Freight Crime Bill* to tackle the threat of organised crime on the transport and logistics industry and the UK economy.

Outside of EMEA, TAPA Americas is endorsing two bipartisan bills – the

*Combating Organized Retail Crime Act* and the *Household Goods Shipping Consumer Protection Act* – which would empower the Federal Motor Carrier Safety Administration (FMCSA) and law enforcement to crack down on fraudulent carriers and organized theft rings.

These are all signs of progress.

Right now, it remains on us to do everything we can to protect our supply chains against criminal attacks. As part of this, on **Thursday 28 August 2025**, we invite all TAPA EMEA members to join us for our next TIS intelligence system 'Deep Dive' webinar as we explain '*Mastering Route Risk Intelligence with TIS: From Maps to Metrics.*'

This is a 45-minute focused webinar and starts at 10.00am. You'll find our invitation in your Inbox. Our last TIS webinar attracted an audience of over 430 supply chain security specialists from the TAPA EMEA Family – let's aim to beat that in August.



TAPA EMEA

MARCEL  
SAARLOOS

Chair, TAPA EMEA

JOIN OUR WEBINAR...



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# EC PROVIDES FUNDING FOR 14 NEW SAFE AND SECURE TRUCK PARKING AREAS ACROSS 10 MEMBER STATES

The European Commission is to provide funding for a further 14 safe and secure truck parking areas across 10 Member States.

They are among 94 transport projects selected by the Commission to receive nearly **€2.8 billion** in EU grants under the Connecting Europe Facility (CEF).

The parking sites awarded funding - **€92 million** in total – will lead to the construction of new safe and secure truck parking places on the trans-European transport network (TEN-T) across Austria, Bulgaria, France, Germany, Italy, Lithuania, the Netherlands, Romania, Slovenia, and Spain.

“Given the increasing number of cargo thefts related to trucks stopping in unclassified and unsecured parking places, all expansion of secure parking sites in Europe is an important step forward, both in terms of driver safety and wellbeing as well as the security of vehicles and their cargos.

“The EC is to be commended for recognising the supply/ demand gap for secure truck parking sites and, as an approved



training partner for its Safe & Secure Truck Parking Areas (SSTPA) Standard, TAPA EMEA is aligned with the Commission's goal to increase the choice, quality and security of truck parking areas across the region. We look forward to further support

for more locations in future rounds of CEF Funding,” said TAPA EMEA's President & CEO, Thorsten Neumann.

This is also a further indication that more Parking Place Operators are recognising the opportunities which stem from offering secure parking if their locations meet the required safety and security requirements. In the last 12 months, TAPA EMEA's own Parking Security Requirements (PSR) Standard has extended its network to 113 parking sites in 19 countries across EMEA, up +20% year-on-year.



[LEARN ABOUT PSR](#)



## LOOKING FOR THE LATEST SUPPLY CHAIN SECURITY PRODUCTS & SERVICES?

The new TAPA EMEA *Supply Chain Security Products & Services Guide 2025/26* is available to download now, showcasing a wide range of security solutions available from our Association's 2025 Premier Partners and other companies which exhibited at our 2025 Annual Conference.

As a neutral industry association, TAPA EMEA cannot endorse specific suppliers, but we encourage you to make your own assessments based on the information provided in this *Guide* to determine how these companies can improve your supply chain security.

We hope this 2025/26 *Guide* will be of value to support your own supply chain resilience.

[DOWNLOAD 2025/26 PRODUCTS & SERVICES GUIDE](#)



# TOTALLY TAPARIZED

TAPA EMEA's President & CEO, Thorsten Neumann, shares his personal updates and views on the latest activities aimed at delivering more benefits to the Association's biggest-ever membership network and takes a look at other news and events impacting cargo security and supply chain resilience across our region...



## MAKING INROADS & RAISING AWARENESS AT A LOCAL LEVEL

In EMEA, the TAPA cargo crime intelligence database has gathered insights into losses from supply chains in 114 countries over the last 18 months.

But 96% of this data came from the top 10 countries for recorded freight thefts: South Africa, Germany, the United Kingdom, Italy, France, Spain, Sweden, Poland, the Netherlands, and the Czech Republic.

At TAPA EMEA, we are constantly looking for ways to increase our knowledge of cargo security risks and incidents of criminal attacks on supply chains across our entire Europe, Middle East & Africa region. This is one of the reasons why we constantly ask members to share with us any information you see relating to cargo crime.

We understand that there is sometimes a hesitance to share loss information which involves your own companies, even though we never share the names of businesses giving us their cargo crime losses. But, we know our

members will see regular articles on cargo thefts which do not directly involve their own companies, and we would value you sharing links with [tisteam@tapaemea.org](mailto:tisteam@tapaemea.org) to increase our awareness of where cargo thieves are active.

Increasing our membership and TAPA Standards' certifications are also prime contributors to this knowledge-building process. This increases our community of stakeholder companies and security professionals which share our Association's values and provides us with new potential sources of intelligence.

And this is where we enjoy such great support from our Regional Leads - all volunteers and all **TOTALLY TAPARIZED**. The work and commitment of Céline Lubrano (DHL) in France, Dario Novella (DHL) in Italy, and Filipe de Almeida (Rangel Logistics Solutions) in Portugal, Spain, and South Africa continues to make a very positive difference to TAPA EMEA's presence and supply chain security knowledge in these countries, and we greatly appreciate their outstanding dedication.



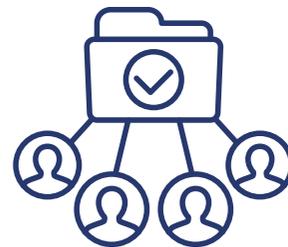
Last month, we welcomed two more Regional Leads as Ionel Popa (Senior Security Consulting)

and Harry Hughes (FET Logistics) took responsibility for supporting TAPA EMEA in Eastern Europe and the United Kingdom respectively. Again, we thank them for stepping up, and they are both already extremely active in their respective geographies. You can read more from both Ionel and Harry in this issue of *Vigilant*.

### Where next?

I would love to see TAPA EMEA Regional Leads for the Middle East and North Africa. So, if you feel ready and able to help TAPA EMEA in these important markets, please reach out to me to find out more.

As our Regional Leads continue to make valuable inroads, we look forward to bringing you more local market insights and updates in the coming months. **In the meantime, we salute them all.**



## ITALY INSIGHTS AS LOSSES SURPASS €114M IN 18 MONTHS...

In next month's *Vigilant*, our market report will look at rising cargo crime and supply chain security risks in Italy, where TAPA EMEA has recorded 4,650 incidents in the last 18 months and product losses exceeding **€114.7 million** for only the 12.5% of crimes sharing their loss value. If you wish to contribute your experiences of cargo crime in Italy or insights on new crime trends or criminals' modus operandi, please contact us at [info@tapaemea.org](mailto:info@tapaemea.org)





## GIVE US A BREAK...

It's the time of year when we all look forward to, and need, to take some time out, take a break, and enjoy some quality time with our families and friends.

