welcome

A great year – but we can’t afford to sit back

First of all, I wish all of our members and partners a very happy, healthy and secure 2014.

For some years now, we have been able to open a New Year by reflecting on TAPA EMEA’s growth and achievements over the previous 12 months and this year is no different. Our Association is in its strongest position ever.

Our continued development stems from the fact that no matter how much we achieve, we always know we have to do more. History tells us that. Our FSR security standard has made warehouses more secure, so criminals switched their attention to loads on the road. TSR is now helping to tackle this. GPS systems help us monitor our goods in transit, now criminals are using ‘jammers’ to block tracking signals. In other words, as we all know, our work is never done.

As long as high value goods are moving in supply chains, we will face a high risk of theft.

I not only expect 2014 to be another year of progress for TAPA EMEA, I believe we can increase our expectations, particularly with the help of our membership. The support of our Manufacturer and Logistics Service Provider members in the development of our new TAPA Security Standards has been invaluable, not only in terms of the 2014 standards but also in helping us to understand the best way to manage this process in the longer-term.

And, whilst I am on the subject of our standards, I want to congratulate DHL Express on its milestone of 100 European sites achieving TAPA FSR ‘A’ certification. Dublin was the 100th site to be approved, taking the number of TAPA ‘A’ locations in DHL’s global network to 242. This is not only a great achievement for DHL but also a powerful endorsement of the value and importance of TAPA’s Security Standards.

Members can also support and benefit by reporting their cargo crime incidents to our Incident Information Service, the intelligence ‘brain’ of TAPA EMEA. I will ask you all to make a commitment to do this in 2014.

Our membership growth will continue and we will focus on bringing more manufacturers into the Association from specific sectors. One of these will be the pharmaceutical industry, which features strongly in this issue, and one of our initiatives in this sector is cooperation with the Parenteral Drug Association (PDA) to look at expanding our footprint and standards into the pharmaceutical world.

2014 will also see our continued and active involvement in regulatory work, especially the European Commission’s LandSec initiative, and we will continue to provide updates on this and other relevant work we are involved in at a government level.

Our conferences will provide another high point of the year, starting in Dublin in March. We are already seeing the benefits of having allocated more conference time and delegates can look forward to a packed and diverse agenda.

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Thefts of electronic devices and food and beverage products are traditionally high during the Christmas and end-of-year period when many more such high value goods are stored in warehouses or moving on roads than during any other period of the year. Reflecting this trend, these were the most stolen items in December, according to data collected by TAPA EMEA’s Incident Information Service (IIS).

Televisions were the main target in terms of electronics products stolen last month. IIS received reports of seven incidents involving the theft of TVs during December. Three of these crimes took place in Germany, along with incidents in France, the UK, Russia and the Czech Republic. Five of the seven thefts took place overnight at unsecured parking locations and involved either curtain slashing or locks being broken open.

The incident with the highest loss value took place during the night of 10 December at an unsecured A6 truck stop at Kraichgau-Nord near Sinsheim, Baden-Württemberg, Germany. The driver of a Slovakian truck transporting hundreds of high value TV sets to Paris had stopped for a sleep break at the service station, only to be awoken by noises outside the vehicle and suspicious movements at the back of his trailer. The thieves sped off in a small truck as he went to investigate.

The driver discovered that the curtain side of the trailer had been cut and the back door was open. In total, 84 boxes with TVs worth some €120,000 were missing. The loss is likely to have been even higher if the driver had not disturbed the thieves because a further 300 televisions were still inside the trailer.

TVs were also the target of night-time criminals on 19-20 December in the UK when 414 high-end televisions were stolen from the back of a lorry parked in the Trafford Park industrial estate in Manchester while the driver slept in the cab. When the driver woke up in the morning, he noticed the curtain of the truck had been slashed open, enabling the thieves to climb inside and steal TVs with an estimated value of €100,000.

No time off for cargo criminals over Christmas

Whilst law-abiding members of society tried to take a few days off over the Christmas period to enjoy time with their family and friends, cargo criminals once again demonstrated that they are running a year-round ‘business’.
At the start of the month on 4 December, 148 boxes of TVs worth €60,000 were taken from a truck parked at Osterfeld rest area on the A9 motorway, south of Leipzig. Once again, the cargo was stolen after the vehicle’s curtain was cut during the night and the back lock broken open while the driver was asleep in his cab.

