

vigilant

THE MONTHLY CARGO CRIME UPDATE FOR THE TAPA EMEA FAMILY

PENALTY DECISION

It's 'no go' for some drivers and truckers as UK implements fivefold increase in fines for migrant intrusions, bringing threat of fresh disruptions to supply chains

DHL Express in Dubai South records TAPA EMEA's 1,000th FSR certification

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End of the road? Transport industry reacts to new UK penalties for migrant stowaways onboard trucks

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Business and law enforcement leaders join forces with TAPA EMEA to reduce cargo crime in South Africa

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Recorded cargo thefts in Spain surpass 1,000 incidents in 24 months

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TAPA EMEA and TT Club launch 'Young Supply Chain Resilience Professional of the Year' Award

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€8.6 million of losses and 546 new cargo thefts from supply chains in 33 countries in January

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Call for papers ... want to join us on stage in Amsterdam?

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TAKING TAPA EMEA ON THE ROAD

One of our priorities for 2023 is to increase TAPA EMEA's engagement with the wider supply chain and security communities.

In support of this, the TAPA EMEA leadership team and our Regional Working Groups are going on the road in the coming weeks to spread the word about the risks to supply chain resilience and the solutions we are providing to help companies mitigate risks and prevent losses of high value, theft targeted (HVT) products.

So, if you are in any of these locations on the following dates, please take a moment to meet us. And, even more importantly, please use these opportunities to introduce us to your industry contacts or partners which are not yet members of TAPA EMEA, to local Law Enforcement Agency contacts, or other stakeholders you feel we should be engaging with.

We're keen to talk to everyone interested in our supply chain security standards or who can provide us with new sources of cargo crime intelligence data.

We'll be on the ground in...

- **South Africa** – we're in Johannesburg on 7 & 8 March with our own TAPA EMEA *South Africa Regional Conference* and introduction to the *TAPA EMEA Supply Chain Security Standards*
- **Germany** – TAPA EMEA is participating in *Transport Logistic* in Munich on 9-12 May 2023, when we'll be one of nearly 2,400 exhibitors looking to connect with the event's 64,000 delegates and visitors from 125 countries.
- **Spain** – we're back in Barcelona again for *SIL Barcelona 2023*, which this year takes place from 7-9 June. Now in its 25th year and with its strong focus on transport, logistics and supply chain issues in southern Europe, SIL attracts over 15,000 visitors and +650 exhibitors representing 75 countries.
- **Netherlands** – and we round off H1/2023 with our main TAPA EMEA *RESILIENCE@RISK* Face-to-Face conference and exhibition in Amsterdam on 14 & 15 June.

As we report again this month, incidents of cargo crime are rife across the Europe, Middle East & Africa region. Statistics in this issue include 492 truck hijackings in South Africa in the last 3 months of 2022, over 1,000 cargo theft incidents recorded in Spain in the past 24 months, and another **>€8.6 million** of product losses and 546 new cargo thefts from supply chains in 33 countries in EMEA in January 2023.

We also have some far more positive numbers to celebrate, not least our 1,000th FSR certification in EMEA, the 13 new member companies joining the TAPA EMEA Family in January, and the 60 Facility Security Requirements, Trucking Security Requirements and Parking Security Requirements certifications and partner declarations recorded since our last issue of *Vigilant*.

These statistics emphasize why TAPA EMEA exists and why we are growing at our fastest-ever pace.

In March, we will open registration for our conference in Amsterdam. As soon as you see our communication, I encourage you to book your delegate place as we expect to be over-subscribed with registrations this year. And, if you believe you have a presentation topic our delegates should hear, please visit page 21 of this issue of *Vigilant* to find out how to pitch your speaker opportunity to us.

We've had a busy and exciting start to the year... and more will come. We look forward to seeing you on our travels.



THORSTEN NEUMANN

President & CEO, TAPA EMEA



TAPA EMEA ACHIEVES CARGO SECURITY MILESTONE AS IT REGISTERS 1,000TH FACILITY SECURITY REQUIREMENTS (FSR) CERTIFICATION



The Transported Asset Protection Association (TAPA) in the Europe, Middle East & Africa (EMEA) region, the leading cargo security and supply chain resilience industry Association, has recorded its 1,000th Facility Security Requirements (FSR) certification as it continues to accelerate its activities to reduce cargo thefts costing businesses hundreds of millions of euros per annum.

The 1,000th FSR certification milestone in EMEA was achieved by DHL Express at the company's Dubai South facility, which was awarded the highest FSR Level A accreditation following an audit by SGS, one of the Association's approved Independent Audit Bodies.

Developed by supply chain security professionals, the Association's Facility Security Requirements (FSR) is designed to protect high value and theft-targeted products in facilities, such as warehouse operations and distribution centres. It is reviewed every 3 years to ensure its effectiveness and to address new or

emerging threats to supply chain security. TAPA EMEA members are encouraged to select service providers which meet or exceed the Association's FSR certification requirements and have full visibility of certified companies and locations via the password-protected TAPA EMEA Intelligence System (TIS).

In the EMEA region, a total of 168 companies hold TAPA FSR certifications across 59 countries.

Adopting the Association's security standards as part of Manufacturers' and Logistics Service Providers' supply chain security programmes is recognised as one of the most effective responses to counter rising levels of cargo crime in Europe, the Middle East & Africa. While TAPA EMEA continues to voice its concerns that intelligence on most cargo thefts is not reported to its TIS database, in the last three years alone, the Association has captured data on more than 24,000 thefts from supply chains in the region involving losses of products worth over **€400 million**. And, this loss value is based on only 31% of recorded crimes stating a financial loss figure to the Association.

Major cargo crimes, involving cargo thieves targeting products worth **€100,000** or more in a single attack, produced an average loss of **€516,000** per crime in the last three years.

"We are proud to record our 1,000th FSR certification in the EMEA region and congratulate DHL Express for achieving this milestone in Dubai South. With cargo security under constant pressure in our region, it is incumbent on the buyers of logistics services to look for partners which demonstrate the strongest commitment to securing their products throughout the end-to-end supply chain process. Working with companies with FSR certified facilities is one of these important safeguards. The losses we know about in EMEA are already substantial and, for some types of goods, the true cost of loss can be 5-7 times the value of the products stolen," said Thorsten Neumann, President & CEO of TAPA EMEA.

"We acknowledge all of the companies with FSR certifications for recognising the value of our industry standards, but with cargo thefts being recorded in 90 countries in EMEA alone, we urgently encourage more companies to look at our standards to protect themselves against losses and to protect their client relationships and brand reputations," he added.