Unless, that is, you're a cargo criminal.

As all TAPA EMEA members know, the crime groups and others looking to steal from supply chains rarely take time off from their 'highly paid' jobs.

If, you're looking for some data to back this up, you only need to check the recorded cargo crime

statistics in our TIS database for the 62 days of July and August 2024, which, incidentally, are based on only 9.5% of incidents providing a loss value:

- 4,036 cargo thefts across 72 countries
- €88,541,135 in combined losses
- €228,788 – the average loss for all crimes with a value
- €1,118,572 – average loss for the highest-value crimes of €100K+
- €1,428,082 stolen from supply chains in EMEA every 24 hours

I know TAPA EMEA members won't be shocked by these statistics and I also know your operations will be well-prepared to mitigate such risks. So, I can confidently wish you an enjoyable summer break without any interruptions.

To the great many other businesses and their employees outside of the TAPA EMEA Family, I hope the law of averages is on your side and your company is not among the thousands of businesses which will, once again, become victims of cargo crime this summer.

## CALLING ALL YOUNG SUPPLY CHAIN RESILIENCE PROFESSIONALS...

We launched our 'Young Supply Chain Resilience Professional of the Year' Award to recognise young professionals making an impact in supply chain security within our TAPA EMEA member community – and we're still inviting submissions for our 2025 award ahead of our entry deadline of 29 August 2025.

Organised by TAPA EMEA in partnership with TT Club, the independent provider of mutual insurance and related risk management services to the international transport and logistics industry, this annual award is open to applicants up to the age of 35 years who are based in the Europe, Middle East & Africa region, and who are employed by a TAPA EMEA member company.

**Applicants are simply asked to complete 4 key sections:**

- Supply chain resilience or cargo security challenge addressed
- Summary of your solution or innovation
- How was it implemented?

- What was the result?

Please take a moment to consider individuals in your teams who are eligible for this award and who deserve recognition for their contributions to supply chain resilience projects, innovations, or investigations. This is the perfect chance for them to earn the recognition they deserve.



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

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

**20**  
COMPANIES

**11**  
COUNTRIES

MEMBER	COMPANY	COUNTRY	WEBSITE
FM	AGO Trans Bolohan SRL	Romania	www.agotrans.ro
FM	AIT Home Delivery GmbH	Germany	www.aithomedelivery.co.uk
SSP	Defencetec Services	Germany	www.defencetec.net
FM	Degonda Int Transporte GmbH	Switzerland	www.degonda-transporte.ch
PPO	Euroest Invest SRL	Romania	www.euroest.ro
FM	Farma Group SRL	Italy	www.farmagroupsrl.it
FM	Fercam SPA	Italy	www.fercam.com
FM	FRA Express SRL	Romania	www.fraexpress.com
FM	Frigo-Express Logistic Sp. Z o.o.	Poland	www.frigo-express.com.pl
FM	Kampfer Transport eK	Germany	www.kampfertransport.net
FM	Kintetsu World Express	Netherlands	www.kwe.com
SSP	Kronsguard GmbH	Germany	www.kronsguard.de
FM	Mainfreight Forwarding Belgium	Belgium	www.mainfreight.com
FM	Prime Nova Trans BV	Belgium	
SSP	Securitas Technology GmbH	Germany	www.securitastechnology.com
FM	Sit Grupo Empresarial SL	Spain	www.sitspain.com
FM	Transportdanmark A/S	Denmark	www.transportdanmark.dk
FM	Tservice SPA	Italy	www.tservicespa.com
FM	Unterer GmbH	Austria	www.unterer.at
FM	UTE Unione Trans Express	France	www.ute-transport.com



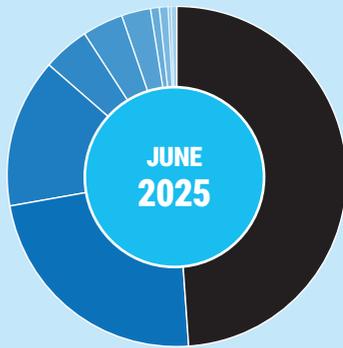
EUROPE, MIDDLE EAST &amp; AFRICA REGION

# CARGO CRIME MONITOR



## €24,005,277

Total loss for the 109 or 17.1% of crimes stating a value



LOCATION TYPE

Unknown	298	47.00%
Origin Facility	120	18.93%
Retail Store	75	11.83%
Unclassified Parking	47	7.41%
En Route	44	6.94%
Authorised 3rd Party Facility	17	2.68%
Services 3rd Party Facility	10	1.58%
Destination Facility	9	1.42%
Maritime Transportation Facility	5	0.79%
Railway Operation Facility	4	0.63%
Road Transportation Facility	3	0.47%
Aviation Transportation Facility	2	0.32%



## €1,085,333

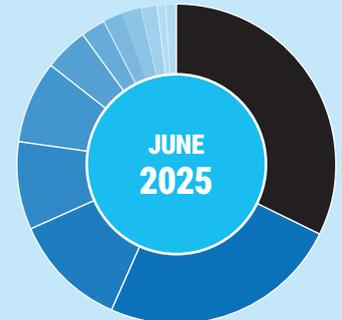
Average loss for the 21 recorded cargo thefts with a value of €100,000 or more reported to the TAPA EMEA Intelligence System (TIS) in June 2025

## 7

Crimes in EMEA recorded a loss value of between €50,000 & €100,000, totalling **€402,000**

## 20

Number of TAPA TIS product categories recording losses in June 2025



INCIDENT CATEGORY

Theft from Vehicle	177	27.92%
Theft from Facility	166	26.18%
Theft	100	15.77%
Robbery	53	8.36%
Theft of Vehicle	42	6.62%
Theft of Trailer	29	4.57%
Theft from Trailer	21	3.31%
Hijacking	15	2.37%
Truck Theft	9	1.42%
Theft from Container	6	0.95%
Theft of Container	6	0.95%
Counterfeit	3	0.47%
Clandestine	3	0.47%
Fraud	3	0.47%
Theft from Train	1	0.16%



## 7.4%

Or 47 of the recorded incidents took place in Unclassified Parking Locations

## 634

Number of new cargo crimes reported to the TIS database in June 2025

## €220,231

Average loss for all cargo crimes reported with a value



## €4,000,000

**BIGGEST RECORDED LOSS:** Theft of cosmetics from a trailer en route in Crema, Lombardy, in Italy on 27 June



# POLICE OPERATION TO COMBAT COSMETIC THEFTS RECOVERS €4M SHIPMENT, BUT LOSSES ACROSS 36 COUNTRIES IN JUNE STILL COST SUPPLY CHAINS OVER €24 MILLION

June's biggest loss ended in a successful recovery of €4 million shipment of perfume, thanks to a police operation to combat thefts from cosmetics companies in the Crema area of Lombardy, Italy.

