Are you? How simple mistakes can put your supply chain at risk.

Pages 4-6: Who’s following you?

Pages 7-8: TAPA Certification Campaign update – reaching our goal

Pages 11-12: Violent, frequent and high value – but is cargo crime starting to reduce in Italy?

Pages 14-17: IIS incident data for October 2015 shows crimes in 11 countries in EMEA and an average loss of €83,354

Page 19: Police operation in Sweden shows only 9% of truck driver licences to be genuine
MUNICH CONFERENCE SHOWCASED THE PROGRESS WE ARE MAKING

I am extremely proud to be Chairman of TAPA EMEA and never more so than during and after one of our conferences.

Two weeks ago we met in Munich and just to see some 300 members joining together to learn about new developments in supply chain security, to benefit from the experiences of others, and to network with customers and suppliers was a proud moment. Also, it gave us the chance to hear updates from members of our Board of Directors on our Security Standards, Incident Information Service, training and membership growth.

I am someone who always believes we can do more but in terms of the benefits TAPA EMEA provides to its members, we are continuing to build on a very strong foundation.

To hear Robert Missen, Head of Unit, Land & Maritime Security, DG Mobility & Transport at the European Commission talk about the important role TAPA plays, and to reinforce the value of us working together, highlights that TAPA is now seen as an important partner and contributor at the EU Level. Then, Paul Keasey, Head of Central Motorway Police Group in the UK, explained how support from TAPA EMEA enabled him to convince a judge that there actually was such a thing as ‘Theft from a Moving Truck’ which ultimately led to a successful prosecution of a Romanian gang operating in the UK.

These are all great indicators of our progress. However, the lack of any representation from the German Ministry or law enforcement after so many months of dialogue with TAPA shows we still have a lot to do to get onto the political agenda in some countries. We will certainly not be giving up.

I wish to thank all of our speakers in Munich for their excellent contributions to our event. I am certainly better informed about the challenges facing transport companies trying to find and use secure parking locations, and surprised and concerned by how criminals are able to manipulate online freight exchanges to steal goods. These are two subjects we will revisit in more detail in future editions of Vigilant.

Our conferences also help to showcase the ongoing work of our Board of Directors. I certainly value their commitment but the hours they spend working on ways to improve the effectiveness of our Security Standards, getting more companies to become TAPA-certified, increasing our training programme, growing our IIS incident database and attracting new members is not always visible to everyone.

As I hope you know by now, one of the main areas of our focus right now is on certification. I proudly wore my blue ‘Keep Secure & Get Certified’ t-shirt in Munich alongside the vast majority of our delegates. This certainly helped to create even more awareness of our campaign but the only true measurement of our success will be growth in the number of FSR and TSR certifications.

We are all extremely encouraged by the early and positive responses from some companies – and we want to hear from more of you.

In this issue, our Vice Chair, Steve Mchugh, reinforces the messages he communicated in Munich. Please remember, we are here to help any member that wants to become TAPA certified. We just need you to make a commitment. Once you do, we’ll help you through the process to achieve your goal.

I have two final and very important ‘thank you’ messages. One is to our sponsors in Munich. We are so appreciative of your support and we hope they also take great value from raising their profiles at our conferences.

The other ‘thank you’ is to everyone who contributed to our TAPA Charity Lottery. In Munich we were able to present a cheque for €5,000 which was raised at our March 2015 event in Madrid to the wonderful HORIZONT charity helping homeless children and their mothers. Thanks to your great generosity, our latest lottery raised €5,300 and this will be presented to another exceptional cause in Paris in April 2016. Outstanding!

Thorsten Neumann
Chairman
TAPA EMEA wishes to thank all of our sponsors for their outstanding support of our latest conference in Munich. We value your support and partnership.
Recent terrorist attacks on the general public are encouraging more and more companies to review the levels of security awareness of employees. This should include their use of smartphones and social media, as well as the digital connectivity of vehicles. Additionally, the migrant situation in Europe has caused many of us logistical nightmares, and increased the high risk and stress levels for drivers trying to do their jobs and get home safely.

During 2015, mobile data usage and sales of smartphones have continued to grow exponentially, allowing improved communications for both work and social use. Obviously improved communications can be good for staying in contact with our staff, especially drivers, plus it allows them to stay in touch with their families when away from home.

