

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR MEMBERS OF TAPA EMEA

MYSTERY SHOPPER

Online freight exchanges are big business – but do you always know who's moving your cargo?



Page 2: What can you do for your Association in 2016?

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welcome

WHAT CAN YOU DO FOR YOUR ASSOCIATION THIS YEAR?

2016

»— MAKE A DIFFERENCE —»

First of all, it is a new year and on behalf of the TAPA EMEA Board of Directors, I wish you and your families a very happy, healthy and secure 2016.

Our Association has a great deal to do in 2016 as we continue to build on the growth and development we have put in place in recent years. The one thing we all agree on is that a successful association cannot stand still, particularly in the world of crime prevention where the people that want to attack our supply chains and steal our products are becoming more determined, more skilled and more aggressive.

As members of TAPA EMEA you benefit from the time, hard work and actions of our Board of Directors, our Executive Director and the TAPA Admin Team, our Standards Secretariat and Standards Team, and our many Working Groups. The combined outcome of all of their commitment is that we have Security Standards, training, intelligence and networking opportunities that all contribute to the decisions you take to make your supply chains as secure and resilient as possible. We want to do even more- and that's where you can make a big difference this year.

As this first issue of Vigilant in 2016 features a report from our colleagues in TAPA AMERICAS, I feel it is appropriate to recall former U.S. President John F. Kennedy's iconic statement: 'ask not what your country can do for you – ask what you can do for your country'.

In the case of TAPA EMEA, you can do a lot for your Association. I would ask every member to take a moment to stop and think about how you can support TAPA because ultimately this will help you even more. If I may, I would like to make three suggestions of areas where you can help:

NEW MEMBERS

Do you know a company or companies that would benefit from joining our Association? If so, just send us their details and we will do the rest.

If you are a Manufacturer or Buyer, are all of your Logistics Service Providers members of TAPA EMEA? If not, let us know and we will contact them.

CERTIFICATION

Start or increase your level of TAPA FSR and TSR certification. By answering the call from our Manufacturer and Buyer members for a wider choice of TAPA-certified suppliers, you will also be opening up new growth opportunities for your own company. You only have to email us to say you want to start the TAPA certification process or grow your current number of certifications and we will help you. We have a tremendous team of Security Standards experts ready to support you – but you have to tell us that you are committed to the programme.

INTELLIGENCE

Tell us when you are a victim of cargo crime or when you see reports of cargo crimes in the media or from other credible sources. If you haven't looked at our Incident Information Service (IIS) before, please familiarise yourself with it. It is a great intelligence tool. You will also see that it features no company names so when you share information with us, this is always done anonymously. Even a link to a news story can provide an important intelligence source.

Growing our membership increases the size of the TAPA family and introduces more companies to our Security Standards. This will result in more certified facilities and transport operations. We will also have a bigger pool of intelligence to draw upon. You can help to drive our growth.

We have the teams and resources to approach new members and to update our IIS database but we need you to give us the 'leads' we need on companies and incidents respectively to add to the work already being done by the Association.

If we all work together, we can make this a record year for TAPA EMEA in terms of membership growth, incident data and certifications.



Thorsten Neumann
Chairman

A MAJOR PROJECT BUT ON SCHEDULE TO SHARE A FULL UPDATE WITH TAPA MEMBERS IN FEBRUARY



A further update on the current review of TAPA's Security Standards from Paul Linders, Director of TAPA EMEA and Global Chair of the Association's World Wide Change Control Board

Following on from my update in last month's *Vigilant*, the TAPA Security Standards review process continues at full speed and we are on track to share the approved Change Requests with TAPA members by the end of February.

As part of our commitment to keep members fully up-to-date throughout the process, I will produce a more detailed report for the February issue of *Vigilant* following the face-to-face meeting of the World Wide Change Control Board (WWCCB) at the end of this month. However, it is already safe to say that we expect there to be no major revisions this time around.

In recent weeks, the WWCCB has had a global level discussion on all of the Change Requests already approved by the EMEA Standards Team. We have also discussed the requests received from our members in the Americas and Asia Pacific. As I am writing this update, we still have around 55 requests to handle from the original list of 171 global Change Requests submitted. This process will be completed at the face-to-face meeting when

the WWCCB will make its final decisions on the TAPA Security Standards revisions for 2017.

Two of the main talking points will be the large number of global requests for changes to the HV cage and intrusion detection requirements. We have to ensure we give these sufficient thought to find the right approach for 2017.

All of the time, we are conscious of the parameters we have set for this review process, notably to avoid changes with a high cost impact and to focus on making our Security Standards easier to understand and work with.

To ensure this happens, our global discussion will also consider other subjects in addition to the FSR and TSR Change Requests. The other topics for debate will be:

Audit forms

- What can we do to make these clearer for users and easier to work with?

TAPA Air Cargo Security Standards (TACSS)

- What is the best way to implement and use this in the future?

Guidance notes

- Currently only used for TAPA training. How can we use them in a better way to make the Standards easier to understand?

Waivers for 2014 Security Standards

- We will review the waivers given in relation to the 2014 Standards at a global level and discuss what should be changed in FSR 2017 to avoid the need for these waivers.

Validation process

- In the last revision for FSR 2014, we used the validation process for the first time with great success. We will now look at how we do this again and how many site audits we need to plan globally. These are 'field tests' to check the audit process and to ensure any new requirements we are proposing meet our criteria and are proven to be effective in tests at actual FSR sites.

Training

- What is the best way to provide update training for the transition from the 2014 to the 2017 Security Standards without the need for, and extra cost of, face-to-face training.

Marketing/PR

- What and when to communicate to our members?

The layout style of FSR & TSR

- How can we simplify the set-up and layout of our Security Standards so they are easier to follow?

So, as you can see, we are making excellent progress but it is a big project and we still have a lot to complete. Luckily, we have a great team to support us as well as strong commitment and input from all three regional Boards of Directors and the World Wide Council.

Given that everyone involved in this process is making this commitment to TAPA and our members alongside their day jobs, I once again want to acknowledge their great support. For your information, this is the EMEA team directly involved in the 2017 TAPA Security Standards revision:

- The TAPA EMEA Standards Team
- Simon Martin, TAPA Standards Secretariat
- Steve McHugh, Falco Hoffman, Mark Gruentjes and Luc Van Herck as the WWCCB members
- Me, as global chair of the WWCCB

You will receive a further update from us next month.



online booking

BUY BYE?