As well as FSR, the Association also offers Trucking Security Requirements (TSR), which saw a 24% increase in certifications in the last 12 months, and Parking Security Requirements (PSR) industry standards, which saw a 12% rise year-over-year.

Companies can find out more about the Association's security standards at <https://tapaemea.org/standards-trainings/>



DOWNLOAD



END OF THE ROAD?

At first glance, the UK government's new higher penalties to encourage trucking companies and drivers to secure their vehicles to prevent authorised border crossings by clandestine entrants looks like a simple – if extremely unpopular – stepping up of immigration policy.



For many businesses involved in shipping goods to and from the UK, however, the changes which came into force from 13 February 2023, are just another barrier to trade and a further damaging impact to the resilience of their supply chains. Whether or not the new measures reduce the number of migrants crossing the channel into the UK remains to be seen but, for now, the biggest, and most unwelcome, aspect of the new legislation is likely to be felt by British consumers and the companies fulfilling the country's supply chains.

So, what's changed?

On 13 February, fines for lorry drivers found with illegal immigrants hiding in their vehicles, increased fivefold from **£2,000** (approx. **€2,250**) per stowaway to potentially **£10,000 (>€11,000)** under the new revision of the UK's Clandestine Entrant Civil Penalty Scheme. The change has brought quick and widespread condemnation from industry groups.

Raluca Marian, Director of EU Advocacy, at IRU, the International Road Union, called the measures 'misguided,' saying the changes do not target the root causes of clandestine entrants. Consequently, IRU says the scheme puts supply chains at risk, stating that the measures previously in place already cost haulage firms over **£1 billion** annually (**>€1.1bn**). "Huge increases in penalties, combined with the suppression of the presumption of innocence for truck drivers and transport operators, will deter even more transport firms from running these crucial freight routes across the English Channel, without providing a solution to the clandestine immigration challenge. This will increase transport costs, risks, delays, and instability for supply chains."

"Solutions need to address the causes of the problem and not just assume that haulage firms and drivers are to blame. We should rather be encouraging road transport companies that have invested in adequate security measures for their drivers, vehicles, and operations," she said.

Whilst acknowledging the UK Home Secretary "will consider requests from responsible persons to apply means testing to reduce any remaining level of penalty," the British International

Freight Association (BIFA) warns aggregate fines may be higher. Chris Yarsley, Senior Policy Manager at Logistics UK, added: "We hope that government will work with the sector to help compliant operators demonstrate they are making every effort to comply with the new rules. Our nation's highly-interconnected supply chain relies on the smooth movement of goods from across the EU, particularly at this time of year, and any delay to goods would be detrimental to trade and could deter future movements of goods to the UK."

And, herein lies the biggest challenge for UK supply chains and businesses doing business with British companies. The latest change is just another significant hurdle to overcome so soon after the impact on

been instructed on how to mitigate the risk of clandestine intrusion of their vehicle. Therefore, if migrants are found onboard, the driver is deemed not to have followed these instructions. But changes in the driver market and driver shortages mean drivers may walk away from an employer if they don't feel they're being treated well because they know they will instantly find a new job. So, who pays is open to debate."

Some operators found to be carrying migrants have not been fined previously because they've been able to prove they've taken on all of the measures outlined in the UK government's guidelines, but migrants were still able to enter vehicles at a port or while the truck was on a ferry crossing the channel. Technology and other security



"Many truck drivers and trucking companies have already stopped serving the UK for several reasons; ID cards are no longer accepted, the additional entry and exit procedures, and the resulting risk of delays. The risk of higher penalties creates yet another deterrent for drivers and transport companies to go to the UK when there are plenty of other places they can go."

tradeflows caused by the UK leaving the European Union. For some drivers and companies, this latest barrier may be the end of the road for their channel crossing operations.

For independent owner/drivers earning an average of around **€200** per day, the added potential penalties and financial risks associated with crossing the UK border make the UK an increasingly undesirable destination – and many companies outside of the UK may share this mindset.

Vigilant spoke to a senior manager of one major transport company, who spelled out the reality of the situation.

"My initial reaction is it will have negative consequences. Many truck drivers and trucking companies have already stopped serving the UK for several reasons; ID cards are no longer accepted, the additional entry and exit procedures, and the resulting risk of delays. I'm certain that many more drivers will refuse to go to the UK now the potential penalty is so heavy," they said.

"In terms of who is liable for penalties if they are incurred, traditionally many transport operators would expect the driver to pay any fine because the driver should have

measures can help to reinforce a company's innocence. It's now much easier to prove all checks on a vehicle have been completed, trailers are locked, and screening has taken place 2-3 times because of the multiple layers of security in France and on arrival in the UK. At the Eurotunnel terminal, vehicles are checked using CO₂ monitors, x-ray screening and by security dogs.

"The risk of higher penalties creates yet another deterrent for drivers and transport companies to go to the UK - when there are plenty of other places they can go. The road transport market may have flattened in the last two quarters but it's still buoyant and rates are still high. So, drivers don't have to come to the UK and many of them don't want to come to the UK because they don't own a passport, while the high number of Ukrainian drivers in Europe can't enter the UK without a visa but they can enter the rest of the EU."

With drivers continuing to encounter hordes of desperate migrants in Calais trying to cross to the UK, they need no other reminders of the risks they face to their livelihoods under the new UK scheme.

How many are prepared to take this risk? Only time will tell.

BUILDING TAPA EMEA'S VALUE FOR OUR REGIONAL STAKEHOLDERS

Thorsten Neumann, President & CEO of TAPA in the Europe, Middle East & Africa (EMEA) region, shares his personal updates on the Association's latest activities aimed at accelerating TAPA EMEA's growth, development and influence, and delivering more benefits to our growing membership...



FSR & TSR REVISIONS GO 'LIVE' ON 15 SEPTEMBER ... NOW WE NEED MORE COMPANIES IN EMEA TO STEP UP

You will have seen two significant announcements relating to the TAPA Standards this month.

Firstly, the TAPA Worldwide Change Control Board (WWCCB) confirmed that the new 2023 revisions of the Association's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) will 'go live' on 15 September 2023.

This is slightly later than our previously planned 1 July 2023 launch but the extra time is necessary in order to:

- Process the backlog of FSR and TSR certifications caused by the Covid-19 pandemic;
- Complete minor updates to the two Standards;
- Update and produce new training materials to support growing demand for FSR and TSR certifications.