In many cases, a vast number of employees are issued with smartphones by their employers. Security tends to be managed well on these devices and limitations are enforced in terms of what users can and can't access online, or around the types of apps they are allowed to install. The result of these much needed restrictions is that many people choose to have their own smartphone in addition to their work device, allowing them flexibility to use social networks such as Twitter and Facebook, along with access to private messaging with family and friends through apps such as Whatsapp, Snapchat and Viber.

Whereas an organisation is able to lock down the features and permissions of corporate devices, there remains a considerable challenge around how it can protect the usage of private smartphones. As a result, employees continue to post social media messages from corporate buildings. In the transport and logistics industry, many drivers post messages whilst loading or

'Whereas an organisation is able to lock down the features and permissions of corporate devices, there remains a considerable challenge around how it can protect the usage of private smartphones.'
WHO’S FOLLOWING YOU?: Continued from page 3

unloading their vehicles, while on delivery routes, at cafes and motorway services, and in truck parks.

Generally, this can be harmless but in a high number of cases users are posting messages with location services (GPS) activated and therefore leave a geographic ‘breadcrumb trail’ of where they are or have been, allowing analysis by observers to see the places they have delivered goods to or collected them from. It can also reveal where they live, where they park, right through to the types of goods they carry and photographs of their truck. In addition, anyone may also be able to profile them around their social status, level of wealth, marital status and dependants, and even their level of contentment with their job, as some people share their thoughts, feelings and much more on social media.

This profiling can sometimes expose potential vulnerabilities and weaknesses that could lead to corruptibility and to assess how easy it may be to engage that person as an insider threat, whether through blackmail, bribery or extortion. Also, we should not forget those higher up in the organisation that will have privileged access to information, financial resources and properties. Exposed vulnerabilities can be used in an attempt to launch an attack against their organisation.

A number of the above issues were mentioned in the *Vigilant* article I wrote at the end of last year. Since then the world has faced and continues to face a number of critical issues, some still emerging, and it is essential that all organisations begin to “batten down the hatches” and maximise security. So far during 2015 we have experienced incidents such as the Charlie Hebdo attack, the Tunisia attacks, the European migrant crisis, the Syrian crisis, along with the awful coordinated terrorist attacks in Paris on November 13 and Mali on November 20.

The European migrant crisis is probably a good example we can use to highlight vulnerabilities around truck drivers’ use of social media and devices. It is relatively straightforward to scan a location for geolocated social media posts. Figure 1 shows a scan of a location where trucks are parked and waiting to board the train close to the Eurotunnel entrance at Calais (lat 50.931924, lon 1.824047). Here we can see Instagram posts, YouTube and Panoramio posts. All of the posts discovered in this instance were made by truckers, their passengers or from passenger coaches.

We can select one of the social media users and look at their online activity. Figure 2 is a screenshot of an Instagram post made by the driver of the truck at the forefront of the image. The unedited version of the image gives us his company name and number plate, plus we can get his account username. In the case of this driver, he doesn’t use his real name, nor does he use the username on another social media account, but he still shows a great lack of awareness because of the deployment of “location services”.

‘This results in a considerable digital footprint shown through use of open sources, his movements through mainland Europe and into the UK.’
WHO’S FOLLOWING YOU? Continued from page 5

'The combination of his physical locations, routes, truck identity, employer, the inside of his trailer and associated timestamps would easily assist the profiling of him by any organised criminal gang.'

for that specific app. This then results in a considerable digital footprint shown through use of open sources, his movements through mainland Europe and into the UK (see Figure 3). By analysing his online posts, we can look at locations and the dates and times he visits them, allowing other users to see data such as clients’ locations, truck parks, including the days he uses the Eurotunnel to enter the UK and once there, places he goes to and also his stops.

Figure 4 is a screenshot of the inside of his empty trailer. The combination of his physical locations, routes, truck identity, employer, the inside of his trailer and associated timestamps would easily assist the profiling of him by any organised criminal gang that were looking for vehicles to aid trafficking of people or illegal goods. This type of behaviour could be rectified by increased awareness for operatives on how they use their devices and social media. Essentially, it’s fine for them to use social media, but they should not add locations to any posts, nor should they be over-sharing details such as the types of goods they carry, number plates or showing the insides of trailers.