Vigilant reports on ways to keep your cargo safe when you source transport capacity online.



WHO'S CARRYING YOUR CARGO?

Online freight exchanges are now an important and every day part of doing business in Europe and manage an estimated 500,000 new freight offers a day.

In the vast majority of cases, they represent good news for customers and transport operators, matching available capacity with orders and delivering a highly efficient solution. However, like every other part of the supply chain, they are also a target for cargo criminals and TAPA EMEA has been notified of a series of incidents where shipments booked through online freight exchanges have subsequently disappeared after pick-up.

It is yet another example of how organised criminals are using the web to help them identify and target goods in transit.

So what is going on, what types of Modus Operandi are being used by cargo thieves and what can you do to protect your goods?

What is a freight exchange?

It's an online marketplace for Full Truck Load (FTL) and Less Than Truck Load (LTL) freight transport where companies can buy loading capacity and transport operators can offer capacity. Usually, they are platforms with no direct communication and there can be a number of differences in the way they operate, particularly in relation to:

'Traditional high value, theft targeted (HVTT) cargo is no longer only destined for big retailers; increasing volumes of smaller shipments are sold to smaller independent retailers, for example. This results in a higher demand for transport flexibility.'

- Levels of controls for new companies, i.e. credit checks
- Local language support
- Whether or not they allow subcontracting

The very nature of business today is one of the reasons why online freight exchanges provide such an attractive option for businesses but these also help to explain why manipulation of exchanges is becoming a growing issue. Traditional high value, theft targeted (HVTT) cargo is no longer only destined for big retailers; increasing volumes of smaller shipments are sold to smaller independent retailers, for example. This results in a higher demand for transport flexibility and often means no fixed routes and no forecasting. Another problem is that commercially, it is not always possible for transport operators to invest in the highest levels of technology or security processes.

Evidence shows that due to back-load planning and load commissioning, in most cases when losses do occur they tend to be full truck loads. Depending on national laws, this can result in cases of gross negligence if the transport and liability conditions covered by the CMR note - a contract between the customer and the carrier - are deemed to have been broken.



WHO'S CARRYING YOUR CARGO?: *Continued from page 5*



'The load is then sub-sub contracted, usually to a legitimate company that has no clue about the criminal intent behind the transport. The driver then receives a change of delivery address once he is on his way.'

Generally, when a company registers on a freight exchange they provide basic information on their name, address and fleet and will have contact with the exchange's account management team. However, there is no unified international screening process. In terms of finance checks, companies must have been registered for a minimum of six months. Security checks are most likely going to be open source investigations using the internet. Once these processes are completed, a company's profile becomes visible immediately and they can bid on freight shipments straight away.

As already stated, in virtually every case, the transport companies are genuine, professional operators who continually meet their contractual obligations without any cause for concern. However, criminals are known to be active, and four particular M.O's need to be highlighted:

1. FAKE DOCUMENTS

Criminals use the name of an existing transport company. The documents used are based on real documents from existing transport companies. Often, the name remains the same, but all other details are

falsified: CMR insurance, EU license, email, registration papers, etc.

The fake company is not registered on the platform itself. Instead, they use the access from another already registered company. Through a legitimate company they browse the freight exchange for interesting freight. The companies frequently use free-mail e-mail providers such as Hotmail, GMX, Gmail, wp.pl, etc. They usually do not have landlines and communicate solely via mobile phones.

2. COMPANY TAKEOVER

This MO was introduced after security checks were implemented by the freight exchange platforms. Criminals purchase bankrupt or soon to be bankrupt transport companies. All available inventory of the purchased company is utilised in order to get their hands on HVTT freight such as login to the freight exchange, insurance papers, landline telephones, and company e-mail addresses. As a rule, freight exchanges demand that a security check is carried out on already-registered companies after a change in ownership. In practice, however, this may not take place for weeks.



3. THE MOLE

A criminal is placed within the company or an existing employee is contacted or blackmailed by criminals. The mole informs his accomplices about interesting freight that is currently listed on the freight exchange. The criminals contact you directly and use false documents. They usually do not contact the mole. The other possibility is that the mole passes on information about pick-ups at customer locations.

4. THE PICK-UP

Loading takes place using a vehicle with false license plates. This could be the vehicle of a purchased (bankrupt) company. The load is then sub-sub contracted, usually to a legitimate company that has no clue about the criminal intent behind the transport. The driver then receives a change of delivery address once he is on his way.

As in all cases of supply chain security, there are a number of measures companies should consider to keep their products safe.

When planning the transport:

- Do not allow new employees to work with freight exchange platforms until they have completed a probationary period
- As a rule, set a maximum value for shipments booked using a freight exchange, particularly in the case of theft-attractive shipments
- If you award business, make it a condition that your chosen supplier cannot then subcontract the load to another company

WHO'S CARRYING YOUR CARGO?: *Continued from page 6*



'Time is critical. Always take action immediately when the goods have not arrived and the driver/subcontractor does not respond anymore. A few hours can be the difference between getting the goods back or not.'

- When subcontracting freight using a freight exchange, do not deal with a company unless they have a landline telephone number
- Ensure your supplier has a website presence - ideally showing a level of professionalism - or, at a minimum, an owned email account (no free-mail providers). You can check the IP address using <http://www.ip-tracker.org/>
- Cross-check email addresses and telephone numbers with those shown on the website and cross-check incoming faxes for the connection owner
- Check the company address on Google (satellite or street view)

Immediately request the following documents and check them for falsification. If the documents are not clear, request new colour copies from the original:

- Proof of Insurance
- Transport license
- Bank account information (IBAN/BIC)
- Chamber of Commerce - VAT Number
- Copy of the Driver ID, license plate and vehicle registration
- Check to see that your load has not been re-listed on the freight exchange
- If in any doubt, contact the freight exchange platform for a cross-check

During Loading:

- Ask for the original transport order

The driver must identify himself and the following items must be checked:

- Driver ID - do the picture and the number match the pre-alert, and visibly confirm it is the same driver?
- Does the signature on the CMR match the ID?
- Does the license plate match the pre-alert?
- Vehicle registration: verify if the vehicle's owner matches the subcontracted company
- Ensure the driver is informed that a change in the delivery address is not allowed
- Apply these measures not only at your own facilities but also when loading directly at customers' locations
- If matters are not clear: clear first, load later

After Loading:

- Always follow-up on the delivery with the customer. If the truck is exceptionally late and the transport was arranged using a freight exchange: escalate!
- Time is critical. Always take action immediately when the goods have not arrived and the driver/subcontractor does not respond anymore. A few hours can be the difference between getting the goods back or not

- Inform the relevant freight exchange platform immediately

BEST PRACTICE ADVICE

Be extra alert:

- When questions are asked about the value and/or specific details of the product
- When shortly before pick-up, the truck or driver is changed
- During holidays, bank holidays (unknown driver)
- With long distance linehauls that go over the weekend (this is preferred by most criminals to gain a time advantage)
- When dealing with transport companies that have a high registration number on a freight exchange as the higher the number the newer they are to the site
- The requested documents are incomplete or details in the documents provided do not match with the information in the freight exchange platform
- The company does not have a website, or the website looks very unprofessional and contains very little, if any, information
- The documents contain spelling errors or contain a combination of different languages
- The requested documents contain different text fonts, text sizes or mismatched tabs, or generally look like they are copy-pasted and/or modified using a copier
- When the license plate of the truck/trailer does not match with the common plate layout for that country/region
- When recently there has been a change of ownership, a company takeover or a name-change
- When the communication is taking place through Skype

In case of doubt, do not load!!!



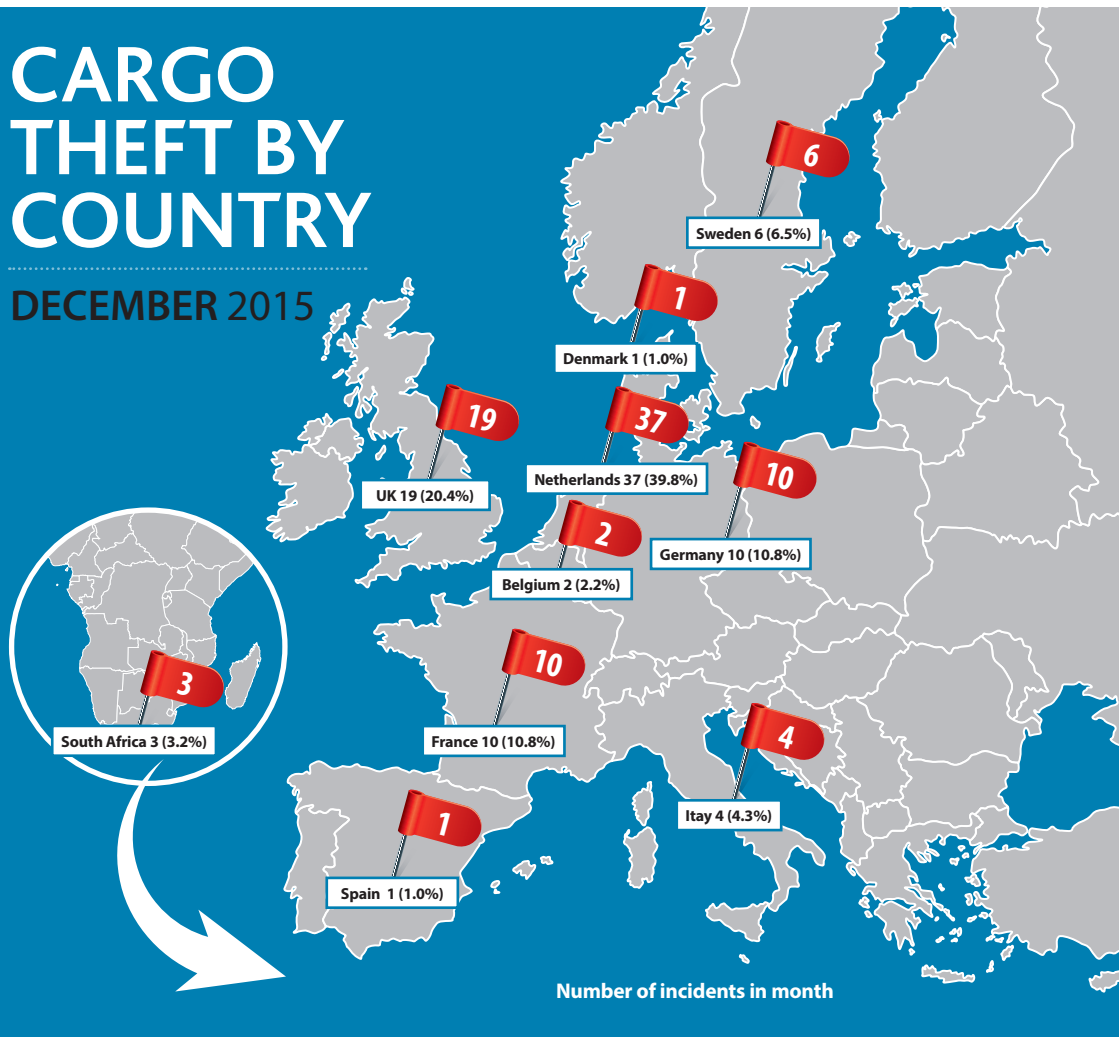
This article is based on a presentation by Sven Bosch, Corporate Senior Security Manager of DB Schenker, at TAPA EMEA's conference in Munich.