Food and drink – easy to sell-on during the festive season - were another high value target for cargo criminals last month. In one incident on 30 December in Billericay, north-east of London, 10 hooded thieves entered the warehouse of a brewing company shortly after midnight and stole 16,000 bottles of a special high-end beer worth some €60,000. The incident was recorded on CCTV and reportedly shows the thieves making off into the night with a dangerously overloaded truck.

In Scotland, thieves got away with a semi-trailer loaded with 2,410 cases of whisky, vodka, brandy and gin as well as cases of wine from a transport depot in Dumfries on the evening of 2 December. The total loss value of this crime was more than €300,000. “This appears to have been a well-organised theft and it may be that the thieves were in the area some time prior to the theft to plan it,” a police spokesman told local media.

Two days later in the UK, a truck carrying more than €72,000 worth of non-specified alcohol was stolen in Swale, Kent. However, the UK was not the only country to fall victim to such crimes. In Italy during the night of 18 December, thieves cut a hole in the wall of a cheese factory in Novi di Modena in the Emilia-Romagna region and stole 150 expensive Parmesan cheeses. No loss value was reported. Meanwhile, in Russia a violent attack on a truck driver on 13 December saw 20 tonnes of cheese worth €90,000 stolen along the bypass road near Nizhny Novgorod. The driver was attacked and forced to swallow tablets that left him unconscious before the thieves made off with the load.

Still in Russia, on 5 December, a truck driver delivering 20 tonnes of butter worth €90,000 was approached at the destination facility in Ivanovo near Moscow by a man claiming to be a manager of the facility. When the driver left the truck he was handcuffed and blindfolded before his assailants drove off with the load. Police later arrested the thieves.

In each issue of this newsletter, we publish a list of the TAPA EMEA members that have most recently gained TAPA FSR, TSR and TACSS certification. The following companies and locations were audited by one of TAPA EMEA’s approved auditing partners.
Proactive police activities across Europe lead to arrests and recovery of stolen goods.

2013 ended and the New Year started on a positive note in terms of police operations around Europe to break up criminal gangs targeting high value goods in transit.

In Germany, where incidents of ‘curtain slashing’ at unsecured overnight motorway stops is becoming an almost daily occurrence, police arrested four Polish nationals on 20 December who had cut open the curtains of seven trailers and stolen various goods at the Ambergau service station near Rhüden at the A7 motorway. The same perpetrators are believed to be behind multiple other thefts from trailers on unsecured parking sites all over Germany and have been linked to more than €100,000 of cargo losses, according to German police.

On December 19, police in Hamburg announced that they had successfully dismantled a group of cargo thieves responsible for stealing containers from company premises. The modus operandi used by the criminals was brazen and straightforward: driving around Hamburg in their own tractor, they would enter industrial estates and company premises to pick up containers of valuable goods and then disappear. After a month-long investigation, police raided several apartments and warehouses in December and arrested five members of the gang. They also recovered stolen goods such as deep-frozen shrimps, canned tuna and orthopaedic bandages worth a total of €430,000.

On New Year’s Eve in France, police arrested a criminal who, only minutes before, had hijacked a delivery truck with €100,000 worth of designer handbags near the Champs-Elysées in the centre of Paris. The load was recovered but the other members of the gang who carried out the violent hijacking - in which the driver was kidnapped and injured before being released – have still not been captured, a report in Le Parisien stated.

2014 started with a report from Italy that Polizia di Stato had dismantled a highly professional and extremely violent gang of robbers specialising in attacks on transport vehicles. Three arrests were made in Milan and Bari and a further 16 individuals suspected to be part of the criminal group are under investigation. The gang reportedly has its origins in Bari and Foggia in the Apulia region and is said to be behind a high number of violent truck hijackings and robberies of cash-in-transit vehicles in various regions in Italy in 2013.

In a separate incident, Italian police arrested four criminals on 29 November after they had just hijacked a truck fully loaded with food products worth more than €100,000 near Catani in Sicily. The thieves had blocked the road with two cars in order to force the truck into stopping. They then kidnapped the driver at gunpoint and drove away with the truck and its load. Police were alerted and chased the truck as well as the thieves’ cars. The criminal driving the truck quickly abandoned the vehicle with the load and managed to escape. After a hot pursuit, the two cars were stopped by the police and four men were arrested. They reportedly used jamming devices to neutralise the truck’s GPS location system. Police believe the gang is responsible for at least 15 such thefts reported in recent months.