Another emerging consideration is that of the connectivity of vehicles. Many of the latest cars and trucks now have Bluetooth connectivity as standard. Most have Bluetooth switched on by default and some now have wifi too. Each type of this connectivity has its own respective MAC address, a unique alpha-numeric identifier that allows the user to connect via smartphones, music players, tablets etc. If someone knows the MAC address for the Bluetooth of a truck, for example, then they could make a simple device using a tiny Raspberry Pi computer (see Figure 5) fitted with a Bluetooth dongle. This could be used to do a number of things when it comes into contact with the target truck, such as send a notification that the vehicle has arrived at the place of attack, removing the need for a person having to physically watch the location. It could also be used to trigger an IED when the vehicle arrives, again allowing the perpetrator to be a long distance away when the explosion happens.

Bluetooth is a fantastic feature which allows hands-free operation of mobile phones, but in extreme circumstances there are risks associated with it. A level of awareness is a step in the right direction in helping to deal with potential security issues.

A real positive is that for the areas of risk mentioned in the article, there can also be fantastic investigative opportunities for security managers. However, it is essential that anyone considering investigating these security issues receives the appropriate training beforehand. A lack of knowledge could not only lead to inadequate results, but limited understanding around doing this discreetly and safely could be a risk in itself.

About the author:
David Benford is Managing Director of Blackstage Forensics in the UK, working internationally as an expert on hostile observations through social media & emerging technologies. He is a digital forensic and digital intelligence investigator and teaches open source & social media intelligence skills to the LEA, military and private sectors. He is an associate lecturer at the University of Derby and a Special Officer for UK law enforcement.

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INDUSTRY VERTICAL BROCHURES TO TARGET NEW TAPA EMEA MEMBERS

TAPA EMEA’s Membership Working Group has created four industry vertical brochures to highlight the benefits to companies of joining the Association.

The brochures are for:
- Pharmaceuticals
- Food & Drink
- Consumer Electronics
- Fashion & Retail

Brochures for other sectors will be developed. If you have a contact in any of these industries that you believe will benefit from knowing more about TAPA membership, please forward their contact details to membership@tapaemea.com.
One of the highlights of our conference this month in Munich was the level of interest in, and positivity about, TAPA’s certification campaign from both Buyers/Manufacturers and Logistics Service Providers.

There is clearly momentum building and we have to make sure the positive words being spoken result in more FSR and TSR certifications. I am confident this will happen.

One or two companies I have spoken to have repeated the comment ‘but my customers are not asking us to be TAPA-certified’. This statement certainly contradicts the feedback we heard from Manufacturers/Buyers in Munich and as part of this campaign, we will be ensuring that no one is left in any doubt that customers most certainly do want a greater choice of TAPA-certified suppliers to choose from when awarding new business.

The upcoming stages of the campaign will see us communicating directly with Buyers through our existing members and through the media to increase their understanding of the benefits of TAPA certification, and to encourage them to promote TAPA certification as a security solution with their Suppliers. Ultimately, we want to influence more Buyers to adopt TAPA as a pre-condition in awarding new business.

Our approach to Buyers/Manufacturers will also include monitoring the media to identify new contracts that have been awarded to LSPs to emphasise the value of TAPA certification for the locations identified.

We also recognise that for Suppliers, whether or not they decide to implement TAPA Security Standards may not solely be a matter for supply chain security professionals. Increasingly there will be commercial considerations, whether this is in relation to keeping existing business or helping to gain new contracts by increasing a company’s security profile. With this in mind, we will be reaching out to CEOs, and VP’s of Sales and Finance in the transport and logistics sectors to ensure they also see the ‘bigger picture’ opportunities that can come from TAPA certification.

The launch of our entry level self-assessment FSR C and TSR 3 certification levels is designed to grow the ‘yes’ vote. As professional companies, we believe the vast majority of TAPA members will already be very close to entry-level certification. In addition, in EMEA we offer members free of charge FSR and TSR training so the cost of certification can be considerably lower than you may think.