In terms of key dates leading up to the 'go live' launch in September, look out for:

- **June** – we'll be sharing a draft of the updated FSR 2023 Standard with all members.

- **July** – the new FSR Standard will be made available to members in each region and published on the regional TAPA websites in July 2023 to support preparations for its official launch.



The TSR2023 revision will follow the same review and approval process as outlined in our email communication to members this month.

The most significant statement to bear in mind is that the Association expects no major changes to the requirements for either Standard.

The new FSR and TSR Standards will maintain our commitment to delivering the best minimum security standards to enhance the resilience of our members' supply chains.



The other big Standards news in EMEA was confirmation of our 1,000th FSR certification – a milestone achieved by DHL Express

with an FSR Level A certification at its Dubai South facility. As well as congratulating DHL Express, I want to acknowledge the fantastic work of our Standards & Training Team and our Independent Audit Bodies (IABs) in helping us reach this target.

As you will have read, we now have TAPA FSR certified facilities in 59 countries in the EMEA region, operated by 168 companies.

Our challenge now is to do more. We see cargo thefts from supply chains in 90 countries across our region, so the potential for growth of the TAPA Standards is unlimited.

With new local language translations of our Standards and Training materials as well as multi-lingual introductions to the Standards for our IABs to use, and TAPA EMEA's increasing participation in industry events, we will be introducing FSR, TSR and PSR to more companies than ever before – but it is up to individual companies to want to step up to meet our security requirements.

With this regard, all support is greatly appreciated. **If you have more ideas to grow our certifications, we're ready to listen.**



**MEET US IN JOHANNESBURG
7 & 8 MARCH 2023**

TAPA EMEA

Cargo Security Conference (7 March) & Introduction to the TAPA Standards (8 March)
Location: Emperors Palace Convention Centre, Johannesburg

INTERNAL THREATS...

Our TIS data for the last month has shown a rise in the number on cargo crimes featuring the Internal M.O. across multiple countries in the EMEA region.



This may be a very early indication of the impact of the 'cost of living' crisis and growing temptation for some people working in supply chain environments where they are surrounded by extremely desirable products. If you're aware of any incidents involving company employees or other intelligence supporting this trend, please let us know at info@tapaemea.org

COMING ONBOARD?

Don't forget to think about standing in our election at the end of 2023 to become a non-executive of TAPA EMEA. We are reminding members now of this opportunity to give you time to consider supporting us and the value you can bring to the TAPA EMEA Family, and to the continued growth of our industry Association. Ap Boom and I are happy to talk to anyone interested in finding out more about the roles and responsibilities involved.



STAND OUT FROM THE CROWD...

We have some outstanding talent in our member companies in EMEA and I am confident the future of supply chain resilience is in safe hands with the current and next generation of leaders I have the pleasure of meeting.

This is why we are so proud to be partnering with TT Club to recognise the 'Young Supply Chain Security Professional of the Year' with the new award we are jointly announcing on page 15 of this issue of *Vigilant*.

Please take a moment to look at how to enter for this award and also consider encouraging your colleagues to also apply for it, if you feel they deserve this opportunity for recognition. We very much look forward to handing over this first award to our winner in Amsterdam in June. **It might be you!**

TAPA EMEA'S FAMILY IS GROWING...

welcome

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

CATEGORY	COMPANY	COUNTRY	WEBSITE
PPO	Areál D1 s.r.o.	Czech Republic	www.tircentrum.cz
FM	Arese Group (2)	Italy	www.arcese.com
FM	Clasquin Handling Solutions SAS	France	www.clasquin.com
FM	Daimler Truck Southern Africa	South Africa	www.daimlertruck.com
FM	Delta Transportni Sistem	Serbia	www.dts.rs
SSP	Eagle Eye Security Specialists	South Africa	www.eagle-ess.co.za
FM	Grupo Alianza de MS Logísticos y Mediaciones Globales S.L	Spain	www.alianza-logistics.com
FM	Mervan Import Export Trade Ltd	Turkey	www.mervan.com.tr
SSP	New Transport Technology	Lithuania	www.trans24v.com
FM	Reckitt (2)	United Kingdom	www.reckitt.com
FM	Transportes Jose Luis de Lucas S.L.	Spain	www.dltransporte.com
FM	Vincent Msiza Transport and Projects	South Africa	
FM	Wolspedtrans Sp. z o.o.	Poland	www.wolspedtrans.pl



BUSINESS AND LAW ENFORCEMENT JOIN FORCES WITH TAPA EMEA TO LOWER CARGO CRIME RATES IN SOUTH AFRICA

As TAPA EMEA prepares to bring together manufacturers, shippers and freight and logistics service providers in Johannesburg on 7 March 2023 to discuss ways of reducing South Africa's cargo crime statistics, new quarterly data from the country's national police authority shows a further 9.8% increase in truck hijackings in Q4 2022 to the end of December, totalling 492 incidents over a period of just 92 days.

The latest three-month analysis from the South African Police Service (SAPS) reinforces concerns over the number of attacks on supply chains.

Gauteng province, the location for TAPA EMEA's regional conference at the Emperors Palace Convention Centre recorded 307 or 62% of all truck hijackings in the final three months of 2022 and remains the prime location for attacks on cargo vehicles. Four other provinces also recorded high rates of incidents:

- Eastern Cape - 54 truck hijackings
- Mpumalanga - 53
- Western Cape - 26
- KwaZulu-Natal - 25

Additionally, SAPS reported 56 cash-in-transit robberies over this latest reporting period.

TAPA EMEA hopes its investment to bring local business, supply chain and law enforcement specialists together on 7 March will help companies identify ways to safeguard cargo shipments and, of course, protect staff involved in the storage and transportation of goods.

"Our goal with this conference and exhibition in Johannesburg is to help supply chain stakeholders understand the level of cargo crime taking place across South Africa and to introduce the intelligence and industry standards solutions which can increase supply chain resilience and prevent losses. For victim companies, such high



value losses impact customer relationships, damage their reputations, and lead to rising costs, such as higher insurance premiums. And, tragically, the high level of violence seen in attacks across South Africa continues to cost the lives of drivers, security guards, and law enforcement officers who find themselves innocently caught up in incidents as they do their jobs or during the pursuit of suspects," Thorsten Neumann, President & CEO of TAPA EMEA, said.