Carabinieri officers were alerted to the crime when the truck driver contacted police just before 10.00hrs to report his locked vehicle had been stolen when he stopped at a service station on the SP4 highway. Multiple police response units were quickly activated, and the truck was successfully intercepted on a roundabout after police vehicles blocked its route. Two suspects were arrested at the scene.

During their investigation, officers also seized wire cutters, a utility knife, a switchblade, and electronic keys used to open and start trucks, a local media report stated. The cargo owners and logistics managers opened the vehicle's security seal to verify the stolen load and confirmed all 25,000 pieces of a well-known perfume brand destined for the U.S. were accounted for.

This was one of 10 cargo crimes in June targeting goods with a value of €1 million or more, producing an average loss of €1,978,700. Incidents included...

- **€2,000,000** – a theft of jewellery from a Retail Store in Madrid, Spain, on 27 June, which led to the arrests of five suspects. 
- **€1,787,000** – thieves used deception to steal 350,000 packets of cigarettes from a Maritime Transportation Facility in Romania. 
- **€1,500,000** – a Theft of Trailer crime and loss of a shipment of cosmetics from an Aviation Transportation Facility at Paris Charles de Gaulle Airport, France, on 13 June. 
- **€1,000,000** – a loss of jewellery/precious metals from an Authorised 3rd Party Facility in Portugal on 6 June. 

The 30 days of June 2025 saw a total of 21 major cargo thefts reported to the TAPA EMEA Intelligence System (TIS), classified as crimes with a loss value of €100,000 or more. These produced an average loss per incident of **€1,085,333**.

Other major incidents over the course of the month included:

- **€600,000** – pharmaceuticals stolen from an Origin Facility in Calabria, Italy, on 25 June. 
- **€500,000** – high-end bicycles stolen from a Retail Store in France on 7 June.
- **€500,000** – phones, tablets, smartwatches and headphones stolen on 21 June from a Destination Facility in France. 
- **€350,000** – clothing and footwear products taken from a vehicle at an Origin Facility in Le-Blanc-Mesnil, France, on 24 June.
- **€130,000** – almond nuts stolen in a Deceptive Pick-up crime in Weurt in the Netherlands on 13 June. 



- **€125,000** – auto parts reported stolen from a supply chain in Germany on 6 June.
- **€100,000** – bicycles were taken from a Retail Store in Udine in Italy's Friuli-Venezia Giulia region on 6 June.

**Seven more thefts were reported with losses of between €50K-€100K, such as:**

- **€60,000** – tools/building materials taken from an Origin Facility in Sevilla, Spain.
- **€60,000** – laptops allegedly stolen by employees at an Origin Facility in Turin, Italy.



Cargo thefts reported to TAPA EMEA in June included a high number of crimes which resulted in arrests by law enforcement agencies. This included four arrests in connection with thefts of phones from a parcel point at a Services 3<sup>rd</sup> Party Facility in Krimpen aan den IJssel in South Holland.



Another suspect was arrested in Schiedam, also South Holland, as part of a police investigation into the theft of a shipping container with a cargo of 719 electric scooters. Some of these were reportedly later seen on sale on an online platform in the Rotterdam area.



Overall, a total of 634 new cargo thefts were reported to the Association's incident database in June, with more crimes still likely to be added. The 109 or 17.1% of these including a loss value produced an overall total loss for the month of **€24,005,277** or an average of **€220,231**.

The average daily loss for recorded cargo crimes notified to TIS was **€800,175** in June.

**Cargo crimes were reported in 36 countries across TAPA's Europe, Middle East & Africa region. Germany and Italy retained the top two places for incidents with 196 crimes and 102 incidents respectively, accounting for 47% of the monthly total. Nine other countries in EMEA suffered double-digit incident rates:**

- **France** – 56 cargo thefts, 8.8% of the June total
- **Spain** – 54 or 8.5%
- **United Kingdom** – 51 or 8%
- **South Africa** – 38 or 5.9%
- **Netherlands** – 25 or 3.9%
- **Greece** – 20 or 3.1%
- **Romania** – 11 or 1.7%
- **Poland** – 10 or 1.5%
- **Belgium** – 10 or 1.5%

Theft from Vehicle with 177 crimes (27.9% of the monthly total) and Theft from Facility with 166 incidents (26.1%) were the two most common types of incidents reported over the month, which also saw a high number of cargo crimes with the M.O. of Violent & Threat with Violence – 80 in total.

**Losses were reported across 20 TIS product categories, with 11 recording double-digit cargo thefts:**

- **Tools/Building Materials** – 60 thefts, 9.4% of the June total
- **Fuel Theft** – 58 or 9.1%
- **Cash** – 50 or 7.8%
- **No Load** (Theft of truck and/or trailer) – 37 or 5.8%
- **Metal** – 31 or 4.8%
- **Miscellaneous Electronics** – 19 or 3%
- **Cosmetics & Hygiene** – 17 or 2.6%
- **Food & Drink** – 16 or 2.5%
- **Clothing & Footwear** – 15 or 2.3%
- **Jewellery/Precious Metals** – 13 or 2%
- **Bicycles/Two Wheelers** – 11 or 1.7%

TAPA EMEA members can source more cargo crime data for June 2025 in the TIS database.



STOLEN PRODUCTS	No.	%
<b>TOP FIVE</b>		
Miscellaneous	192	30.28%
Unspecified	70	11.04%
Tools/Building Materials	60	9.46%
Fuel Theft	58	9.15%
Cash	50	7.89%
<b>TOP FIVE TOTAL</b>	<b>430</b>	<b>67.82%</b>
No Load (Theft of truck and/or trailer)	37	
Metal	31	
Miscellaneous Electronics	19	
Cosmetics & Hygiene	17	
Food & Drink	16	
Clothing & Footwear	15	
Jewellery/Precious Metals	13	
Bicycles/Two Wheelers	11	
Tobacco	9	
Auto parts	9	
Computers/Laptops	6	
Pharmaceuticals	5	
Phones	5	
Tyres	4	
Furniture/Household Appliances	3	
Agricultural Materials	3	
Toys/Games	1	
<b>OTHER PRODUCTS</b>	<b>204</b>	<b>32.18%</b>



# DONT FORGET TO TELL TIS...

In the fight against cargo crime, Manufacturers and Logistics Service Providers use TAPA EMEA's incident intelligence to increase their understanding of when, where, and how thefts from supply chains are occurring, and to see the M.O. used by criminals and the products being targeted. So, every crime report has significant value. If you have a crime to report, tell TIS via [tisteam@tapaemea.org](mailto:tisteam@tapaemea.org)

# WHAT PRICE A DRIVER'S SAFETY?

The global truck driver shortage now spans 3.6 million unfilled positions in 36 countries, according to IRU, the world road transport organisation.

In Europe, IRU says, over half of road transport operators are unable to expand due to driver shortages, with some facing revenue decline. The EU, Norway, and the UK together are missing over 233,000 truck drivers, a figure that could exceed 745,000 by 2028.