I also heard someone say ‘yes but it takes so long!’ I will challenge this view too:

- There is a good chance that when you review the FSR and TSR entry levels, you may already be qualified or very close to qualifying
- The TAPA training course is usually just 1½ days
- Feedback from members that have already completed FSR certifications indicates it takes them one day to self certify a large facility and 4-6 hours for a smaller operation, so the time involved should not be a barrier either
- And, don’t forget, one TAPA-trained and approved in-house auditor can complete the self-certification process for multiple sites
The most important thing to remember is that we are here to help you. As I said in Munich, if you are serious about achieving FSR and TSR certification at any level, TAPA EMEA will help you get there. Our Standards Secretariat and Standards Team are great sources of advice, knowledge and support and we are working hard to ensure we always come back with a timely response to certification and training enquiries.

**HELP!**

**WE’RE HERE TO HELP – JUST TELL US WHAT YOU NEED**

- How can we help you start or step-up your TAPA certification programme?
- Are we talking to the right people? Who do you need us to contact in your organisation to help you?
- For larger companies we can come and talk to your regional management meetings or provide a dedicated training day for a group of in-house auditors
- What other questions do you have?

You can message us directly at certification.campaign@tapa-global.org

This campaign is part of a long-term commitment by TAPA. We are determined to reach the goals we have set. As proactive companies start to achieve more FSR and TSR certifications, eventually we believe reactive companies will have to follow their lead. We aim to ensure that more and more customers will be asking about FSR and TSR.

Ultimately, of course, customers will make up their own minds between companies with and without TAPA certification – but if you’re a Manufacturer or Buyer committed to supply chain resilience, who are you most likely to do business with?
TAPA CERTIFIED SUPPLIERS NEVER GO OUT OF FASHION

Companies whose reputations ride on the integrity of their products use transport and logistics partners able to demonstrate the highest supply chain security standards.

TAPA Security Standards are the benchmark in supply chain security.

STEP UP & STAND OUT

It’s time to start or to increase your TAPA certification programme – and we’re here to help – certification@tapaemea.com
**LATEST CERTIFICATIONS**

In each issue of this newsletter, we publish a list of the TAPA EMEA members that have most recently gained TAPA FSR, TSR or TACSS certification.

The following companies and locations were audited by one of TAPA EMEA’s approved auditing partners or, in the case of Class ‘C’ or Level 3 certification, may have been completed by an in-house TAPA-trained person.

### FSR

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### TSR

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**ARE YOU READY TO CERTIFY AND STAND OUT? IF YOU ARE, WE’RE READY TO HELP YOU.**

Email the TAPA EMEA Standards team and we’ll contact you to offer support and advice – certification@tapaemea.com
VIOLENT, FREQUENT AND HIGH VALUE BUT IS CARGO CRIME STARTING TO REDUCE IN ITALY?

In the past two years, possibly even longer, cargo crime in Italy has shown some consistent characteristics:

- A large number of Major crimes with losses over €100,000
- Regular use of violence
- Considerable under-reporting

2014 data provided by Italy’s National Traffic Police for crimes along Italian highways showed 192 robberies and thefts were committed. The main products targeted in these attacks were luxury goods (stolen in 20% of all crimes), pharmaceuticals (20%) and electronics (14%). Food & Drink and Fuel were other products recorded as stolen. Lombardy, Sicily and Apulia were the regions with the highest number of crimes last year, according to police, who also arrested 125 perpetrators of these incidents.

TAPA EMEA’s Incident Information Service (IIS) captured information on 69 cargo crime incidents in Italy in 2014, an 11.2% increase year-on-year. Most notably, combined losses for the 44 cargo crimes that reported a value were €32,409,500. During the year, there were 32 separate cargo thefts with a loss value of over €100,000, including the biggest single loss in the EMEA region of scratchcards and electronics worth €17 million. These were later recovered by Italian police.

Although no police data has been made available for 2015 to date, TAPA’s Italian Working Group says information from the private sector indicates a reduction in the number of cargo thefts despite an increase in the number of crimes involving the loss of Tobacco products and Fuel.

IIS data for the first nine months of 2015 reinforces that view but few would disagree that a high percentage of incidents are still not reported to TAPA EMEA despite its growing presence in the Italian market.

The IIS reports for Q1, Q2 and Q3 2015 show only 19 incidents to the end of September. Of these, only four were classified as Major crimes, with a total loss of €1.4 million, including a violent hijacking in Nola near Naples that resulted in the loss of €900,000 of Clothing & Footwear.