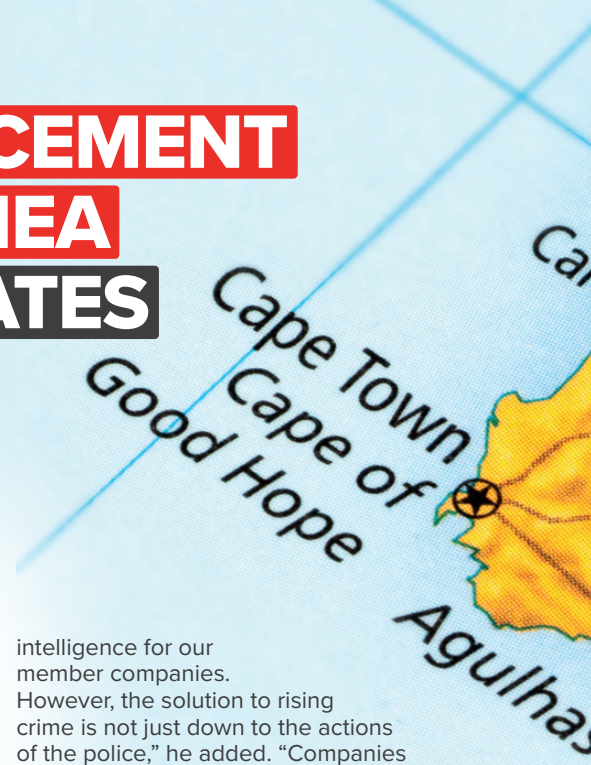
"The South African Police Service (SAPS) is working proactively to reduce truck hijackings and other types of cargo crimes and we applaud their initiative. They are also one of the few law enforcement agencies globally to record truck hijackings and cash-in-transit robberies as specific crime categories, which is especially useful



intelligence for our member companies. However, the solution to rising crime is not just down to the actions of the police," he added. "Companies must and can do more to protect their supply chains if they understand the types of crimes, the modus operandi of cargo thieves, where incidents are occurring, and the types of goods being stolen. TAPA EMEA has this insight as well as highly effective supply chain security standards to help protect facilities and trucking operations. We are confident these can contribute significantly to preventing losses and protecting company employees and police officers from the types of attacks we are recording."

TAPA EMEA's recent *Cargo Theft 18-Month Report* recorded data and information on 2,670 cargo thefts in South Africa across all 9 provinces, including 2,236 truck hijackings as well as multiple attacks on freight facilities, costing businesses tens of millions of euros in product losses.

Crime data for this period included a combined loss figure of **€31.7 million** (577 million Rand) – but only for the 3.4% of crimes sharing an actual financial loss figure. Based only on this percentage, major incidents involving goods worth **>€100K** stood at **€947,862** per crime (18.3m Rand).





MEET OUR SPEAKERS...

In Johannesburg, TAPA EMEA's conference will begin with a keynote address by **Busisiwe Mavuso**, Chief Executive Officer at Business Leadership South Africa (BLSA), an independent association whose members include the leaders of some of South Africa's biggest and most well-known businesses. BLSA provides a forum for South Africa's business leaders to engage with key players in South African society, including government, civil society and labour, to exchange ideas in the national interest and to create effective dialogue. She will discuss crime issues and their impact on business in South Africa.



Updates from the South African Police Service will be presented by **General Feroz Khan** and **Brigadier Duncan Scott** (right), as they share their unique insights on crime from kidnappings and incidents involving violent attacks to the recoveries of stolen goods, and advice on securing supply chains against the risk of crime.



Craig Pedersen, Head of TCG Digital Forensics joins the conference to discuss the sharp increase in incidents of cybercrime around South Africa, which are causing substantial losses to the economy, looking at crime syndicates, forms of cybercrime, how they affect businesses, and how to put countermeasures in place.



Manufacturers and Logistics Service Providers are represented on the agenda by:

- **Alida Van Zyl**, Aviation Security, Risk and Investigations Manager SSA at DHL Express. Alida spent 14 years with SAPS before moving into the transport, logistics, and airline sectors with Lufthansa Cargo and DB Schenker before taking her current role. She will present a case study based on a TAPA Facility Security Requirements' (FSR) Multisite certification.



- **Martin Taylor**, Risk Manager at Rhenus Logistics, will also present a case study, in this instance looking at a recent attempted cargo robbery and the response to it.



- **Johan Hurter**, an Area Security Manager speaking on behalf of International Platinum Group Metals Association, will discuss the impact of cargo crime on the catalytic converter industry and highlight examples of armed robberies in Port Elizabeth & Cape Town.



- **Waheed, Mohamed**, General Manager at TITAN Aviation Group, whose earlier career also included 10 years with the South African Civil Aviation Authority as a Senior Inspector, will share his experience of cargo security risks and the benefits of security standards in transport and logistics operations.



Delegates will also hear introductions and updates from TAPA EMEA’s President & CEO, Thorsten Neumann, Chief Financial & Compliance Officer, Ap Boom, and Senior Manager, Standards & Training, Markus Prinz, as they present the Association’s solutions and support for member companies in the Europe, Middle East & Africa (EMEA) region, including the role of the TAPA EMEA Intelligence System (TIS) in reducing cargo losses and increasing supply chain resilience.



POLICE CRIME STATISTICS

Truck hijackings in South Africa in the last 3 months of the calendar year:

- **Q4 2019** - 325 hijackings
- **Q4 2020** - 436 hijackings
- **Q4 2021** - 448 hijackings
- **Q4 2022** - 492 hijackings