In the United Kingdom, police have charged one of the five suspects caught immediately after 1,400 pairs of boots worth €119,000 (£100,000) were stolen from a lorry in September in Witham, North Essex. Some of the stolen items were recovered, reported the Essex Chronicle.

On 14 December, Austrian police, while carrying out a routine patrol of motorway truck stops, intercepted a Polish truck carrying 80 car tyres which had been stolen in France just days before. Three criminals were arrested. Police in the Mykolaiv Oblast of Southern Ukraine arrested five criminals believed to be using the so-called ‘Romanian MO’ to target moving trucks and their cargo on Ukrainian motorways. Police believe the gang is responsible for at least 15 such thefts reported in recent months. Press reports in Ukraine said a car used to carry out the heists as well as heavy weapons were seized during the arrests.

In the Netherlands, police were able to recover 50 tons of precious metal worth €1million which had been stolen in a warehouse burglary in Oldenzaal on 28 December. The metal was discovered in an industrial estate in Enschede but the perpetrators of this crime have not yet been identified.
Cargo crime – a bitter pill to swallow

TAPA EMEA is actively looking to grow its membership among companies in the pharmaceutical industry, driven by an increasing number of reports of cargo crimes targeting this dynamic sector.

Vigilant asked Amgen, the world’s largest independent biotechnology company and a TAPA member to give its views on the challenges facing the industry and spoke to Paul Gibbons, Director Europe and EEMEA, Amgen Global Security.

Why should healthcare organisations join and support TAPA?

To benefit from the experience of the organisation and its various standards for supply chain security, and also to benefit from the data it collects and to contribute to it. The overall driver is patient safety and our aim is to ensure that as far as possible, our products reach the customers for whom they are intended.

What do you expect to gain from TAPA membership?

To the benefits I mentioned before, I would add the networking opportunities available; the chance to meet with industry peers from other sectors as well as specialist suppliers.

What are the main risks to supply chain security, including emerging trends and hotspots?

The main risk is that our products are stolen and that they are then either sold on to patients, either through legal or illegal markets. As I have already said patient safety is our main concern. In terms of theft or the risk of theft there are countries where we know the risk is high; Italy being the highest by far but with South Africa, Nigeria, Spain, Germany and Russia all having had sporadic thefts reported. In addition, again in relation to patient safety, the integrity requirements for products being transported are very high. In the event that a pharma shipment is stolen/hijacked and even if it is recovered, there is huge potential for the shipment to be written off because integrity of the product may not be able to be guaranteed.

How do different modes (road, rail, air, sea) compare from a risk perspective?

Within EMEA the greatest risk comes from road transport because it is more open to interference from external factors. With regard to air and sea, I believe that the majority of pharma product is probably still transported by air. This mode is more controlled but pilferage at destination countries and before delivery in the EMEA region is well documented.

How much cooperation exists between pharma companies in terms of business continuity and supply chain security?

Within the pharma industry there is an organisation called The Pharmaceutical Security Institute (PSI) within which security colleagues cooperate well with each other in sharing knowledge of illegal acts that affect our products. This primarily relates to the risks of counterfeiting but also includes the risk from theft. Italy has

Even if recovered, loss as a result of theft is likely to result in the product being written off. This not only results in a financial loss but it also means we are not supplying the product to the patient.
become a real issue for us in recent years as it is clear pharma product is being targeted for what it is.

What can TAPA offer your industry in general and what steps should the Association take to raise its profile with pharma organisations?

There are probably two things and these relate to the maintenance of relevant and adequate TAPA standards and the collection of good data from which organisations like ours can make appropriate risk assessments about what we need from the supply partners used to carry our products. TAPA can have an influence in representing all industries at a political level. This has been shown in the UK and in the Netherlands in the past, and more recently in France and Germany. Since engaging with TAPA about Italy, we have initiated a TAPA Italy working group because it is not just pharma that’s affected, it’s every industry. The group happens to be led by a security rep from a major pharma company and is already having an effect. We all hope it continues.

Is the life science industry seeing incidents of cargo crime increasing?