A STORY TO TELL? IF YOU HAVE ANY FURTHER INTELLIGENCE TO SHARE WITH TAPA EMEA MEMBERS OF YOUR EXPERIENCE OF USING FREIGHT EXCHANGES PLEASE CONTACT INFO@TAPAEEMA.ORG

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY

DECEMBER 2015



€299,768
AVERAGE LOSS VALUE
LAST MONTH

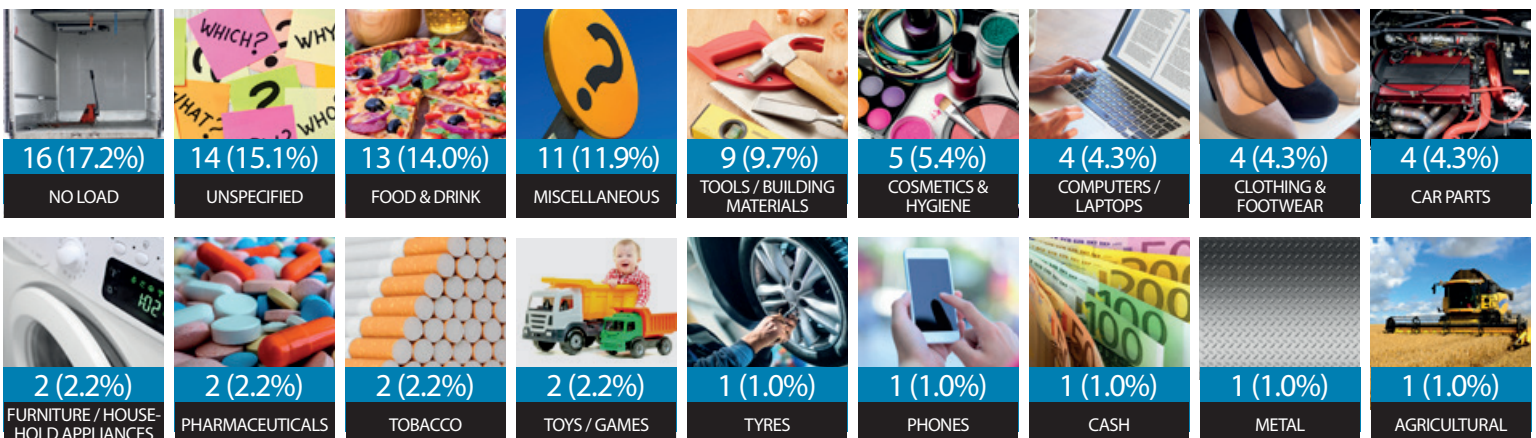
93
NEW CARGO THEFT
INCIDENTS RECORDED
DURING THIS MONTH

BIGGEST LOSS:
€3 million
PHARMACEUTICALS STOLEN
FROM A SERVICES 3RD PARTY
FACILITY IN SETTALA NEAR
MILAN, ITALY.

7
CRIMES CLASSIFIED AS
'MAJOR' INCIDENTS
WITH LOSSES IN
EXCESS OF €100,000

CARGO THEFT INCIDENTS BY PRODUCT

DECEMBER 2015





CARGO CRIME IN DECEMBER RISES 65% YEAR-ON-YEAR WITH 93 NEW INCIDENTS PRODUCING AN AVERAGE LOSS OF €299,768

Any hopes of a downturn in cargo crime heading into the Christmas and New Year period were dispelled in December as the average loss for the month rose 65% year-on-year to €299,768 – with three crimes on the first day of the month alone resulting in a combined loss of €3,524,862.

Combining the 93 new cargo crimes in December with the 148 recorded by TAPA EMEA's Incident Information Service in November means there was an average of nearly four cargo crimes a day in the last two months of 2015, setting a disturbing upward trend.

December was also the seventh month in 2015 to report an average loss in excess of €100,000 for goods stolen from the supply chain. Last month, only 20 or 21.5% of recorded cargo crimes gave a loss value but the total for these incidents alone was €5,995,379. In the previous month, the 19.6% of crimes with a reported value recorded a similar figure of €5,747,633.

Overall, IIS captured information of cargo thefts in 10 countries in the EMEA region in December, including seven major incidents each with a loss of more than €100,000.



By far the biggest cargo crime last month happened on 1 December when thieves broke into a Services 3rd Party Facility in the town of Settala near Milan, Italy, and stole pharmaceuticals reportedly worth €3 million. No further details are available.

The first day of the month was also marred by three other crimes with high loss values. In South Africa, a gang travelling in three vehicles opened fire on an armoured truck whilst it was en route in Marble Hall, south of Limpopo province in South Africa. They stole

€524,862 in cash and also injured two guards onboard the truck in the attack.

December's second highest loss happened a day later and involved the hijacking of a truck carrying



designer clothing and travelling en route from the town of Croissy-Beaubourg, Ile-de-France.

This incident, which took place around 11.30am, resulted in the loss of €900,000 of luxury brand clothing. According to a media report, the truck was travelling on the A4 motorway towards Paris when it was intercepted by an unmarked car with blue flashing lights and occupants dressed as police

'By far the biggest cargo crime last month happened on 1 December when thieves broke into a Services 3rd Party Facility in the town of Settala near Milan, Italy, and stole pharmaceuticals reportedly worth €3 million.'

IIS NEWS: Continued from page 9



officers. The truck driver was instructed to follow the 'police' car off the highway and to stop at the first intersection. Once the truck stopped, the bogus police officers entered the cab and threatened the driver with a gun before telling him to continue driving several more kilometres.

Eventually, the driver was told to stop the vehicle and was placed in the trunk of a car, where he spent several hours before finally being released on the N2 highway near Dammartin-en-Goele, around 30 kilometres northeast of central Paris. The truck and its cargo are still missing and the police investigation is ongoing.

Just 24 hours later, cargo thieves in Italy completed the fifth

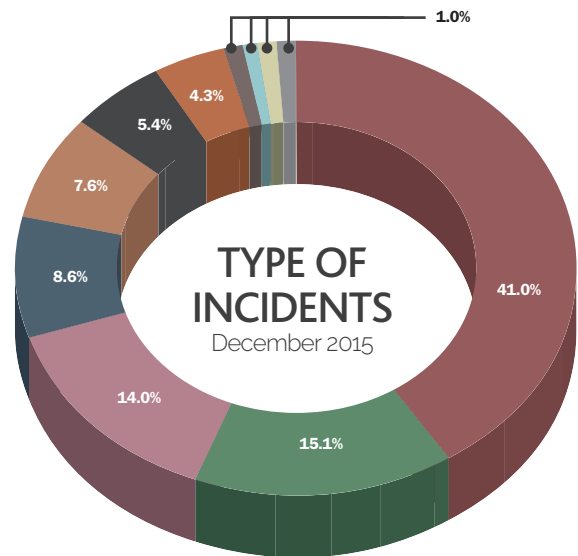
major crime of the month when five armed offenders wearing masks made a violent attack on a facility in the town of Soccavo near Naples and left with pharmaceuticals valued at €500,000.