Since the formation of its Italian Working Group, TAPA has been working hard to raise the issue of cargo crime and the sharing of incident data, and it has certainly been successful in mobilizing interest in the need to combat the problem.

Although no police data has been made available for 2015 to date, TAPA’s Italian Working Group says information from the private sector indicates a reduction in the number of cargo thefts.'
Franco Fantozzi, TAPA Italian Working Group Lead, reports on the Association’s latest Regional Conference, which took place in Florence on 21 October 2015.

Almost 200 participants attended TAPA EMEA’s Italian Regional Conference, representing public authorities, law enforcement agencies and private companies.

The conference was formally opened by Jason Breakwell, a member of the TAPA EMEA Board of Directors, a representative of Florence Municipality, and Franco Fantozzi before being divided into two sessions:

Session 1

This session focused on the activity of Italian law enforcement agencies in fighting cargo crime. After a brief introduction about the cargo crime situation in Italy by Franco Fantozzi, speaking as Security Director of Bristol Myers Squibb, delegates were brought up-to-date on the activities of the TAPA Italian WG by Daniele Bargnesi, Security Manager at Samsung.

This was followed by the opportunity to listen to presentations from the following speakers:

- Ambra Gentile from National Traffic Police about the activity of Italian Police and international cooperation inside TISPOL;
- Giuseppina Minucci from National Traffic Police about the investigative outcomes gained by police in this specific sector and about the possibility of developing projects in Italy with reference to secure parking areas as well as an operative guide in case of incidents. In both projects, police are working with the TAPA Italian WG;
- Andrea Iannucci from the Carabinieri presented an investigation into the cargo crime sector conducted in Apulia which resulted in several arrests and seizures;

- Giuseppe Bua, Guardia di Finanza, addressed counterfeiting activities at Malpensa International Airport.

The presentations led to a series of questions from the audience. The main items for discussion were without doubt the development of projects like secure parking areas and operative protocols with LEAs which are part of the objectives of TAPA’s Working Group in Italy.

Session 2

The afternoon session, coordinated by Zeno Beltrami of DNV GL, turned its attention to pharmaceutical, technology and supply chain security.

No transport today is considered safe, even common foods and raw materials are valuable.

CONTINUED ON PAGE 13
Another significant building block towards closer public and private sector cooperation to protect transported assets in Italy: Continued from page 12

This included a panel discussion on pharma coordinated by Andrea Di Maio of Eli Lilly about the cargo criminals targeting pharma products and companies in Italy, and about the situation of pharma distribution as well as the preventive measures that are in place from the private and public sectors. The members of the panel were Stefano Montanari from Boehringer Ingelheim, Elisa Piazzolla from Chiapparoli Logistica, and Domenico Di Giorgio, who is the Director of the Anti-counterfeiting Department at AIFA, the Italian regulatory agency for pharmaceutical products.

Nicola Caristo of Alha Group also gave an insight into the convergence of temperature control and security services, while Lorenzo Vaccarino of Multiprotexion presented a case study about anti-theft technology.

In the second panel discussion of the afternoon on supply chain security, coordinated by Zeno Beltrami, a wide range of issues were debated by Francesco Cantile of Geodis, Dario Novella of DHL, Giuseppe Mapelli of Sony, and Samsung’s Daniele Bargnesi.

In support of TAPA EMEA’s Certification Campaign, Benedetta de Marsanich of DNV GL also presented the Association’s Security Standards to the assembly and emphasized their relevance to supply chain resilience.

Based on the feedback from delegates, the TAPA Italian Working Group hope the event will lead to an increase in the number of TAPA members in Italy as well as a greater take-up of the TAPA Security Standards.

Just as importantly, the conference represented another significant step in the Association’s aim to establish closer relationships between the private and public sectors in Italy to help the protection of transported assets and to support the prevention of cargo crime.

The element of highest risk, however, is represented by the lack of procedures and poor sharing of the correct information between the companies involved.