This is difficult to answer as with few exceptions there has been little reliable data with which to assess this. We know it exists, especially in Italy where it is clearly organised and targeted crime both in cargo carrying and warehousing. In addition we’ve seen reports from the public sector where burglaries in hospital pharmacies have been extensively reported. What we believe is that without sufficient safeguards to protect the product, there would be more theft. What we have learned is that pharma product is just another commodity that can be exploited for its intrinsic value, although it may take the criminals a little more time and effort to do so.

How big an issue is the risk of product contamination as a result of cargo crime or attempted crime?

Rather than contamination, it is the efficacy of the product that concerns us. A lot of pharma product is cold chain, which requires the strict application of very specific tolerances with regard to temperature control, monitoring and recording. Any variations are subject to thorough scrutiny before a product can be released for use. Even if recovered, therefore, loss as a result of theft is likely to result in the product being written off. This not only results in a financial loss but it also means we are not supplying the product to the patient.

What tactics are being used by criminals to target pharma product in the supply chain?

In terms of tactics; for in-transit crime typical examples are forced stops and armed robbery, or false police stops are those generally used. There have been instances where jamming devices have been used to nullify those shipments which are protected by GPS. Warehouse theft has been less extensive but where it happens it tends to be forced entry with or without inside information and in a few cases armed robbery where the warehouse is in operating hours but this latter example tends to be at night and typically where a warehouse is being used as a cross docking operation when only a few staff are present.

What is the industry doing to prevent crime? Are there initiatives being driven at an industry-level?

All of the companies have their own standards for security and apply them through the outsourced supply partners with whom they operate. They are mostly based on good security standards, not dissimilar to TAPA standards. In some cases TAPA standards have been adopted. At an industry level there has been a move in the recent past through Rx360 to agree a standard for security. There is a similarity to TAPA but what are considered as the more specific requirements are also addressed.

From your experience, what is the attitude of law enforcement agencies to the theft of life science products?

I would not want to be critical of law enforcement in this area because as we all know resources and priorities (often influenced by others) are often the issue. We have had very good response in some areas but in others we have not. The issue here is to ensure that the data about what has been stolen and the risk to public health is the key to generating the right response. In Italy for instance, we have put a lot of effort into working with law enforcement in the recent past and this has resulted in some very good arrest and seizure operations.

Is there a trend to steal official packaging of life science products to accommodate fake drugs?

Not to my knowledge but when it comes to security standards, the pharma industry tends to treat packaging in much the same way as it does the product itself, as we are all very conscious of its value to the criminal. These standards are a good deterrent but we are also very conscious of the availability of high quality printing which may be used.

In your opinion, what are the key things you would like to see changed that would help to protect your products in the supply chain?

Rather predictably it has to be more effective communication when it comes to making data available for risk assessments, better and more effective liaison with law enforcement in investigating crime and working with not only our own but other industries. We suspected but now know from recent arrests in Italy that those involved in pharma crime do not just operate in that one specific area.

‘The pharma industry tends to treat packaging in much the same way as it does the product itself, as we are all very conscious of its value to the criminal.’
CARGO CRIME MONITOR

Cargo Theft by Product Category

December 2013

- Pharma: 2
- Tobacco: 4
- Metal: 6
- Cosmetics: 7
- Not Specified: 9
- Miscellaneous: 10
- Non Electronics: 10
- Clothing & Footwear: 11
- Food & Beverage: 18
- Consumer Electronics: 20

Cargo Theft by Incident Category

December 2013

- Theft from Vehicle: 40
- Theft from Facility: 23
- Theft from Vehicle: 20
- Hijacking: 9
- Theft from moving truck: 9
- Theft of Container: 1
- Facility Robbery: 1

Cargo Theft by Country

December 2013

- UK: 19%
- Germany: 15%
- Netherlands: 6%
- Russia: 6%
- France: 6%
- Italy: 6%
- Sweden: 6%
- Poland: 6%
- Austria: 6%
- Denmark: 6%
- Slovakia: 6%
- Norway: 6%
- Czech Republic: 6%
- Bulgaria: 12%
- Ukraine: 12%
- Azerbaijan: 12%
- Saudi Arabia: 12%
- Norway: 5%
- Turkey: 5%
- Switzerland: 4%
- Portugal: 2%
- USA: 1%
- Brazil: 1%

Cargo Theft by Location Type

December 2013

- Unsecured Parking: 39%
- En Route: 29%
- Company Premises: 19%
- Warehouse: 19%
- Store: 8%
- Rail Terminal: 3%
- Industrial Estate: 2%
Pharmaceuticals, smartphones and bicycle saddles all feature €1m-plus thefts in December

Three €1 million-plus crimes dominated the figures for losses reported in December 2013, including the theft of €1,470,000 of pharmaceuticals travelling from Rome.