The other two major incidents in December took place in Sweden and Italy. On 14 December, 3,000 computers/laptops worth €110,000 were stolen from a locked vehicle at an unsecured parking location in Skåne in southern Sweden. In Italy on 23 December, a truck carrying Food & Drink products worth €100,000 was forced to stop and hijacked after thieves used a car to block the road in the town of Catania on Sicily's east coast. Police later recovered the truck and its load and arrested six suspects.

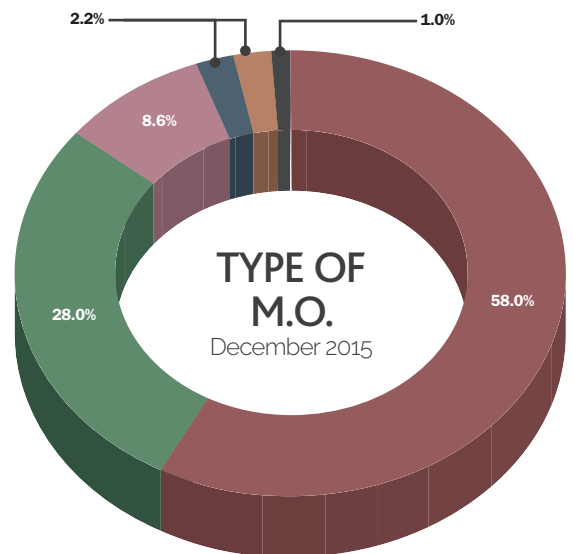


'Five armed offenders wearing masks made a violent attack on a facility in the town of Soccavo near Naples and left with pharmaceuticals valued at €500,000.'



Number of incidents

Theft from Vehicle 38	Truck Theft 4
Theft of Vehicle 14	Fraud 1
Theft from Trailer 13	Robbery 1
Theft from Facility 8	Unknown 1
Hijacking 7	Theft 1
Theft of Trailer 5	



Number of incidents

Intrusion 54	Deception Other 2
Unknown 26	Forced Stop 2
Violent & Threat with Violence 8	Deceptive Pick-up 1



IIS NEWS: Continued from page 10

Four further cargo crimes reported to IIS in December are also worthy of note:

- €62,631 of cigarettes stolen from a vehicle in Lenasia, Gauteng province, South Africa on 8 December
- €88,124 of protein powder taken from a vehicle parked in a lay-by on the northbound A12 at Brentwood, Essex, UK, on 10 December. Four men were seen breaking into the truck
- €79,732 of saltfish that was stolen by a fraudulent carrier in Aalborg, Denmark
- €60,000 of shoes that thieves removed from an unlocked trailer at an unsecured parking location in the Stockholm area of Sweden



Most cargo crimes reported to TAPA EMEA's IIS in December occurred in the Netherlands with

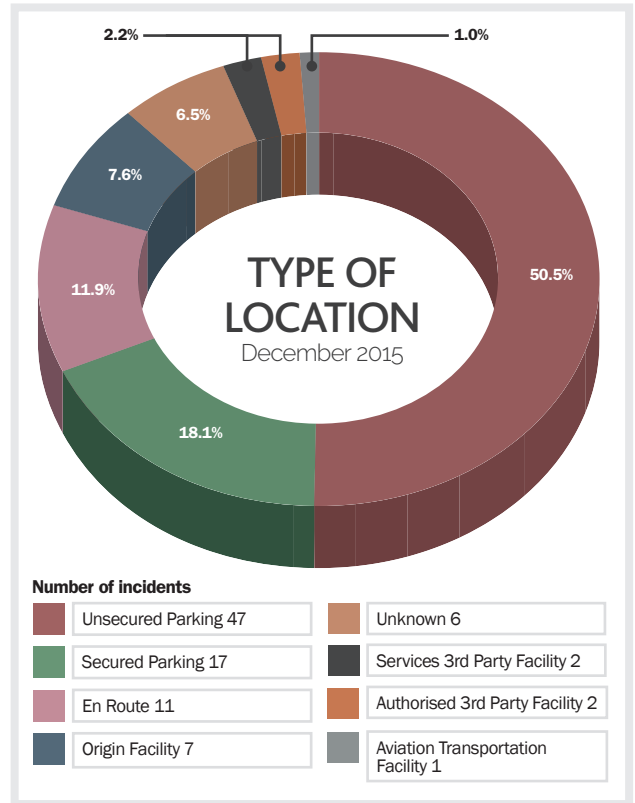
37 incidents or 39.8% of the total. The UK accounted for a further 19 or 20.4% of crimes, while France and Germany both recorded 10 or 10.8% of the month's cargo thefts.

Products were stolen in 15 different named product categories in December. Food & Drink was the category with most thefts, 13 losses or 14% of the overall total. 17.2% of incidents last month involved no load.

Theft from Vehicle was the most reported type of incident and was seen in 38 or 41% of all cargo crimes during the month. There were 14 crimes involving Theft of Vehicle and 13 Theft from Trailer incidents. The final month of 2015 also recorded eight Theft from Facility crimes and seven cases of Hijacking.

The majority of these crimes – 47 or 50.5% - occurred at unsecured parking locations. According to data sent to IIS, 17 of the December cargo crimes took place at secured parking locations; 14 of these were in the Netherlands and three in the United Kingdom. TAPA EMEA members can find further information in the IIS database.

Intrusion remains the most popular M.O. for cargo thieves, featuring in 54 or 58% of crimes.



'Products were stolen in 15 different named product categories in December. Food & Drink was the category with most thefts, 13 losses or 14% of the overall total. 17.2% of incidents last month involved no load.'

GAUTENG POLICE RECOVER ELECTRONICS, FIREARMS, STOLEN GOODS AND HIJACKED VEHICLES



Four hijacked trucks as well as cosmetics and cigarettes worth thousands of rand were recovered in a day-long operation by the South African Police Service (SAPS) in Gauteng province.

In a media statement, SAPS said 22 arrests were made in the operation, with charges ranging from business robbery, possession of unlicensed firearms and possession of stolen goods.