While an ageing population plus a reluctance by young people to pursue commercial driving careers are prime factors for this outlook, another barrier is concerns over driver safety. Over the past decade, criminal attacks on trucks and drivers have escalated year-on-year, with regular reports of violence.

TAPA EMEA's online Driver Training is designed to protect the safety and security of drivers – and is available to TAPA EMEA members' at just **€25.00** per driver (or **€50.00** for non-members). And a more cost-efficient solution is available for bulk bookings by companies with large transport fleets and driver pools.

Since its launch at the start of 2025, over 350 drivers have successfully completed TAPA EMEA's Driver Training. The 150-minute online course helps to...

- Improve driver safety and security of vehicles and loads
- Increase each driver's risk awareness to enhance risk mitigation

The course uses clear, engaging, and varied content using facts, explanations, images, examples, and video materials, and can be completed at the driver's own pace. A certificate is awarded to every driver successfully completing the 3-modules: (1) introduction & general topics, (2) minimum security requirements, and (3) TSR (TAPA Trucking Security Requirements)-related necessities.

Trainings are now also available in 7 local languages:

- English
- Spanish
- Bulgarian
- German
- Italian
- Polish
- Romanian

**HELP YOUR DRIVERS STAY  
SAFE – REGISTER NOW...**

**JUST  
€25.00  
PER DRIVER FOR  
MEMBERS...**

**TAPA EMEA DRIVER TRAINING COURSE**





*"This training course is an excellent opportunity to train drivers. The flexible schedule allows drivers to complete the course at their own pace. The content is very well presented. I highly recommend this training course."*

**Iris Reichenbach, Spedition Wirtz**

*"I found the training to be very professional. For new drivers who have not previously transported high-risk and high-value goods, it is certainly a great way to gain knowledge in this area."*

**Horst Boedecker,  
Aircargo-transport**

*"I reviewed the training and am personally very satisfied. The content is well-structured, practical, and designed in a way that is manageable for all drivers – neither too simple nor overwhelming. Overall, a thoroughly well-executed training program."*

**Martin Urban,  
Head of Transport and Dispatch,  
UNITAX-Pharmalogistik GmbH**

*'Yes, I would recommend it, and mainly to certified LSPs who have problems reaching out to drivers to do sufficient longer live training but want to offer the training as an eLearning the drivers can take whenever convenient for them.'*

**Herbert Anwander, PMI**

*'The course was great – has lots of well-made points and tips for drivers and will give them an understanding of the importance of the role they play in security. I would strongly recommend this training to all.'*

**Jeff Dowson, Auditor**

# NO DATA = NO PROBLEM?

Eastern Europe appears to be one of the most secure regions in EMEA when compared to the level of recorded cargo crime statistics of its Western neighbours. But appearances are deceiving.

Incidents happen daily in Eastern Europe - damaging reputations, disrupting operations, and feeding black markets.

TAPA EMEA's new Regional Lead for Eastern Europe, Ionel Popa, is aiming to 'change the narrative' across a market which sees transportation companies shutting down after identity thefts, overwhelmed law enforcement, and growing risks for legitimate businesses.

"We need to shift the narrative from denial to proactive risk management," he says.

That's no mean task but as a Chinese philosopher once said: *"A journey of a thousand miles begins with but a single step...."*

The first step is one that continues to be challenging across virtually all the Europe, Middle East & Africa region; improving incident reporting. It's a top priority, Ionel says, because in many countries in Eastern Europe, cargo crimes go "severely underreported - and this creates a dangerous illusion: no data, no problem."

But the reality on the ground tells a different story. "The fight against cargo crime must begin with visibility, not silence. TAPA EMEA's TIS intelligence platform gives us the structure to do exactly that - capture the real picture and act on it," he adds.

Reporting or pushing for reporting cargo crime incidents in Eastern Europe benefits the industry's resilience. One of the ways he plans to do that is to "evangelize TAPA EMEA" as the subject matter expert in the region. As part of this commitment, he aims to attend as many regional events as possible to access supply chain security stakeholder audiences and to optimise networking opportunities.

He is also keen to gain support from other Eastern Europe experts within the TAPA EMEA Family as well as local points of contact in law enforcement agencies, which would be a "major asset" to the Association and its members. "Many LEAs face rising crime rates but are also constrained by limited budgets.

Establishing a dedicated communication channel at country level would allow us to share intelligence on trends, MO's, and risk patterns, and explore joint mitigation actions. We recognise that the structure and approach may differ based on each country's priorities, but we can be flexible to the requirements of LEAs."

At this early stage, the most immediate support is likely to come from the private rather than public sector - and it should. "Whether you're a carrier, freight forwarder, customer, or manufacturer, the problem of cargo crime will affect you. It's only a matter of time. You have two choices: take action and join the fight against organised crime or wait and react once it hits you and be in catch-up. I truly hope more companies in Eastern Europe will come together under the TAPA EMEA flag to proactively protect their people, assets, and reputations, and let's start with data because, as I said before, the fight against cargo crime starts with visibility, not silence," he said.

***'You have two choices: take action and join the fight against organised crime or wait and react once it hits you and be in catch-up.'***



*'I truly hope more companies in Eastern Europe will come together under the TAPA EMEA flag to proactively protect their people, assets, and reputations, and let's start with data because the fight against cargo crime starts with visibility, not silence.'*

If you have incident information, LEA or other contacts which will support TAPA EMEA's focus on Eastern Europe, or if you want to volunteer your time and expertise to become more actively involved, please contact [ionel@tapaemea.org](mailto:ionel@tapaemea.org)

## THE JOURNEY BEGINS IN ROMANIA...



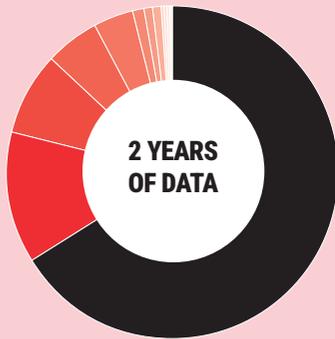
EASTERN EUROPE

# CARGO CRIME MONITOR



**€55,384,265**

Total loss for the 639 or 20.9% of crimes stating a value



LOCATION TYPE

Unknown	2,022	66.21%
Origin Facility	391	12.80%
Unclassified Parking	246	8.06%
Retail Store	161	5.27%
En Route	119	3.90%
Destination Facility	38	1.24%
Railway Operation Facility	24	0.79%
Services 3rd Party Facility	21	0.69%
Authorised 3rd Party Facility	10	0.33%
Secured Parking	8	0.26%
Road Transportation Facility	6	0.20%
Maritime Transportation Facility	5	0.16%
Aviation Transportation Facility	3	0.10%