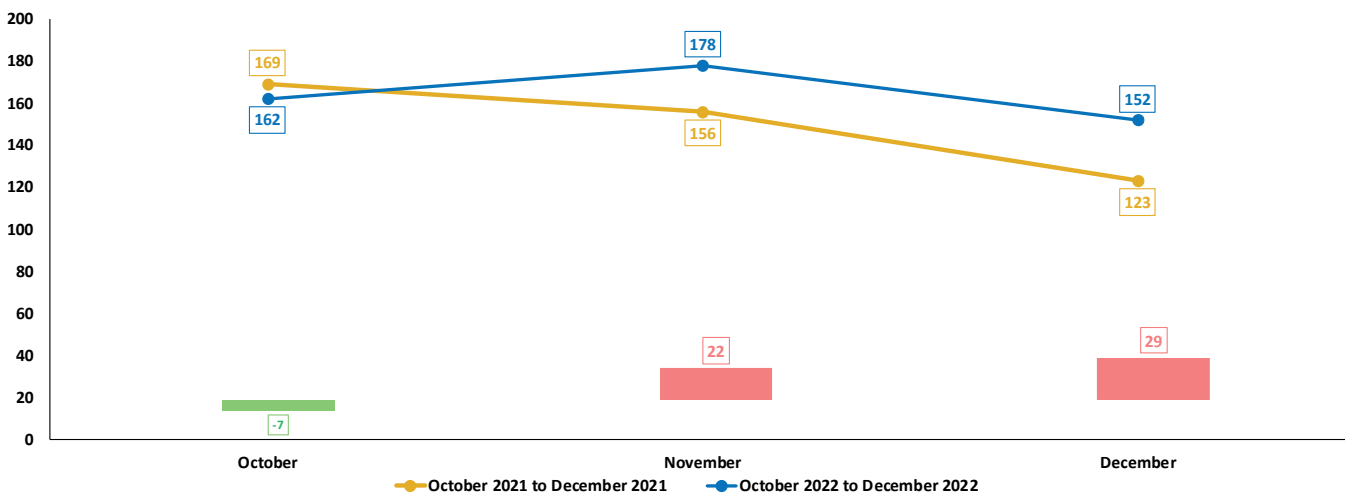
“The solution to rising crime is not just down to the actions of the police. Companies must and can do more to protect their supply chains if they understand the types of crimes, the modus operandi of cargo thieves, where incidents are occurring, and the types of goods being stolen. TAPA EMEA has this insight.”

TRUCK HIJACKING

NEW POLICE DATA - OCT-DEC 2022



Trend over three-months period



	Eastern Cape	Free State	Gauteng	KwaZulu/Natal	Limpopo	Mpumalanga	North West	Northern Cape	Western Cape	Republic Of South Africa
October 2021 to December 2021	39	17	271	19	10	45	20	0	27	448
October 2022 to December 2022	54	13	307	25	6	53	8	0	26	492
Count diff	15	-4	36	6	-4	8	-12	0	-1	44
% Change	38,5%	-23,5%	13,3%	31,6%	-40,0%	17,8%	-60,0%	0 count	-3,7%	9,8%
% contribution to RSA	11,0%	2,6%	62,4%	5,1%	1,2%	10,8%	1,6%	0,0%	5,3%	



MEET OUR EXHIBITORS...



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GEUTEBRÜCK

As a German based specialist in Video Management Technologies, Geutebruck not only provides a TAPA compliant logistics security solution, but also integrates to logistics/supply chain processes and procedures.

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Theftex is a young German startup which was provided with the necessary funding by a Swiss insurance company to realize breakthrough technologies in the field of supply chain security.

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SPAIN

2 YEAR

REVIEW



TAPA EMEA INTELLIGENCE SYSTEM



CARGO THEFTS FROM VEHICLES IN UNSECURED PARKING PLACES AND ATTACKS BY ORGANISED CRIME GROUPS A GROWING CONCERN IN SPAIN

INCIDENT CATEGORY	No.	%
TOP FIVE		
Theft from Vehicle	442	42.3%
Theft from Trailer	371	16.6%
Theft	91	8.7%
Theft from Facility	50	4.8%
Theft of Vehicle	41	3.9%
TOP FIVE TOTAL	995	76.3%
Robbery	14	
Theft of trailer	9	
Unknown	8	
Hijacking	5	
Truck theft	5	
Clandestine	2	
Fraud	1	
Theft from Container	1	
Theft of Container	1	
REST	46	23.7%

Recorded cargo crimes in Spain have broken through the 1,000 incidents barrier over the last 24 months, with reported losses from supply chains of some **€11.5 million** across all of the country's regions, according to data reported to the TAPA EMEA Intelligence System (TIS).

Over this period, major cargo crimes of **>€100K** produced an average loss of **€325,488**, including such significant losses as:

- **€2,000,000** – phones stolen from an Origin Facility in Madrid
- **€1,000,000** – theft of a trailer loaded with computers/laptops in Zaragoza

- **€600,000** – the violent hijacking of another shipment of phones while en route
- **€550,000** – a consignment of car parts stolen in the Basque Country
- **€500,000** – antigen tests taken from a storage facility in Badalona
- **€311,000** – clothing and footwear stolen from a trailer in Catalonia
- **€300,000** – tools, televisions and bicycles taken from an industrial estate in Murcia
- **€250,000** – 12 tonnes of chocolate stolen from a vehicle in Alicante

€11,489,907 TOTAL LOSSES

€43,854 AVERAGE LOSS FOR ALL CRIMES

RECORDED CARGO CRIME



BY REGION, RECORDED CARGO CRIMES OVER LAST 2 YEARS

Catalonia	513	Gran Canaria	6	La Rioja	3
Andalusia	103	Cantabria	2	Madrid	158
Aragon	35	Castile and León	32	Murcia	9
Asturias	3	Castile-La Mancha	43	Navarre	12
Balearic Islands	6	Extremadura	4	Valencia	45
Basque Country	16	Galicia	9	Unknown	42

PRODUCT CATEGORIES	No	%
TOP FIVE		
Miscellaneous	861	82.6%
Unspecified	74	7.2%
Food & Drink	20	1.9%
Fuel Theft	17	1.6%
Clothing & Footwear	11	1.1%
TOP FIVE TOTAL	983	94.4%
Furniture/Household Appliances	11	
No Load (Theft of truck and/or trailer)	8	
Metal	6	
Computers/Laptops	6	
Car Parts	5	
Tools/Building Materials	5	
Cosmetics & Hygiene	3	
Bicycles	3	
Cash	2	
Pharmaceuticals	2	
Phones	2	
Toys/Games	2	
Agricultural Materials	1	
Tyres	1	
Jewellery/Precious Metals	1	
REST	58	5.6%

- **€230,000** – the theft of a shipment of air conditioners following a case of deception at a secure parking location in Madrid
- **€140,000** – the loss of a shipment of bicycles at an unknown location

Reports to TAPA EMEA of cargo crimes in Spain also clearly indicate the activities of large Organised Crime Groups (OCGs).

Police officers arrested 18 members of an OCG following the theft of €300K of goods in Madrid. Other cases reported to the Association’s TIS cargo crime intelligence database included:

- Arrests of 16 suspects in connection to the theft of 58 tonnes of copper cable on behalf of a large criminal organisation. Police arrested suspects in the towns of Santa Amalia and Merida and recovered eight tonnes of copper cable previously reported stolen.
- It’s not only high value loads which are being targeted by OCGs. In Coria del Rio, Seville, 11 people were arrested on suspicion of stealing 5,500 kgs of fruit worth a relatively low value of **€13,000**.