The hijacked trucks were recovered in Kempton Park, Tembisa, Bredell and Ivory Park. Investigations are continuing to identify the suspects who allegedly posed as members of law enforcement agencies during the hijacking of the trucks.

STEP UP & STAND OUT

LATEST FSR, TSR AND TACSS SECURITY 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	Company Name	Country	City	Class
FSR	CEVA Logistics Netherlands B.V.	NL	s'Gravenhage	A
FSR	CEVA Logistics Limited	GB	Sheffield	A
FSR	DHL Airways GmbH	DE	Munich	A
FSR	DHL Aviation Nigeria Limited	NG	Lagos	A
FSR	DHL Express Austria GmbH	AT	Peggau	A
FSR	DHL Express Madrid Spain S.L.	ES	Madrid	A
FSR	DHL Express Málaga Spain S.L.	ES	Málaga	A
FSR	DHL Express Turkey	TR	Bursa	C
FSR	DHL Express Turkey - HDM Service Center	TR	Istanbul	C
FSR	DHL Express Turkey - Warehouse	TR	Istanbul	C
FSR	DHL Global Forwarding GmbH	DE	Munich	B
FSR	DHL Global Forwarding GmbH	DE	Frankfurt	A
FSR	DHL Hubs & Gateways VITORIA Aeropuerto	ES	Foronda (Vitoria)	A
FSR	DHL International (Nigeria) Ltd	NG	Isolo Lagos	A
FSR	DHL International Nigeria Ltd	NG	Ikeja	A
FSR	DHL International UK Ltd	GB	Oxford	A
FSR	DHL Mauritius Ltd	MU	Plaine Magnien	A
FSR	DSV Solutions NV	BE	Gent	A
FSR	DSV Solutions Spain S.A.U.	ES	Guadalajara	B
FSR	Gebrüder Weiss D.O.O.	RS	Dobanovci	C
FSR	Ingram Micro S. L	ES	Tarragona	A
FSR	Ingram Micro S. r. l	IT	Settala (Milan)	A
FSR	Nightline Group	IE	Sligo	A
FSR	Nightline Group	IE	Limerick	A
FSR	Nightline Group	UK	Newtownabbey	A
FSR	Schenker A/S	DK	Hvidovre	A
FSR	Schenker EOOD	BG	Sofia	A
FSR	Schenker France SAS	FR	Bordeaux	A
FSR	Schenker KFT	HU	Szigetszentmiklós	A
FSR	Schenker Oy	FI	Vantaa	A
FSR	TNT Express GmbH	DE	Köln	C
FSR	TNT Swiss Post AG	CH	Basel	A

STEP UP & STAND OUT

**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.org



yes

If you want to start or increase your level of TAPA FSR or TSR certification in 2016, just tell us – and we'll be in touch to tell you how.

certification@tapaemea.org



yes you can

TAPA
Transported Asset Protection Association

DHL ACHIEVES ITS 100TH TAPA CERTIFICATION IN ASIA PACIFIC



DHL Express has achieved TAPA Facility Security Requirements (FSR) certification for its 100th station in Asia Pacific.

The company's North Operating Center in Beijing is also the 22nd DHL Express facility in China to be TAPA FSR Level 'A' certified.

DHL stated that the internationally-recognised TAPA certification is 'a highly sought-after logistics security accreditation and certification, and considered to be one of the industry's most rigorous independent certification'.

"Obtaining TAPA certification for our facilities is critical to ensuring the safety and security of our facilities and shipments as this is an increasing concern of our customers. With Asia Pacific accounting for 25% of total international express traffic, the second largest after Europe, it is critical that we have a robust system to safeguard the integrity of shipments that we handle. This achievement fortifies our position as the industry leader in Asia Pacific," said Ken Lee, CEO, Asia Pacific, DHL Express.



Tony Lugg, Chairman of TAPA Asia, said: "DHL has consistently and effectively demonstrated their efforts to integrate TAPA standards in their global network. Their commendable resolve echoes TAPA's mission of enhancing the security and integrity of the global supply chain by protecting high value goods from risks and contributing to sustainable economic growth."

Adrian Whelan, Senior Vice President, Head of Global Customs and Security and a former TAPA Asia Board Member, added: "DHL Express was one of the first logistics companies to subscribe to the TAPA Facility Security Requirements. We are now the global leader in terms of TAPA certified sites with over 270 sites certified globally, with 100 of these from Asia Pacific. We will continue to invest in the security of our global supply chain."



\$175 MILLION OF TRUCK CARGO STOLEN IN THE U.S., IN 2015, SAYS CARGONET REPORT

In the U.S., CargoNet's annual theft trend analysis has reported a total of 881 incidents of cargo theft in 2015 and estimated the value of stolen cargo was more than \$175 million.

10 thefts recorded by CargoNet last year had a loss value of more than \$1 million. Overall, loss values were stated in 53% of the 881 cargo crimes.

California saw the highest number of cargo thefts in 2015 with 158 incidents and a total loss value of \$18.7 million. Texas was a close second with 130 recorded thefts and a combined loss value of \$12.2 million. Other states with a high recorded incident rate were Florida with 98 thefts, Georgia with 97, and New Jersey, which was the location of 80 cargo thefts.

In terms of products targeted by thieves, food and beverage items were the most stolen commodity, accounting for 28% of cases last year. Household items and electronics made up a further 13% of the total.



PARIS
CONFERENCE

TAPA
Transported Asset Protection Association

REGISTER NOW

13 & 14
APRIL 2016



EYE ON TECH



Werner Cooreman

WHAT'S NEW IN TECHNOLOGY?

Eye-on-Tech aims to provide short updates on new or interesting security technology products relevant to TAPA members. Tell us if you come across a product that you think may help or interest fellow members, or if there is a specific product range you would like more focus on. You can also join our technology working group by contacting werner.cooreman@tapaemea.org.