A fraudulent pick-up enabled thieves to get away with the pharma shipment in Italy. Imposters are believed to have been at the wheel of the delivery truck travelling from Rome to Catania when it disappeared somewhere south of Naples.

Smartphones were the target of thieves in Slovakia, who stole goods worth more than €1 million in the early hours of 13 December. The truck carrying the devices from the Czech Republic was hijacked shortly after it crossed the Slovakian border by criminals acting as policemen. Two trucks operated by the same carrier were reportedly driving in a convoy on a highway near the town of Kuty when at around 1800hrs the second of the vehicles was forced to stop. The first was allowed to move on by what looked like a Slovakian police car.

As soon as the truck pulled to a halt, the ‘police officers’ smashed the windows and dragged the two drivers out of their cabin before putting hoods over their heads and tying them up. The robbers accessed the load by entering the vehicle through its side doors and not the rear doors, which were alarmed. Seven pallets of smartphones were then loaded onto the criminals’ own truck which was parked nearby.

The professional nature of this crime was highlighted by the criminals using an undefined chemical substance to destroy fingerprints and other evidence. The entire attack lasted less than 20 minutes.

The third crime reported to IIS last month with a loss of over €1 million involved the theft of more than 6,000 high value hand-made bicycle saddles overnight on 29-30 November. These were taken from a factory in Rossano Veneto, some 70kms from Venice. Thieves broke into the premises having forced the gate of the shipment warehouse located at the rear of the building and stole 300 boxes of saddles. They also vandalised other products in the...
facility. Overall, IIS recorded 116 new cargo crime incidents in December. 19 of these incidents had occurred in Sweden earlier in the year and have been excluded from last month’s figures but they will be included in the annual IIS report, due to be published shortly.

Of the 97 December crime incidents, 23 had a loss value of over €100,000. However, only 55 of the 97 reports gave a loss figure. Average losses for the month were €160,373, a decrease on the November average of €207,784.

OTHER POINTS OF NOTE

- With 18 incidents, the UK recorded most crimes last month, ahead of Germany and the Netherlands, which have headed this list in recent months
- Consumer Electronics was the most stolen product category with 20 incidents while there were 18 crimes involving Food & Beverage. This reflects the exceptionally high volume of expensive high-tech devices and food/alcohol products shipped during the Christmas and New Year period.
- With 40 incidents, Theft from Vehicle in December was again the most common incident type recorded. Thefts from Facility and Hijackings increased.
- Thefts of Vehicles, which had risen considerably in recent months, declined slightly from 24 crimes in November to 20 in December.
- IIS was informed of two suspected Thefts from Moving Trucks, both in Russia.
- IIS also recorded two Thefts of Containers (one in a train terminal in Madrid, and one in an industrial estate in Ridderkerk, Holland) as well as one violent Facility Robbery in Poland.

- Most incidents continue to take place in unsecured truck stops and rest areas. The share of incidents with this location type rose, reaching 39% compared to 31% a month earlier.
- The share of en route thefts (hijackings and fraudulent pick-ups) rose to 29% of the overall total, 9% higher than in November.
- With 42 incidents, Intrusion was again the Modus Operandi (M.O.) preferred by thieves in December.
- 11 incidents recorded in IIS last month had a Violent M.O.

Pharmaceuticals, smartphones and bicycle saddles all feature in €1m-plus thefts in December: Continued from page 10

Make this your New Year’s resolution…

Please share your incident data with TAPA’s IIS because the more information we receive, the better we can assist you in your risk assessments to protect your supply chain. All data you provide to IIS is treated confidentially. There is no risk to your business.

And please remember, it is not only incidents suffered by your own business that we need. If you read reports in your local, trade or national media, we also need you to send us this information too.