TAPA EMEA wishes to thank the following sponsors for supporting its Italian Regional Conference in Florence:

- Alha Group
- CEIA
- DNV GL
- Elma Facility
- Geodis
- Multiprotexion
- Safety System
- Vacoplast

THANK YOU TO OUR SPONSORS
CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

October 2015

Number of incidents in month

- **NIGERIA**: 5
- **SOUTH AFRICA**: 1
- **UK**: 1
- **NETHERLANDS**: 46
- **GERMANY**: 10
- **BELGIUM**: 2
- **FRANCE**: 2
- **RUSSIA**: 1
- **ITALY**: 3
- **SPAIN**: 2

€83,354 AVERAGE LOSS VALUE LAST MONTH

86 NEW CARGO THEFT INCIDENTS recorded during this month

BIGGEST LOSS: €439,423 LOSS OF PHARMACEUTICALS IN ST. PETERSBURG, RUSSIA, FOLLOWING AN INTERNAL THEFT.

2 CRIMES CLASSIFIED AS ‘MAJOR’ INCIDENTS WITH LOSSES IN EXCESS OF €100,000

CARGO THEFT BY PRODUCT

October 2015

- **UNSPECIFIED**: 18
- **NO LOAD**: 15
- **MISCELLANEOUS**: 11
- **COSMETICS & HYGIENE**: 8
- **FOOD & DRINK**: 6
- **TOBACCO**: 6
- **CAR PARTS**: 4
- **CLOTHING & FOOTWEAR**: 4
- **COMPUTERS & LAPTOPS**: 4
- **FURNITURE & HOUSEHOLD APPLIANCES**: 3
- **METAL**: 2
- **PHARMACEUTICALS**: 2
- **JEWELLERY & PRECIOUS METALS**: 1
- **PHONES**: 1
- **TOOLS & BUILDING MATERIALS**: 1
October 2015 saw 86 new cargo crime incidents reported to TAPA EMEA’s Incident Information Service (IIS), with 53.3% of thefts or attempted thefts occurring in the Netherlands.

Only 17.4% of the recorded crimes provided a loss value. The total loss figure for these 15 thefts was €1,250,319, which produced an average loss figure for the month for crime giving a value of €83,354. Overall in October, IIS collected data on incidents in 11 countries in the EMEA region.

Two major crimes with a loss value in excess of €100,000 were reported last month.

The biggest loss of €439,423 on 7 October was the result of an internal theft and involved a truck loaded with pharmaceuticals. It left a wholesalers’ location in the northern Primorsky District of St. Petersburg, Russia, and was supposed to arrive in Rostov-on-Don several days later. However, the driver stopped responding to calls about the load, prompting the company to call the police. According to the information gathered by IIS, the driver was subsequently arrested and questioned by police and admitted that he had left the truck a short distance from the wholesalers’ pick-up location for his criminal accomplice to collect. No further details are available.

Five days later, another €400,000 loss was recorded in Saint-Victoret in the Provence-Alpes-Côte d’Azur region in southern France. In this incident, the thief used a false key to steal a truck containing cigarettes while its two drivers were delivering to a customer. The drivers used their ‘lone worker’ protection system to raise the alarm and law enforcement officers were able to track the stolen vehicle over a distance of 10km, ultimately finding the truck on fire and with some of its cargo missing.

October also saw a series of smaller but still significant thefts from the supply chain reported to IIS:

**Computers/Laptops - €80,911**

Laptops and tablets were stolen during a Theft from Trailer incident on 6 October. The pre-loaded truck was left against closed and locked bay doors at a warehouse facility in Landsberg am Lech in southwest Bavaria, Germany. Thieves gained entry to the site via the perimeter fence and opened the trailer via the gap between the bay door and swap body.
Cosmetics & Hygiene - €66,000

IIS was alerted to the loss of hair colourants after a pick-up from a warehouse in the Central Bohemian Region of the Czech Republic. The goods were collected on Friday 23 October and the truck carrying the product was due to travel to Moscow, clearing customs in the Prague area, but reportedly arrived at the customs office outside of the office hours and parked in the customs yard over the weekend. The export clearance and departure was scheduled for Monday 26 October. The customer of the truck operator appears to have been in contact with the operations manager of the trucking company until 14:00hrs CET on 26 October, who confirmed the location of the truck. However, on the morning of 27 October, the truck and its driver were unreachable. A subsequent investigation appears to have confirmed that the truck never arrived at the customs point. Police investigations are ongoing.