**€567,433**

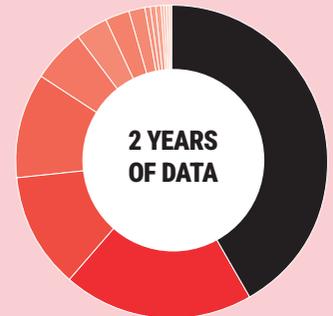
Average loss for the 85 recorded cargo thefts with a value of €100,000 or more reported to the TAPA EMEA Intelligence System (TIS) in 2 years to end May 2025

**36**

Crimes in Eastern Europe recorded a loss value of between €50,000 & €100,000, totalling **€2,535,433**

**20**

Number of TAPA TIS product categories recording losses in last 2 years



2 YEARS OF DATA

INCIDENT CATEGORY

Theft from Vehicle	1,277	41.81%
Theft	598	19.58%
Theft from Facility	367	12.02%
Theft of Trailer	332	10.87%
Theft from Trailer	167	5.47%
Theft of Vehicle	107	3.50%
Robbery	76	2.49%
Clandestine	46	1.51%
Counterfeit	19	0.62%
Theft from Container	18	0.59%
Theft from Train	13	0.43%
Hijacking	12	0.39%
Fraud	7	0.23%
Unknown	6	0.20%
Truck Theft	5	0.16%
Theft of Container	4	0.13%



**8%**

Or 246 of the recorded incidents took place in Unclassified Parking Locations



**3,054**

Number of cargo crimes reported to the TIS database in last 2 years

**€86,673**

Average loss for all cargo crimes reported with a value



**€8,697,800**

**BIGGEST RECORDED LOSS:** Theft of miscellaneous goods reported in Sofia, Bulgaria, on 29 October 2024.

# CARGO THEFT BY COUNTRY



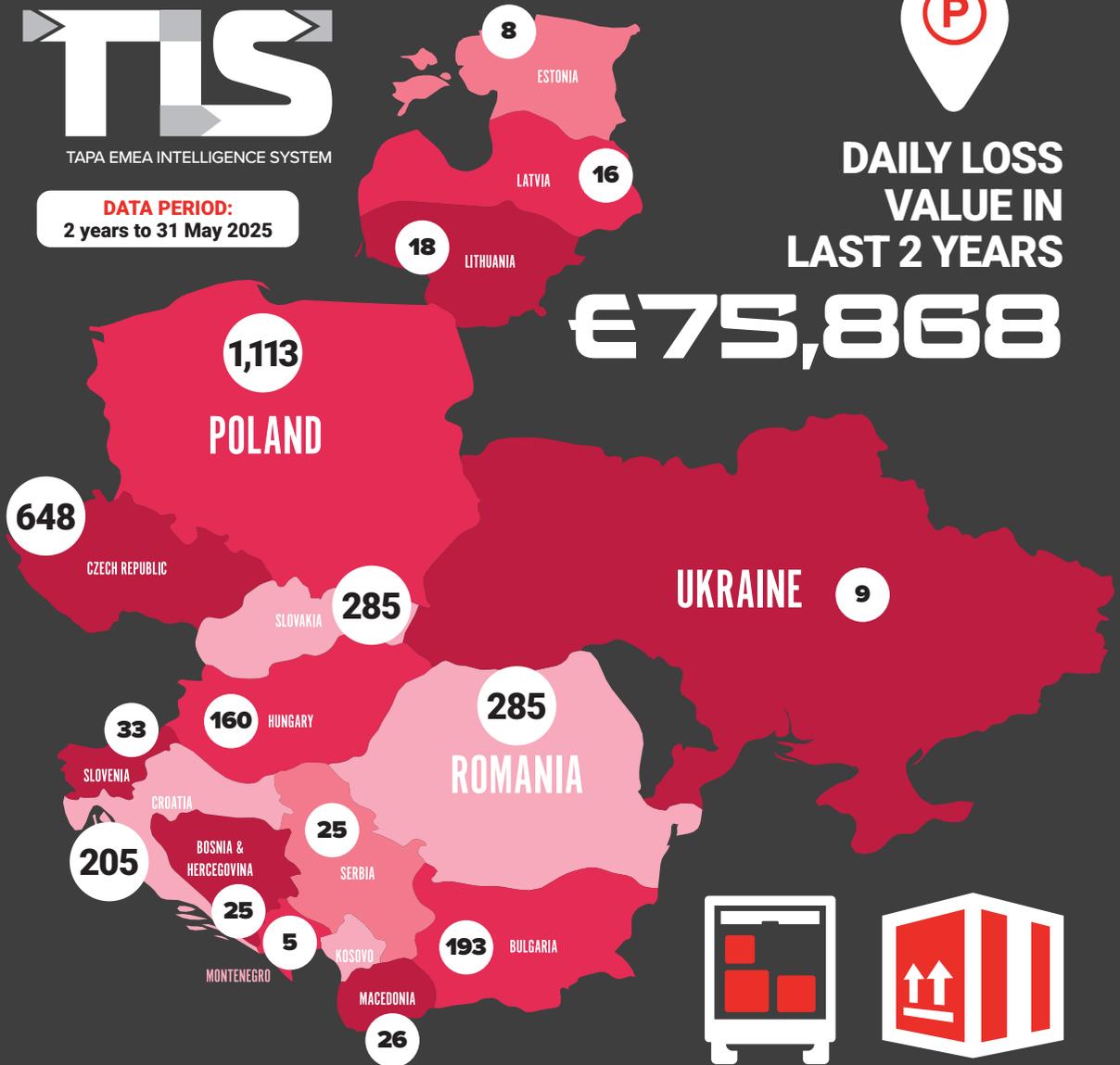
**16**

Countries across Eastern Europe reporting incidents to TAPA EMEA

STOLEN PRODUCTS	No.	%
<b>TOP FIVE</b>		
Miscellaneous	2,013	65.91%
Unspecified	335	10.97%
Fuel Theft	211	6.91%
Cash	86	2.82%
Food & Drink	66	2.16%
<b>TOP FIVE TOTAL</b>	<b>2,711</b>	<b>88.77%</b>
Metal	51	
Miscellaneous Electronics	45	
No Load (Theft of truck and/or trailer)	39	
Tools/Building Materials	31	
Clothing & Footwear	31	
Tobacco	26	
Bicycles/Two Wheelers	26	
Auto parts	16	
Jewellery/Precious Metals	16	
Cosmetics & Hygiene	15	
Furniture/Household Appliances	14	
Tyres	10	
Agricultural Materials	10	
Pharmaceuticals	5	
Phones	4	
Computers/Laptops	3	
Sports & Fitness Equipment	1	
<b>OTHER PRODUCTS</b>	<b>343</b>	<b>11.23%</b>



**DATA PERIOD:**  
2 years to 31 May 2025



**DAILY LOSS VALUE IN LAST 2 YEARS**  
**€75,868**

**92**

Violent attacks, 3% of total

**61.5%**

Of recorded crimes involved theft from/of vehicles & trailers

## MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Intrusion	1,588	52.00%
Unknown	1,233	40.37%
Violent & Threat with Violence	92	3.01%
Internal	88	2.88%
Deception Other	47	1.54%
Theft from Moving Vehicle	3	0.10%
Deceptive Pick Up	2	0.07%
Forced Stop	1	0.03%



# ROMANIA RESPONDS

**As TAPA EMEA launches a deeper focus on Eastern Europe, supply chain security stakeholders in Romania have taken a lead by getting around the table to the first TAPA EMEA Romania Working Group.**

The catalyst for the group was a roundtable discussion organised by the Romanian transport publication *Ziua Cargo*, which brought together around 20 industry professionals who shared the same cargo security challenges. This first exchange lasted over three hours and focused solely on real-world cases: identity theft, fake carriers, hijacked deliveries by false clients, forged documents, and trailer theft from unsecured parking lots – all concrete, documented cases, many of which remain unresolved according to police reports across different countries.