WELCOME OUR LATEST MEMBERS

Please join us in welcoming the latest companies to join TAPA EMEA:

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Law enforcement and supply chain security in the pharma sector headline TAPA EMEA’s opening conference of 2014

There’s a new look to TAPA EMEA’s 2014/15 main conference season, which will feature two 2-day events in Dublin in March and Brussels in November.

So what’s happening in Dublin on 26 & 27 March?

OFFICIAL OPENING

TAPA EMEA is delighted to confirm that the opening address to our Dublin conference will be provided by Máire Whelan, Ireland’s Attorney General. An Irish barrister and senior counsel, she was appointed to her role in March 2011.

WHAT’S ON THE AGENDA?

Day one promises a strong law enforcement theme with presentations by Ireland’s National Bureau of Criminal Investigation and the ACPO Vehicle Crime Intelligence Service.

Day 1 will also tackle:

- A Secure Freight update from the International Air Transport Association (IATA)
- A report on Cyber Crime by Blackstage Forensics
- GPS Jammers – Feedback from the TAPA Working Group

Day 2’s main focus will be on the pharmaceutical industry and TAPA EMEA will welcome speakers from Bristol-Myers Squibb and Purdue Pharma Technologies.

Other topics will look at:

- Regional updates from South Africa and Italy, including plans for 2014
- A cargo crime report from Russia by Cesar Satellite and Eurowatch
- A TAPA member case study by Nightline

In addition, there will be a general TAPA Update from Chairman Thorsten Neumann.
TAPA EMEA AGM

The AGM is scheduled for 1600hrs on 26 March.

REGISTRATION

If you plan to take part in the Dublin conference but have yet to register, please do so immediately. Over 180 TAPA EMEA members have already confirmed they will be joining us – so places at the event are running out. You can register right now on the Association’s website.

ACCOMMODATION

TAPA has negotiated a special room rate at the Crowne Plaza Dublin – Northwood Hotel. Time is running out to take advantage of this preferred rate, please book your accommodation before 3rd February 2014 using the link on the TAPA conference registration website.

OUR PLATINUM SPONSOR

Thank you to FreightWatch International for their continued support of TAPA EMEA. Barry Conlon, the company’s CEO, will address the Dublin conference on the morning of day 1.

Profile

FreightWatch International, a world leader in logistics security services, offers monitoring solutions that provide customers with comprehensive cargo security and supply chain visibility programmes. Using cargo theft intelligence and real-time tracking technology, FreightWatch offers consulting services and cargo theft prevention programmes to mitigate risks of theft, spoilage and diversion.

www.FreightWatchIntl.com

BE A SPONSOR

Some sponsorship opportunities are still available at the Dublin conference and for TAPA EMEA’s Brussels event in November.

As a sponsor at one of TAPA EMEA’s conferences, your business will benefit from:

• Maximum brand awareness with supply chain security professionals from the manufacturing, transport and logistics sectors from across the region
• Supporting and profiling your current marketing campaign
• Enhanced networking and business development opportunities
• Increased profile with TAPA partners
• The chance to showcase your products

and services to a high quality audience of prospective customers

• A profile on the TAPA EMEA conference website and in the event brochure and folder
• The effectiveness of TAPA EMEA sponsorship means the majority of first-time sponsors subsequently support the Association’s future events on an ongoing basis due to the valuable return on their investment.

For more information about TAPA EMEA conference sponsorship packages, please contact the Association’s event management partner Claudia Ziegler at (e) claudia.ziegler@conzieglio.de or (t) + 0049 8752 869371.

CHARITY DONATION

In Dublin, the TAPA Lottery will once again be raising funds for charity. Members generously donated a record amount of our last event in Berlin and we kindly ask for your support again in donating items for what is always a fun and rewarding part of our conference.

If you have items to donate or any questions, please contact Laurence, Sara or Shan on info@tapaemea.com

MAKE A DATE

Don’t forget to save the dates of 12 & 13 November if you want to attend the Association’s second event of 2014. Full details will be distributed closer to the conference.
Looking forward into 2014 and beyond, what events and activities do you think TAPA should promote that would help you as a TAPA member?

This question is posed by Steve McHugh, Vice Chairman of TAPA EMEA.