Car Parts & Tyres - €40,000

A driver who parked his truck and trailer over the weekend of 17/18 October in an unsecured parking location close to where he lives in Nichelino in the province of Turin, Italy, later discovered it has been stolen along with its cargo of car batteries worth €40,000.

Clothing & Footwear - €42,492

Overnight on 7 October, offenders cut the curtain side of a lorry parked at Membury Eastbound Services near Hungerford in the UK, escaping with 947 pairs of shoes valued at €42,492.

Food & Drink - €60,414

A trailer loaded with more than nine tonnes of breakfast cereal bars was stolen from a lorry park in Johnstonebridge in the south-west of Scotland on 7 October.

Whilst not featuring in any of the aforementioned crimes, the Netherlands was the location for 46 of the 86 incidents recorded by IIS last month. The United Kingdom and Germany were the only other countries to reach double figures for cargo crimes in October, with 13 and 10 respectively.

In the vast majority of cases, the product type targeted by criminals was not reported. Of the rest, Cosmetics and Hygiene accounted for 8 or 9.3% of the thefts in October, followed by Food & Drink and Tobacco products which were stolen in six incidents each. IIS received reports of cargo thefts in 12 separate product categories overall.

Type of Incidents

- Theft from Vehicle 44.2%
- Theft from Container 2.3%
- Theft from Trailer 13.9%
- Hijacking 4.7%
- Theft of Vehicle 13.9%
- Theft of Trailer 6.9%
- Theft 4.7%
- Theft from Facility 1.2%
- Theft from Trailer 13.9%
- Theft from Vehicle 44.2%
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- Hijacking 4.7%
- Theft of Vehicle 13.9%
- Theft of Trailer 6.9%
- Theft 4.7%
- Theft from Facility 1.2%
Majority of crimes continue to involve trucks
The statistics for types of location, incident and M.O followed a consistent trend seen over many months.
In total, 44.2% or 38 of the 86 incidents involved Theft from Vehicle. Theft from Trailer was the second most recorded incident category with 12 crimes, 13.9% of the total.
Once again, the vast majority of cargo crimes occurred in unsecured parking locations – 55 incidents in October and 63.9% of all recorded crimes. Origin Facility was the location for most of the other thefts with 17 reported crimes. There was a single loss from a secure parking location in Wetteren in East Flanders, Belgium.
Intrusion was the most frequently stated M.O. used by cargo thieves in October, although no M.O. was recorded in 48.8% of cases. Six incidents involving Violence & Threat with Violence were reported to IIS, two in the UK and other such attacks in Germany, Italy, South Africa and Spain. There were single crimes involving Theft from a Moving Vehicle in Lagos Nigeria, Deceptive Pick-up, Deceptive Stop and Forced Stop.
Further information for TAPA EMEA members can be found in the IIS Database on the Association’s website.
Staffordshire Police step up patrols after spate of thefts from trucks

Staffordshire Police in the UK have stepped up patrols across Burton and the A38 mainroad as part of a crackdown on thieves targeting trucks parked on surrounding roads, according to local media reports.

The move follows a series of incidents in which thousands of pounds worth of goods were stolen from the backs of trucks. Police say six vehicles have been broken into in the last month and are also calling on the public for support if they spot anything suspicious.

Truck drivers are also being encouraged to park in well lit locations where there are other vehicles. All of the latest incidents occurred while drivers were asleep.

Impact of migrant crisis on movement of goods costs UK economy $1 billion

The impact of the European migrant crisis on the essential movement of goods has cost the UK economy $1 billion in the last year, according to the British Standards Institute (BSI).

Its latest BSI Supply Chain Risk Index also warns that the cost to international shippers will continue to rise. The report highlights that closures at Calais add an estimated $1.2 million a day to the cost of transporting goods to the UK, with some delays of nine hours or longer.

Border closures in southern Germany, Serbia, Croatia and Hungary have also had a severe impact on the movement of goods.

BSI confirms that food and pharmaceutical shipments have been worst affected and highlights one incident in which an entire shipment of medical supplies valued at $3.9 million had to be destroyed after stowaways broke into the container.

Full truckloads represent 81% of cargo thefts in the U.S. in Q3 2015 with an average loss of $206,278.