- IPVM.com have recently updated their Camera Calculator, allowing for increased functionalities to find the best suited IP camera - [click here for more](#)
- New Perimeter Protection Group presented their new crash-rated quick folding gate at the end of 2015, the EntraQuick PU. It is one of the few quick folding gates with a TÜV certification according to DIN EN 13241-1 [click here for more](#)
- Panasonic brings iWS (Intelligent Warehouse Solution) to market. iWS is a complete solution which includes surveillance cameras, data, network video recording, tracking software and your existing x-ray scanning technology - [click here for more](#)
- MorphoAccess has a new series of fingerprint readers, called Sigma Lite. SIGMA Lite terminals are specifically designed to equip narrow mounting surfaces, such as glass/aluminum door mullions, turnstiles, or server rack doors. With two designs and multiple card reader options, there are a variety of models to address the widest range of deployment scenarios, both indoors and outdoors - [click here for more](#)
- TYCO CEM Systems announces the release of CEM System's emerald TS300f Intelligent Fingerprint Terminal for the AC2000 suite of access control and security management systems. This announcement coincides with the release of new features and enhanced functionality across the full emerald range - [click here for more](#)
- Places to be in 2016 for Security Technology: IFSEC 2016, Birmingham UK, June 21-23 (www.ifsec.co.uk) and Security ESSEN Germany, Sep 27-30 (www.security-essen.de).

Please note that none of the items covered in this section are endorsed by TAPA.

SEE IT SEND IT

Over 50% of the intelligence gathered by TAPA's Incident Information Service (IIS) is generated from media reports.



If you see a reported cargo crime incident, just take a second and send the news link to iis@tapaemea.org

TAPA INTELLIGENCE DRIVES A SECURE SUPPLY CHAIN



POLICE LINE DO NOT CROSS

2015 T3 LAW ENFORCEMENT CONFERENCE - "A DEEP DIVE INTO DETERRENTS AND DETECTION"

IN THE FIRST OF REGULAR UPDATES FROM THE OTHER TAPA REGIONS, TAPA AMERICAS REPORTS ON THE OUTCOME OF ITS T3 MEETING IN MEMPHIS

We are proud to have exceeded all expectations with the success of our TAPA AMERICAS T3 meeting December 8 – 9, 2015 in Memphis, Tennessee. The event took place at The Peabody Hotel, where stakeholders in the supply chain came together in an exchange of best practices, knowledge leadership and community service. Our goal was to offer members a broad array of presentations from local, state, federal, and global law enforcement, insurance companies, manufacturers, and industry intelligence providers.

Featured Presentations

Chuck Forsaith, Director of Supply Chain Security for Purdue Pharma Technologies Inc. presented 'An Overview of the Pharma Cargo Security Coalition and Relationship of Law Enforcement and Pharmaceutical Cargo Recovery.' He highlighted the value of the public, private and law enforcement sectors working together for greater success. Pharmaceutical cargo theft, by virtue of the fact that it almost always involves "consumable" products, requires detailed notification and recovery protocols to protect the integrity, as well as efficacy, of the products concerned. Relationships with local, state and federal law enforcement authorities are key to the ability to locate and successfully recover these goods before they are illicitly, typically without any regard to quality or proper maintenance, re-introduced into mainstream supply chains. Improper re-introduction can result



TAPA Americas' Chair, Scott Dedic, presents the donation to the Memphis Police Association Charitable Fund.

in medications that are ineffective or, worse, potentially toxic.

Sergeant Bobby Motley of Kentucky State Police explored a case study that documented a multi-jurisdictional effort to combat cargo theft in Kentucky, Indiana, Ohio and other parts of the country. He outlined an ongoing investigation that identified members of a Cuban organisation responsible for thefts nationwide. This investigation has led to multiple Federal indictments and the recovery of millions of dollars of property. He, too, reiterated the importance of networking and breaking down communication barriers when dealing with both law enforcement and private industry.

FreightWatch International delivered an in-depth regional report and an analysis of



Three former TAPA AMERICAS Chairs with the current Chair, Scott Dedic, at the T3 Law Enforcement Meeting.

globally collected data. They initiated a deep dive into a global cargo theft intelligence summary providing attendees with a look at the global cargo theft footprint, current trends and challenges, and expectations for the coming year. The presentation highlighted geographical hot spots, evolving criminal techniques, and the general risk environment for cargo. Following this discussion, an insurance provider and TAPA member carried this forward with a look at the impact these thefts have on insurance of high-value freight.

First-time TAPA presenter, Jon D. Ruttencutter of the Homeland Security Investigations and National IPR Coordination Center, provided a unique insight into the impact of theft and illegal trade practices. He emphasised that

'Kentucky State Police explored a case study that documented a multi jurisdictional effort to combat cargo theft in Kentucky, Indiana, Ohio and other parts of the country and outlined an ongoing investigation that identified members of a Cuban organisation responsible for thefts nationwide.'

2015 T3 LAW ENFORCEMENT CONFERENCE - "A DEEP DIVE INTO DETERRENTS AND DETECTION": *Continued from page 16*



Presentation of the Law Enforcement Award for going above and beyond the call of duty.

'TAPA AMERICAS established a law enforcement recognition committee that lead the effort to award law enforcement officers and supply chain security agents who have made significant contributions to the furtherance of supply chain investigations.'

failure to protect intellectual property and the customs laws of the United States results in a failure to protect American jobs and economic growth. His overview of 'Homeland Security Investigations, National Intellectual Property Rights Coordination Center 101' offered a comprehensive summary of the role his organisation plays in securing the global supply chain and protecting intellectual property.

Giving Back to Those Who Serve

In appreciation of the efforts of law enforcement and the excellent work they do to investigate cargo crime, TAPA hosted its first silent auction with proceeds donated to the not-for-profit Memphis Police Association Charitable Foundation (MPACF). The MPACF provides programmes and initiatives in the Mid-South that support police officers and their families, community engagement, health education and youth engagement. These initiatives include programmes that support police officers and family members of those officers in need of financial assistance due to unique circumstances, as well as promoting community outreach initiatives for underprivileged children.

We are pleased to have raised \$4,865 for this very special cause during the holiday season, allowing the Foundation to provide additional local families with a better Christmas. The success, goodwill, and

teamwork this event experienced has set the bar for future T3 Meetings.

Awarding Outstanding Contributions & Achievement in Supply Chain Security & Enforcement

TAPA AMERICAS established a law enforcement recognition committee that lead the effort to award law enforcement officers and supply chain security agents who have made significant contributions to the furtherance of supply chain investigations. Recommendations the committee considered were; outstanding investigative techniques, industry collaboration, initiative, and effort that went above and beyond customary job duties within the last 18 months. Award winners were recognised and honoured at the TAPA T3 Meeting in Memphis.