Statistically, Romania is a good place to start, too. Over the last two years, it ranks in the top 5 countries for recorded cargo thefts in Eastern Europe, based on incidents reported to the TAPA EMEA Intelligence System (TIS). The numbers? 285 incidents in 24 months.

The crimes taking their place in the Association's intelligence database included 110 (38.5%) with a value, worth a combined **€8,807,385**. 29 of these cargo thefts were classed as major losses (goods with a value of **€100K+**), which averaged losses of **€256,396**. And all the usual targets for cargo criminals made the list, from Agricultural Materials, Auto Parts, Clothing, Cosmetics, and Computers to Food & Drink, Furniture/ Household Appliances, Metal, Tools, Tobacco, and Tyres.

The Romania Working Group started with a focus on local industry players - carriers, freight forwarders, clients, insurers, and others - which have been significantly impacted by criminal attacks on their supply



***'When there's demand for a certain product on the black market, it will be targeted regardless of geography. Once a product is selected, language, borders, and national systems become irrelevant.'***

chains. "During our first meeting, however, it became clear that although the effects are local, the causes and the incident profiles span across a wide geography. Many of the incidents discussed were reported in multiple European countries. Therefore, we are dealing with a systemic issue, not a local anomaly," says Ionel Popa, TAPA EMEA's Regional Lead for Eastern Europe.

Romania's reputation for cargo theft has been spearheaded by the so-called 'Romanian M.O.' for thefts from moving trucks. This is not because of the volume or value of incidents and losses, but more based on the sheer audacity of such crimes when they have occurred, the risks involved in boarding a truck moving at 60-80kms an hour, and the low sums of money paid to

the 'gymnasts' who perpetrate these crimes on behalf of organised crime groups.

It's a reputation that is way out of sync with reality – an unwanted and unfair distraction from the real job at hand. In Romania and its neighbouring countries, the risks and solutions are closely aligned with what TAPA EMEA sees across the whole of its region.

If anything, Ionel Popa says, organised crime is easier to respond to. "With organised crime, root causes can be targeted and disrupted. But with opportunists, we need a different approach: pragmatic, risk-based management that raises the bar high enough to make crime less rewarding and more difficult to execute.





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The first meeting of the TAPA EMEA Romania Working Group.



“The challenges posed by organised crime groups in Romania are not very different from those across the rest of Europe. We must see this as one integrated, interdependent market - albeit with specific vulnerabilities. When there’s demand for a certain product on the black market, it will be targeted regardless of geography. Once a product is selected, language, borders, and national systems become irrelevant. For example, a product might be manufactured in Romania, transported by a Hungarian company, and stolen in France. OCGs identify weaknesses along the entire end-to-end chain - manufacturer, forwarder, carrier, route, parking, customer, etc. Very often, there’s also some form of insider involvement.” Stolen goods end up on the Romanian black market or wherever crime groups see the best opportunities in terms of higher prices, stronger demand, lower risk of detection, and simpler logistics.

**During the first Working Group meeting, five strategic focus areas were identified:**

### 1. Creating a security assessment and improvement framework

To provide a constructive platform under the TAPA EMEA Romania umbrella where all players (whether TAPA EMEA members or not) can address security concerns and work towards reducing logistics losses.

### 2. Fostering collaboration for experience sharing and root cause analysis

Using knowledge sharing to tackle common issues (companies, MO’s, risks) – often the ‘low-hanging fruits’ in crime prevention but which can produce a high security impact.

### 3. Reducing risks through common practices

Romania’s transport sector is highly fragmented with over 41,000 registered transport companies (sometimes more than the population of a town). Many of them cannot yet adopt TAPA’s Standards, which is why the Group aims to begin by developing a simple best practices guide, covering clients, forwarders, and carriers.

### 4. Building stronger communication channels with authorities

Fragmentation has also led to poor reporting and follow-up with law enforcement. Many cases go unresolved, and victims are left without updates. The Group aims to consolidate its voice in LEA relationships.

### 5. Contributing local solutions to global standards

Many of the companies which are part of the Romania Working Group are already active contributors to TAPA EMEA. The Group plans to contribute local experience to strengthen and update the Association’s global Standards through practical insights.

The Working Group is off to a flying start with 35 members, including representation from all key supply chain sectors: manufacturers,



freight forwarders, carriers, insurers, legal experts, and more. The Group remains open to anyone who shares its direction and values.

It’s all part of creating a shared, industry response to cargo crime, which, in turn, builds supply chain resilience.

“The message we want to communicate to supply chain and security professionals in Romania and, ultimately, across Eastern Europe, who are working to reduce cargo thefts, is that they are not alone in this fight. The first step is unity. Everything else will follow from our collective effort.

“As the regional challenges grow in complexity, so too must our collaboration. The Romania Working Group under the auspices of TAPA EMEA is not just about fixing local problems, it’s about building a resilient, well-informed, and proactive network that understands the realities on the ground and shares solutions that work. Together, we can shift the narrative and raise the standard for cargo security across the region,” Ionel Popa stated.

***‘You are not alone in this fight... the first step is unity’***

Ionel Popa,  
Regional  
Lead  
Eastern  
Europe



# CARGO CRIME IS IN THE HOUSE...



*'An unacceptable rise in the level of thefts has marred the haulage industry and had ripple effects for the rest of the economy...'*

# AS TAPA EMEA STEPS UP ITS FOCUS ON CARGO SECURITY IN THE UNITED KINGDOM, POLITICIANS ARE URGED TO SUPPORT A NEW NATIONWIDE 'FREIGHT CRIME BILL'

Concerns over the number and impact of criminal attacks on supply chains will be brought to the attention of British Members of Parliament on 12 September 2025 when a proposed new Freight Crime Bill gets its second reading in the UK's House of Commons.

As well as raising awareness of the issue, more importantly the Bill is calling for a separate crime code for freight thefts as opposed to them "being lumped together with domestic car break-ins and other car crime," said MP Rachel Taylor (below) when she first presented the Bill in March.