He says: “Our experiences in 2013 taught us that not all TAPA members and their requirements are the same. For the most part we all get along and we clearly value the interaction that being a TAPA member offers. We sometimes disagree with each other over a particular programme or direction, while others may believe TAPA is the answer to all our problems. Some companies join TAPA to help promote new security ideas while others join because they want to keep an eye on what is being considered and ensure proposals are realistic and balanced. There are even some members who just like turning up at our meetings because they appreciate the value of networking with fellow professionals and attending the conference.”

So against this background, TAPA EMEA has started to put together a set of objectives that we believe will provide all members with something they will like and benefit from. “It’s also really important to hear members’ views on where they want us to focus our efforts and we are open to considering any ideas they believe have merit,” Steve adds.

CURRENT IDEAS

TAPA Standards

The Association still has some work to do to finalise the latest TAPA Facility Security Requirements (FSR) standard but the TAPA Trucking Security Requirements (TSR) have been approved for release. In the coming months TAPA will be rolling out training and supporting information to audit bodies and the membership.

The Association has recognised that the future process for defining, reviewing and approving existing and new standards needs to be looked at. More membership consultation is needed as well as more emphasis on threats driving the need for future changes. Also future ideas for changes should be cost effective and not burden our members with unreasonable costs and complexity.

Work will be done to set up a new change control process that will ensure TAPA maintains its standards but which also takes into account the criminal threats and economic impact to industry.

Other TAPA regions are suggesting that the Association widens its scope and develops standards for food defence, ocean and rail. Further research will be conducted with members to identify those that are interested in participating in the development of these new areas.

Training

TAPA wants to make training more accessible to members and to improve the content of training programmes. A number of ideas are being considered to achieve this and a further update will be communicated in due course.

Other activities

A wide range of other topics will be looked at by the TAPA EMEA Board in the coming months and these include new activities as well as broadening the scope of existing services, such as:

• Improving the look, feel and content of the TAPA EMEA website
• Taking a fresh look at the Association’s constitution, taking into account the growth in membership since it was last reviewed
• Where to target future membership growth?
• What additional resources do we need to support our plans?
• How should the TAPA Incident Information Service (IIS) evolve?
• What current and future areas regarding regulatory affairs and engagement with EU and Governments should be supported?

Something you want to share?

In 2014, Vigilant is offering you the opportunity to voice your opinions or concerns on topical issues related to supply chain security - and to maintain complete anonymity for you and your company. This new feature is designed for members who want to have their say on specific subjects but may be prevented from doing so due to business restrictions.

If you want to put forward your subject for an editorial, we’re open to ideas. Please email info@tapaemea.com
Diverse security agenda attracts 100 delegates to T3 Conference

TAPA Americas held its T3 meeting in Delray Beach, Florida in November with over a hundred attendees. It was followed by a two-day World Wide Council meeting, where key board members from all three TAPA regions discussed issues pertinent to TAPA globally.

The TAPA Americas T3 conference opened with keynote speaker Pete Mento, Director Global Customs and Trade Policy, C.H. Robinson Worldwide, who spoke about the future of the world economy and the impact it will have on the security of global supply chains as new markets open for goods and services. The first day of the conference heavily featured law enforcement, with a presentation regarding the latest law enforcement efforts to address cargo theft from the Florida Highway Patrol Cargo Task Force and closing with a panel led by Detective Walt Robinson of the Palm Beach County Sheriff’s Office and Detective Willie Morales of the Miami-Dade Police Department.

Susan Griggs of Eli Lilly was awarded the TAPA Americas’ first annual Chairman’s Award for her tremendous efforts with the global Change Control Board and the FSR workgroup.

The second day of the conference featured a presentation from Chuck Forsaith, Chairman of the Pharmaceutical Cargo Security Coalition (PCSC) regarding the measurable results from their crime prevention campaign; a discussion on Supply Chain Resilience; and a panel discussion regarding methods used by various manufacturers for integrating TAPA Standards into their work agreements and vendor management programmes.

TAPA Americas took advantage of the attendance of all the global chairs for the subsequent World Wide Council meeting by featuring a ‘Chairs panel’ in which the regional leaders discussed their experiences, accomplishments and visions for the future of TAPA as a global organisation.

If you are aware of any events that might be of interest to TAPA EMEA members, please email the details to info@tapaemea.com

TAPA AMERICAS

NEXT ISSUE:
Updates from TAPA Asia and TAPA Americas.