The 2015 Law Award Recipients

The Georgia Bureau of Investigation (GBI) Major Theft Unit (MTU), Miami-Dade Police Department, and South Florida Cargo Theft Task Force were honoured: "In recognition and appreciation of your contributions to the furtherance of supply chain investigations, outstanding investigative techniques, industry collaboration, initiative, and efforts exceeding expectations."

Kentucky State Police, Louisville Metro Police, and Wythe County Sheriff's Office

were also presented with an award: "In recognition and appreciation of your outstanding efforts during the investigation of a multi-state, organised cargo theft ring. Your dedication and commitment resulted in the arrests of 12 career cargo criminals."

Special Agent Paul Meyer with the Federal Bureau of Investigation also received an award for his outstanding work in investigating the cargo theft ring.

Chairman's Award

Each year, the Chairman of TAPA AMERICAS recognises an individual or individuals whose efforts and contributions to the organisation went above and beyond expectations. On this occasion, Taya Tuggle and Gary DelVecchio were the award recipients "In recognition and appreciation of their outstanding service, dedication, and commitment to TAPA AMERICAS."

Networking, Knowledge Leadership, Collaboration, and Standards that Lead to Solutions

December's T3 Meeting brought together industry leaders, law enforcement representatives, security professionals, and manufacturers in a collaborative and productive environment. Members benefited from an environment only TAPA provides: an opportunity to meet and discuss methods for advancing the security standards that lead to solutions; the exchange of business contacts and resources, and the chance to recognise and promote the continued collaboration of knowledge leaders with a shared interest in securing the global supply chain.



Scott Dedic, Chair of TAPA AMERICAS provides members with an update on the region.



TAPA
Transported Asset Protection Association

PARIS

CONFERENCE

REGISTER NOW

13 & 14 APRIL 2016



WELCOME OUR LATEST MEMBERS

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

COMPANY	COUNTRY	WEBSITE
EuroPAC Alarmcentrale	NL	www.europac.nl
Loksys G A S GmbH	DE	www.loksys-gas.com
CSM GmbH	DE	www.csm-security.de
ISRM Secure Transportation Solutions	NL	www.isrmgroup.com
OMLOG S.p.A	IT	www.omlog.com
Matthews International Transport Ltd.	GB	www.matthewstransport.co.uk
GlaxoSmithKline	GB	www.gsk.com

TAPA AND INDUSTRY *events...*

FEBRUARY

03 -	Fruit Logistica - Berlin (DE)
05 -	http://www.fruitlogistica.de/en/
09 -	TB Forum - Moscow (RU)
11 -	http://www.eng.tbforum.ru/
09 -	Integrated Systems Europe
12 -	Amsterdam (NL)
	http://www.iseurope.org/home.php
17 -	Logistikk & Transport - Lillestrøm (NO)
18 -	http://www.easyfairs.com/events_216/norway-2016_69672/easyfairs-logistikk-transport-2016_69889/
21 -	ASIS Middle East - Dubai (AE)
23 -	https://www.asisonline.org/Education-Events/Global-Conferences/2016-Middle-East-Security-Conference-and-Exhibition/Pages/default.aspx
23 -	19th European Police Congress - Berlin (DE)
24 -	http://www.european-police.eu/Welcome/
23 -	Sicur - Madrid (ES)
26 -	http://www.ifema.es/sicur_01/

MARCH

01 -	The Cash Handling Show
02 -	Johannesburg (ZA)
	http://www.terrapinn.com/exhibition/cash-handling-africa/index.stm
01 -	Securex West Africa - Lagos (NG)
03 -	http://www.securexwestafrica.com/
01 -	SIPS South Russia - Krasnodar (RU)
02 -	http://www.sips-expo.ru/en-GB

MARCH

01 -	Eurasia Rail + TIR Expo - Istanbul (TR)
05 -	http://www.eurasiarail.eu/index_en.aspx
	http://www.cnrtirexpo.com/
02 -	CBRNe Summit Europe - Paris (FR)
03 -	http://www.intelligence-sec.com/events/cbrne-summit-europe-2016
02 -	KIPS - Kiev (UA)
04 -	http://www.pe.com.ua/ru/exhibitions/kips
08 -	The Cargo Show MENA + Middle East Rail
09 -	Dubai (AE)
	http://www.terrapinn.com/exhibition/cargo-show-mena/?pk_campaign=Terr-Listing&pk_kwd=Middle+East
	http://www.terrapinn.com/exhibition/middle-east-rail/?pk_campaign=Terr-Listing&pk_kwd=Middle+East
08 -	The Cyber Security Show - London (GB)
09 -	http://www.terrapinn.com/conference/cyber-security-show/index.stm
08 -	Logimat - (Stuttgart (DE)
10 -	http://www.logimat-messe.de/
09 -	e-crime Congress - London (GB)
10 -	http://www.e-crimecongress.org/
14 -	Intersec Forum - Frankfurt (DE)
15 -	http://intersec-forum.messefrankfurt.com/frankfurt/en/besucher/willkommen.html?nc
14 -	ISS World ME - Dubai (AE)
16 -	http://www.issworldtraining.com/iss_mea/index.htm

MARCH

14 -	MIPS - Moscow (RU)
17 -	http://www.securika-moscow.ru/ru-RU/
15 -	e-crime Dubai - Dubai (AE)
	http://www.e-crimecongress.org/dubai
15 -	Automotive Logistics - Bonn (DE)
17 -	http://www.eventseye.com/fairs/f-automotive-logistics-europe-conference-9247-1.html
15 -	InfoSecurity Middle East + ISNR
17 -	Abu Dhabi (AE)
	http://www.isnrabudhabi.com/
16 -	Security Expo - Sofia (BG)
19 -	http://securityexpo.bg/en
17 -	Logistica - Parma (IT)
19 -	http://www.mecspe.com/salone-logistica/
21 -	STL - Moscow
24 -	http://www.stl-expo.ru/en
22 -	Intra Logistics + SITL - Paris (FR)
25 -	http://www.intralogistics-europe.com/
	http://www.sitl.eu/
23 -	Infosecurity Belgium - Brussels (BE)
24 -	http://www.infosecurity.be/

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