Addressing MPs earlier in the year, she said: "Too many people think theft from a van or lorry is low-level opportunistic crime; this is not true. Freight crime is committed by organised criminal gangs. It is dangerous, and it has cost the UK economy £1 billion since 2020. More action is urgently needed... the challenge of freight crime must be tackled if we are to achieve our mission of economic growth."

The campaign is definitely gaining in momentum, and most businesses manufacturing or transporting goods in the UK would argue it needs to.

## An 'unacceptable rise' in thefts

As Chair of the All-Party Parliamentary Group (APPG) on Freight & Logistics, Rachel Taylor clearly reflects the views of many other parliamentarians across the UK who are seeing businesses and consumers being affected by this increasing type of crime. Writing in the Group's 'Securing Our Supply Chains' report last November, she stated: "An unacceptable rise in the level of thefts has marred the haulage industry and had ripple effects for the rest of the economy. Tackling freight crime head-on would improve the welfare of drivers, encourage new entrants into the workforce, prevent significant financial losses to businesses, and improve confidence in the wider sector.

"The true cost of freight crime is not only the value of goods stolen; it places the logistics industry under immense pressure, affecting companies' viability, staff retention, and losing contracts and investment in the UK as



investors shy away due to the lack of supply chain security."

### The report published a list of recommendations for the UK Government to consider:

- **Endorse and support secure parking standards:** Drivers today cannot be assured of their own safety or that of their vehicle, even when in designated parking. Coordinated standards must be used to create an environment where drivers can pull into any truck stop with the confidence they deserve.
- **Ensure planned reform to the National Planning Policy Framework considers the needs of hauliers:** Reforms to the planning system must reflect the critical nature of supply chain security.
- **Launch a national parking programme:** There is a national shortage of lorry parking which forces many drivers to park overnight at unlit, unpopulated and vulnerable roadside facilities. Central government needs to work closely with local authorities to increase the provision of much-needed parking facilities.
- **Increase support and resources for law enforcement:** Our police forces do not currently have the tools and support to stem

the rise of freight crime. Whilst other measures will help, there is no short cut that can replace better enforcement.

- **Launch a national freight crime awareness campaign:** To act as a visual deterrent to criminals who see freight as an easy target.

These are all extremely welcome initiatives and ones UK MPs are being urged to support.

"Freight crime disrupts supply chains, damages businesses, drives up prices, and affects manufacturers, retailers, and ultimately, consumers. It's a low-risk, high-reward crime, perpetrated by organised gangs so we need to change that dynamic, which is why we're calling for stiffer sentences and the creation of a specific freight crime offence. I urge everyone in our industry to back this vital campaign... to call on their MP to get behind these measures that will help protect drivers and businesses and dismantle the criminal networks who are committing these crimes," said Declan Pang, Policy Director at RHA (Road haulage Association).

## Criminal interference in the haulage sector

The need to tackle the involvement of organised crime groups in the transport sector in the UK was also on the agenda at TAPA EMEA's *Annual Conference* in April when delegates heard from Kat Henn, Senior Intelligence Manager, UK Home Office Intelligence, on



a campaign with Dutch law enforcement to tackle criminal interference within the haulage and logistics sector.

If you're a supply chain security professional who is concerned about the safety and security of your people, assets, and customer cargos in the UK, it all sounds extremely positive. But, as Rachel Taylor is keen to impress on her fellow MPs, "While reassuring words are a positive sign, we must campaign until we see material change on the ground."

And this aligns perfectly with TAPA EMEA's thinking; action speaks louder than words.

In the last 2 years to 30 June 2025, the TAPA EMEA Intelligence System (TIS) has received reports of 5,341 thefts or attempted thefts from supply chains in the UK, causing over **€57 million** of losses for the 11% of crimes sharing a loss value. Major incidents (involving goods with **€100K** or more) produced an average loss of **€569,109**.

So, plenty to focus on for TAPA EMEA's new United Kingdom Regional Lead, Harry Hughes, who has taken on this voluntary role to support the Association and its members alongside his day job as Managing Director on long-time TAPA EMEA member, FET Logistics.

**He is a strong advocate of TAPA EMEA's mission – and keen to do more.**

Harry says: "Over the past three years I've had the privilege of representing TAPA EMEA at several events across the UK and Europe, and I've genuinely enjoyed stepping out of my comfort zone to do it. That exposure has only strengthened my belief in the value TAPA brings to the logistics and supply chain world. In the last 3-4 years, focusing more on compliance and regulatory matters, I've started to see more ways I can help share the TAPA message and strengthen engagement across the UK. That's what motivates me in this role, to help



***'Tackling freight crime head-on would improve the welfare of drivers, encourage new entrants into the workforce, prevent significant financial losses to businesses, and improve confidence in the wider sector.'***

drive awareness, collaboration, and real improvements wherever I can."

### **A new UK Working Group**

One of his first goals is to establish a UK Working Group to bring together TAPA EMEA member representatives from across the country to openly share their experiences, known risks, challenges, and ideas to counter the threat of cargo crime.

"I've already had some great conversations with insurers, major freight forwarders, and manufacturers, and there's a real appetite for this kind of engagement. If we can get the right people round the table, we can start addressing shared problems regionally within the UK rather than everyone working in silos. The long-term plan is to use this collaboration as a springboard for a UK Regional Conference, hopefully alongside other key trade associations such as Logistics UK and the RHA, to build stronger, joined-up approaches to tackling the issues we all face," he added. "With the support of these trade bodies, we can be part of the campaign to encourage the UK government to take cargo crime more seriously and

address some of the long-standing security challenges in our sector."

One of these biggest concerns in the UK – reflecting what TAPA EMEA sees across Europe - is the ongoing lack of a sufficient high-security parking infrastructure. "While a lot of the Partner Level parking areas being approved by Parking Place Operators (PPOs) are secure and well-managed, there's still a glaring gap when it comes to truly high-security, certified parking. The UK currently has no certified Level 1, 2 or 3 secure parking sites under TAPA's Parking Security Requirements (PSR) programme," he said.

In line with the thinking behind the Freight Crime Bill, he also highlights the need for more and accurate cargo crime incident information to be recorded and shared with industry stakeholders. "Even taking into account that a lot of incidents are reported into bigger and more general crime categories, we still know there's a lot of crime data out there that just isn't being shared, and that's a real issue. Whether it's insurers, operators, manufacturers or others in the supply chain, too many companies are still holding back, often because they're worried about reputational risk or commercial sensitivity.

"Again, one of our goals is to raise awareness that cargo crime intelligence can be shared with TAPA EMEA anonymously. We need companies to understand that sharing data with our TIS platform is a secure way to contribute information which mitigates risks at an industry level without any identification of the companies which have been targeted."

TAPA EMEA will also look to support and work alongside other groups in the UK which are 'on the same page' when it comes to reducing the impact of cargo crime, he said.