1,041 CRIMES REPORTED TO TIS DURING THIS 2-YEAR PERIOD

- The National Police confirmed arrests of seven members of a suspected cargo theft gang in connection to incidents around Madrid. The group were finally apprehended when they attempted to steal a shipment of car engines worth **€550,000** from a truck in an unclassified parking location in the Basque Country. Law enforcement officers set up surveillance to track the truck and arrested the gang while they were negotiating with their contacts to sell the stolen car parts.

- 12 months ago, police arrested seven members of a group accused of conducting at least 35 cargo thefts in Alicante and other provinces. Following the arrests, police officers recovered eight stolen vehicles, computer equipment, jewellery, watches, designer clothes, construction equipment, tools, and electric scooters.
- The Civil Guard also arrested seven members of a cargo theft gang operating in Toledo, Spain, whose M.O. was to mainly steal electrical appliances. 146 appliances worth **€65,000** were recovered during the police operation.
- Six offenders from a crime group operating in Madrid were taken into custody after stealing two trucks carrying **€100,000** of household appliances. Police recovered the trucks and most of the stolen goods.

€325,488

AVERAGE LOSS FOR MAJOR THEFTS OF €100K OR MORE

- Five people were arrested on suspicion of their participation in 23 cargo crimes involving violent robberies, again in the Madrid area. According to intelligence reports, the criminals cut the tarpaulins of trucks and trailers to identify the products inside.
- Last July, four people were arrested for stealing a truck and its cargo of 11 sofas for a company in Beniparrell, Valencia.

Vigilant spoke to Filipe de Almeida, Regional Lead of TAPA EMEA's Iberian Peninsula Working Group, for his latest insight.

"Currently the biggest issue we're facing in the Iberian Peninsula is the alarming and increasing number of thefts in unsecured parking locations. Some identified 'hotspots' are in the regions of Catalonia and Aragon as well as along the E-80 route, but this type of incident is being reported across the whole region," he said.

Such thefts in unsecured parking places include these incidents reported to TAPA EMEA's cargo crime intelligence database:

- **€311,000** – a truck and trailer parked in an unclassified service station parking location in Catalonia with no security measures lost this high value shipment of clothing and footwear after criminals targeted the vehicle at night and broke open the lock of the trailer doors while the driver was sleeping in his truck.
- **€150,000** – Police officers recovered a truck and cargo stolen in Coslada after receiving information that the stolen vehicle had been seen parked in Calle Abubillas in Pinto.
- **€125,000** – Civil Guard officers arrested 4 suspects after a trailer loaded with electrical appliances was broken into at a rest area in Campotejar.

MODUS OPERANDI	No.	%
TOP FIVE		
Unknown	523	50.1%
Intrusion	460	44.3%
Violent and Threat with Violence	22	2.1%
Internal	17	1.6%
Theft from Moving Vehicle	16	1.5%
Deception Other	2	0.3%
Deceptive Stop	1	0.1%
TOTAL	1041	100%

263 CRIMES SHARED A LOSS VALUE = 25.2% OF ALL CRIMES IN THIS PERIOD

25 CRIMES WITH A VALUE OVER €100,000

- **€70,000** – 15 pallets of cosmetics products were stolen from a truck left in an unsecured parking location on an industrial area in Molina de Segura.

In another type of M.O. seen in Castilla-La Mancha, a truck carrying a shipment of 106 televisions was stopped by fake police officers, who then stole the cargo.

To increase support for TAPA EMEA members' supply chain resilience, the Iberian Working Group is focusing its efforts to increase the Association's footprint in Iberia and to encourage businesses to implement TAPA EMEA's common security standards. "This is not only to increase the security of their operations, but also to have a 'common language' when specifying security measures that need to be applied by any subcontractor.



LOCATION TYPE	No.	%
TOP FIVE		
Unknown	551	52.9%
Destination Facility	185	17.7%
Unclassified Parking	132	12.6%
Origin Facility	95	9.1%
En Route	50	4.8%
TOP FIVE TOTAL	1013	97.1%
Services 3rd Party Facility	16	
Secured Parking	9	
Maritime Transportation Facility	2	
Railway Operations Facility	1	
REST	28	2.9%

€8,137,201
TOTAL FOR CRIMES WITH A VALUE OF €100K OR MORE

19 CRIMES WITH A VALUE OF BETWEEN €50-€100K

"This has started with a significant effort to provide adequate local language translations of the TAPA EMEA Standards and training materials because the language barrier will otherwise be a major constraint to the adoption of the Standards by local organisations. We're now reaching out to the logistics community to spread the word about the intelligence, security standards, training and networking our Association provides," Filipe added.

In Spain, the Working Group are reaching out to several of the country's main security and logistics associations to develop partnership programmes. "Our hope is that the development of these partnerships will allow us not only to raise awareness of the TAPA EMEA Standards and, subsequently, the Association's footprint in the region, but also to significantly increase the level of cargo theft incident data being fed into TIS to help companies understand the risks to supply chains across the Iberian Peninsula and make the most of the powerful features the tool provides to assist in cargo security and loss prevention," Filipe added.

"TAPA will also be present in the SIL event that will take place in Barcelona on the 7th to 9th of June, with volunteers from the TAPA Iberian Working Group being present in our booth to ensure availability of information regarding TAPA Standards and TIS in local language."

If you have intelligence to share on a cargo crime in Spain, incidents can be reported to TAPA EMEA at tisteam@tapaema.org. The names of anyone reporting incidents or the companies which are victims of a cargo crime remain 100% anonymous.

MEET US IN SPAIN...

TAPA EMEA is exhibiting at SIL Barcelona on 7-9 June 2023. Come along and meet members of our Iberian Peninsula Working Group to learn more about the Association's supply chain security standards and the TAPA EMEA Intelligence System (TIS) and to collect local language information to take away.

SIL
Barcelona **25** Anniversary
7th-9th June 2023



As part of TAPA EMEA's aim to promote careers in cargo security and supply chain resilience, the Association is launching a new award sponsored by TT Club, the leading provider of insurance and related risk management services to the international transport and logistics industry, to help identify outstanding individuals excelling in the profession.