According to FreightWatch International, there were 152 cargo thefts in the U.S. in Q3 2015 with an average loss per incident of $199,467. Compared to the previous quarter there was an 18% decrease in the number of incidents but a 7% rise in the value of cargo thefts.

California ranks as the top state for cargo theft with 20% of total thefts in the quarter. 16% of crimes occurred in Texas and a further 15% in Florida.

FreightWatch said that 81% of all reported thefts in the U.S. over the three months to the end of September were ‘theft of full truckload’ and the average loss for these crimes was $206,278.

It also recorded significant increases in cargo thefts targeting pharmaceuticals and tobacco products.
TAPA EMEA representative, Christer Alldén reports from the second meeting of the Swedish National Transport Security Board (NTSB) which took place in Stockholm on 19 October.

As well as TAPA EMEA, other participants at this meeting were organisations linked to the transport sector in Sweden; the Swedish Road Carrier Association, Swedish National Road Safety Office, Swedish Taxation Department, Customs Department, Swedish Board of Transport, Swedish Transport Department and others connected to safety and security organisations in Sweden. This was the first time that many of the audience had heard about TAPA and its work. However, we have an opportunity to develop this further at the next meeting in Malmo in April 2016 when TAPA has been invited to provide more information, including the benefits that can be gained from supporting the TAPA concept.

On behalf of the Swedish Police Region West, Claes Friberg opened the meeting by asking all participants to present their latest status in regard to cargo theft and what had been done since the last meeting.

One working group presented a proposal on the best way for the NTSB to work in the future. This highlighted the need to have a clear picture of cargo crime in Sweden and how it is developing, what needs to be done to address the problem, and how to follow up on these actions.

The Swedish Government has given the Swedish Transport Department a task to investigate how it could be possible to have better control over trucking on the country’s roads in accordance with Swedish laws. The meeting also heard a presentation on the EU ‘Fair Transport Europe’ proposal which mainly revolves around driver salaries and working conditions.

Interestingly, the National Forensic Center (NFC) revealed that in checks carried out on 176 truck drivers operating in Sweden over a five-month period, only 16 driving licences were genuine. All of the others had been falsified in one way or another.

Theft of diesel in Sweden was also identified as a problem for operators.

TAPA - THE MOVIE

TAPA EMEA’s new video has already been viewed over 3,000 times in just two weeks.

Use it to promote our Association within your own organisations and with your customers and suppliers – and let’s get more people to join in the fight against cargo crime.

CLICK HERE TO PLAY NOW
While the focus of TAPA is on physical and transport security, cargo is exposed to a number of other perils. Proper packing, loading and stowing may not appear to have any connection to the Association’s aims but the loss control specialists at Chubb believe proper attention to these processes can minimize physical damage as well as theft and pilferage.

Transport conveyances and/or cargo packing that lose their structural integrity increase the potential for loss from all in-transit exposures, they claim.

Loss and damage to goods in transit can often be traced back to failure in the packing of the cargo transport unit, including inadequate securing of cargo, overloading and incorrect declaration of contents. Chubb says the Code of Practice for Packing of Cargo Transport Units, or CTU Code, is designed to address these areas of concern to all supply chain stakeholders; shippers, transportation providers and intermediaries, cargo handlers and insurers.

The CTU Code is a joint publication of the International Maritime Organization (IMO), the International Labour Organization (ILO), and the United Nations Economic Commission for Europe (UNECE). It is a voluntary set of global standards for the handling and packing of shipping containers and other cargo conveyances for transportation by land and water.


CTU CODE IS A LOSS PREVENTION SOURCE, SAYS CHUBB

TAPA AND INDUSTRY events...

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LAW ENFORCEMENT & CARGO CRIME IN THE AMERICAS

A special report from TAPA Americas on its T3 conference taking place in Memphis on 8 & 9 December.

The conference has a law enforcement theme and will include presentations on:

- Cargo trends and scams
- How the Pharmaceutical Cargo Security Coalition works with law enforcement agencies on cargo recovery
- Anti-counterfeiting
- GPS jamming devices
- Across-State cooperation in law enforcement

NEXT ISSUE:

WELCOME OUR LATEST MEMBERS

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

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DON'T FORGET:

You can recommend a potential new member to TAPA EMEA via membership@tapaemea.com