"We recognise that there are other organisations in the UK working towards similar goals as TAPA EMEA. There's definitely room for more collaboration because joining forces makes sense and will improve visibility, strengthen our industry message, and, ultimately, create more effective outcomes for everyone involved."

If you'd like to find out more about joining the new UK Working Group, please contact [harry@tapaemea.org](mailto:harry@tapaemea.org)





# HELP TO RAISE OUR INDUSTRY STANDARDS...



**TAPA's supply chain security Standards minimise losses from supply chains.**

Companies in EMEA have access to x4 TAPA supply chain security Standards... all 'designed by the industry, for the industry'...

- FSR** – Facility Security Requirements
- TSR** – Trucking Security Requirements
- PSR** – Parking Security Requirements
- CSS** – Cyber Security Standard

Across our Europe, Middle East & Africa region, our Standards & Training Team are ready to offer help and advice to any companies looking to become TAPA-certified to show their operational resilience and commitment to supply chain security.

**We want more companies to demonstrate their security credentials by using the TAPA Standards. If that's you, how can we help?**

Contact [standards@tapaemea.org](mailto:standards@tapaemea.org)



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

# SECURITY LEADERS

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.

MONTHLY STATISTICS

TOTAL NUMBER OF CERTIFICATIONS

49

NUMBER OF COMPANIES CERTIFYING

17

COUNTRIES IN EMEA RECORDING CERTIFICATIONS

34

Transported Asset Protection Association

**FSR – EUROPE, MIDDLE EAST & AFRICA REGION**

	COMPANY NAME	CITY	COUNTRY	CLASS
FSR	Avec Logistics (Ireland) Limited T/A Ceva Logistics	Dublin	Ireland	A
FSR	Bleckmann Nederland B.V	Suffolk	United Kingdom	B
FSR	Bleckmann Nederland B.V.	Sevenum	Netherlands	C
FSR	DHL Express (Germany)	Leizen	Germany	C
FSR	DHL Express Austria GmbH	Weiler	Austria	A
FSR	DHL Express Aviation (Germany)	Friedrichsthal	Germany	C
FSR	DHL Express International (EMEA)	London	United Kingdom	C
FSR	DHL Express Switzerland	Winterthur	Switzerland	A
FSR	DHL Express Switzerland	Sennwald	Switzerland	A
FSR	DHL Express (Poland)	Skawina	Poland	C
FSR	DHL Freight ( Saint-Etienne-du-Rouvray, France)	Saint Etienne du Rouvray	France	C
FSR	DHL Freight GmbH	Duisburg	Germany	C
FSR	DHL Freight GmbH (Germany)	Parchim	Germany	C
FSR	DHL Worldwide Express Abu Dhabi LLC	Abu Dhabi	United Arab Emirates	B
FSR	DP World Logistics UK Limited	Coventry	United Kingdom	A
FSR	DPD (Nederland) B.V.	Oirschot	Netherlands	C
FSR	FAN Courier Express S.R.L.	Nicolae Balcescu	Romania	C
FSR	FAN Courier Express SRL	Bucuresti	Romania	C
FSR	Fiumicino Logistica Europa S.r.l.	Fiumicino	Italy	A
FSR	Ingram Micro Europe BV (Riyad, Saudi Arabia)	Riyadh	Saudi Arabia	C
FSR	Logwin Poland Sp. z o.o	Nadarzyn	Poland	C
FSR	Marcel Segers B.V.	Oosterhout	Netherlands	A
FSR	Parcelforce Worldwide (Coventry, UK)	Coventry	United Kingdom	C
FSR	Poste Italiane S. p. A.	Potenza Picena	Italy	C
FSR	Poste Italiane S.p.A.	Sesto Fiorentino	Italy	A
FSR	Poste Italiane SPA (Napoli, Italy)	Napoli	Italy	C
FSR	PostNord Logistics GmbH	Lubeck	Germany	A
FSR	Savino Del Bene Netherlands B.V.	Hoofddorp	Netherlands	C
FSR	SC Johnson (South Africa)	Roslyn	South Africa	C
FSR	SDA Express Courier S.P.A. in Forma Breve SDA S.P.S.	Maddaloni	Italy	A
FSR	SMSA Express Transportation Co. Ltd	Khamis Mushayt	Saudi Arabia	C
FSR	Trans World Shipping S.P.A.	Settala	Italy	A
FSR	Tranzone FZE	Dubai	United Arab Emirates	B
FSR	Ultinon Motion Poland S.A.	Pabianice	Poland	A





...HELPING TO IDENTIFY LEADERS IN SUPPLY CHAIN SECURITY



TSR – EUROPE, MIDDLE EAST & AFRICA REGION

	COMPANY NAME	COUNTRY	LEVEL
TSR	Allied Transport LLC - Dubai	United Arab Emirates	Level 3 / Category - Medium
TSR	B.T.V. Spa - Vicenza	Italy	Level 3 / Category - Small
TSR	Barsan Global Lojistik A.Ş. - Istanbul	Türkiye	Level 1 / Category - Over-Large
TSR	Barsan Global Lojistik A.Ş. - Istanbul	Türkiye	Level 1 / Category - Over-Large
TSR	Barsan Global Lojistik A.Ş. - Istanbul	Türkiye	Level 3 / Category - Over-Large
TSR	Cool Cargo Solutions S.L. - Barcelona	Spain	Level 1 / Category - Medium
TSR	Elite Transport Solutions B.V. - Weert	Netherlands	Level 1 / Category - Medium
TSR	Falekas International Transport P.C. - Alexandroupoli	Greece	Level 1 / Category - Small
TSR	Georgi GmbH & Co. KG Transporte - Burbach	Germany	Level 1 / Category - Small
TSR	KochManTrans spol. s r.o. - Kralupy nad Vltavou	Czech Republic	Level 2 / Category - Small
TSR	Orvipal Trans S.L. - Lorqui	Spain	Level 3 / Category - Medium
TSR	Trans World Shipping SPA - Settala	Italy	Level 1 / Category - Small
TSR	Transemmer S.L. - Madrid	Spain	Level 1,2,3 / Category - Small
TSR	Unitax PharamLogistik GmbH - Schönefeld	Germany	Level 2 / Category - Small
TSR	ZET Transport Sp. z o.o. - Nowy Sacz	Poland	Level 1,3 / Category - Small

TOTALLY TAPARIZED!

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- Member Representatives
- Our Chat Facility
- Standards & Training Updates

- Vigilant e-Magazine
- Events news
- Job Postings
- Focus Groups
- TAPA EMEA Surveys
- Membership Information
- ... and more ...





# TOTALLY TAPARIZED!

Every year, TAPA EMEA's work to support members using our supply chain security standards, the development of our training programme, the growth of our supply chain intelligence platform, and our networking events and security insights, are delivered with the support of our *Premier Partners*, all leading providers of supply chain security products and services – and all strongly committed to advancing the resilience of our members' supply chains.

We thank all our 2025 Premier Partners for their support and for being TOTALLY TAPARIZED.



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