The 'Young Supply Chain Resilience Professional of the Year' Award is open to all supply chain security stakeholder members of TAPA EMEA. To enter, applicants must produce an up to 1,500-words submission on an innovative cargo security or supply chain resilience initiative they have developed or contributed significantly to.

Potential areas of focus can be:

- a project outlining an innovative approach to supply chain security concerns;
- a particular supply chain security/cargo loss challenge that you have faced and overcome with an innovative solution;
- an innovative solution you have developed and deployed to address a new or emerging supply chain security risk.

Entries will be judged on their originality, complexity, innovative solutions, and success in improving supply chain resilience for the applicants' companies or clients. All entries will be judged by members of the TAPA EMEA and TT Club leadership teams and the winner will be invited to receive their award at TAPA EMEA's *RESILIENCE@ RISK Conference* in Amsterdam on 14 & 15 June 2023.

Travel and two night's accommodation will be offered by TAPA EMEA and TT Club to the winner as part of their prize in addition to the Award trophy.

The award is open for entries from 6 March-28 April 2023. The winner will be notified by 10 May 2023.

Rules of entry

- Applicants must be 35 years or younger in 2023.
- You must be based in the Europe, Middle East & Africa (EMEA) region.
- Your employer must be a member of TAPA EMEA.
- You must gain your employer's permission to enter.
- You must agree to the publication of your winning entry by TAPA EMEA and TT Club.
- The judges' decision is final.

"It is important for every industry to nurture the next generation of leaders. The business focus on supply chain resilience and cargo security has never been greater with the world facing economic, geopolitical, health and environmental challenges and disruptions in addition to the now well-established and growing threat of cargo crime," said Thorsten Neumann, President & CEO of TAPA EMEA. "With this award, in partnership with TT Club, we hope to identify the people responsible for innovative solutions to these risks and whose efforts are helping to ensure the secure movements of goods throughout the end-to-end supply chain."



Mike Yarwood, Managing Director Loss Prevention at TT Club, added: "TT Club is proud to partner with TAPA EMEA in sponsoring this new award. In doing so, TT Club aspires to identify, inspire, and reward young talent in the industry, encouraging them to continue to innovate, communicate with their peers, and strive for ever greater levels of security throughout the supply chain sector."

The application form will be available to download from the TAPA EMEA website from 6 March 2023.

transport
logistic

MEET US IN MUNICH
9-12 MAY 2023

TAPA EMEA

See us there – Transport Fair Center, Messe München **Stand location: Free Space Area - Stand number: 702/3**

EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR

CARGO THEFT BY COUNTRY



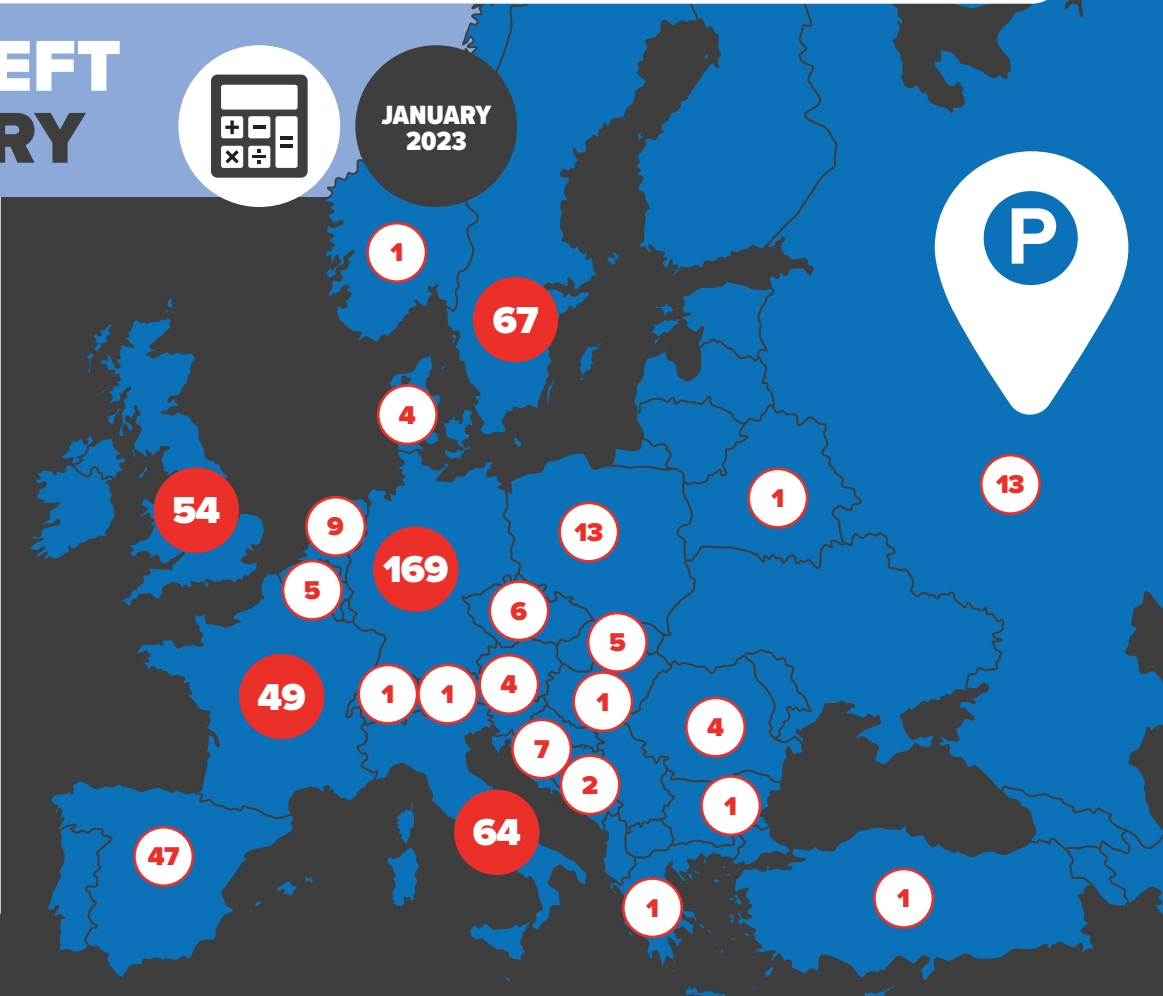
JANUARY 2023



JANUARY 2023

TOP 5

Germany	169	Egypt	3
Sweden	67	Morocco	2
Italy	64	Bosnia and Herzegovina	2
United Kingdom	54	Saudi Arabia	1
France	49	Switzerland	1
Rest of EMEA		Liechtenstein	1
Spain	47	Belarus	1
Russian Federation	13	Greece	1
Poland	13	Norway	1
Netherlands	9	Turkey	1
Croatia	7	Hungary	1
South Africa	6	Lebanon	1
Czechia	6	Yemen	1
Belgium	5	Bulgaria	1
Slovakia	5	United Arab Emirates	1
Denmark	4	Tunisia	1
Austria	4		
Romania	4		
		TOTAL RECORDED INCIDENTS	
		546	



€324,182



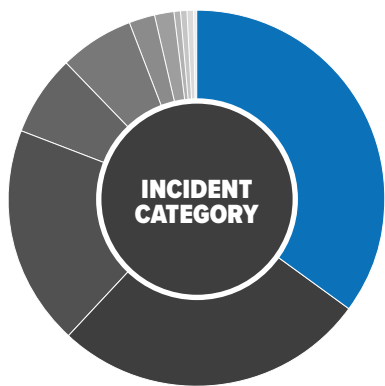
Average loss for the **20** recorded cargo thefts with a value of **€100,000** or more reported to the TAPA EMEA Intelligence System (TIS) in January 2023.

€8,608,459

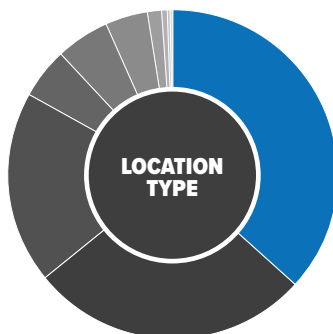
Total loss for the **177** or **32.4%** of crimes stating a value

16

Number of TAPA TIS product categories recording losses in January 2023.



Theft from Vehicle.....	191 (35.0%)
Theft from Trailer.....	148 (27.1%)
Theft from Facility.....	103 (18.9%)
Theft.....	37 (6.8%)
Theft of Vehicle.....	35 (6.4%)
Truck Theft.....	12 (2.2%)
Robbery.....	9 (1.6%)
Theft of Trailer.....	4 (0.7%)
Hijacking.....	3 (0.5%)
Theft from Container.....	3 (0.5%)
Theft from Train.....	1 (0.2%)



Unknown.....	201 (36.8%)
Origin Facility.....	150 (27.5%)
Unclassified Parking.....	103 (18.9%)
Destination Facility.....	28 (5.1%)
Authorised 3rd Party Facility.....	28 (5.1%)
En Route.....	23 (4.2%)
Services 3rd Party Facility.....	7 (1.3%)
Railway Operation Facility.....	4 (0.7%)
Road Transportation Facility.....	1 (0.2%)
Maritime Transportation Facility.....	1 (0.2%)

9 Crimes in EMEA recorded a loss value of between **€50,000 & €100,000**, totalling **€635,104**.



TAPA EMEA INTELLIGENCE SYSTEM

546

Number of new cargo crimes reported to the TIS database in January 2023.

€2,000,000

Biggest recorded loss in month:
An armed robbery of a cash in transit van in Saarland, Germany, on 13 January.

33

Number of countries in EMEA reporting incidents

20 – Number of major incidents with a loss value over €100K



€48,911

AVERAGE LOSS VALUE IN JANUARY 2023



18.7%

Or **103** of the recorded incidents took place in Unclassified Parking Locations



MODUS OPERANDI USED IN LATEST CARGO THEFTS:

Unknown.....	257 (44.9%)
Intrusion.....	245 (47.1%)
Internal.....	24 (4.4%)
Violent & Threat with Violence.....	17 (3.1%)
Theft from Moving Vehicle.....	3 (0.5%)



CARGO THIEVES LAUNCH NEW YEAR 'CRIMEWAVE' WITH OVER 17 RECORDED ATTACKS PER DAY IN JANUARY CAUSING LOSSES OVER €8.6 MILLION.

Cargo thieves welcomed in 2023 with a 31-day 'crimewave' which saw the TAPA EMEA Intelligence System (TIS) receive reports of losses from supply chains in 33 countries across the Europe, Middle East & Africa region, causing over €8,608,459 of losses.

This €277,600 a day loss rate was based on 32.4% or 177 of these recorded crimes including a product loss value. The overall financial loss for the first month of 2023 included 20 major crimes with a value of €100,000 or more, which, alone, contributed €6,483,657 to the overall monthly loss total or an average of €324,182 per incident.

The biggest single cargo theft reported to TIS in January took place in Saarland, Germany, on 13 January and involved an armed robbery of a cash-in-transit van. The attackers escaped with a reported €2,000,000.

Overall, TIS has so far recorded 546 new cargo thefts in January 2023. Alongside the 20 major losses, a further 9 crimes in the €50K-€100K loss value category, accounted for €635,104 of the monthly total or an average of €70,567.

TIS captured intelligence on cargo thefts involving 16 known product categories last month, although in 65.2% of crimes the specific type of goods was not identifiable. Fuel remained a prime target for thieves, disrupting supply chains following thefts from vehicles in 12 countries in EMEA in January. Fuel thieves were active in:

- Belgium
- Bosnia & Herzegovina
- Bulgaria
- Denmark
- France
- Germany
- Italy
- Netherlands
- Poland
- Spain
- Sweden
- United Kingdom

The top five countries recording cargo thefts in the TIS database in January were:

GERMANY 169 INCIDENTS



Germany accounted for 31% or 169 of all the cargo thefts reported to TAPA EMEA in January with a combined recorded loss for the 31 days of the month of €2,681,609 or an average loss value of €47,885 for the 56 incidents reporting the value of the goods stolen.

Three of January's major losses took place in Germany, totalling €2,208,000.

These were:

- €2,000,000 – the previously referenced robbery of a CIT security van while en route in the town of Saarlouis, Saarland, on 13 January.
- €108,000 – the theft of a vehicle and unknown cargo in Leipzig, Saxony, on 10 January.
- €100,000 – the loss of three trailers from an Authorised 3rd Party Facility in Lower Saxony on 24 January.

Germany also recorded one loss of between €50K-€100K – a loss of electronic goods valued at €50,000 from trucks at an unclassified parking location on 29 January in the Lower Saxony region.

SWEDEN 67 INCIDENTS



After recording only 3 cargo thefts in the previous month, Sweden became one of the top 5 countries for recorded incidents in January with 67 crimes added to the TAPA EMEA database.

Only one of these cargo crimes in January shared a loss value, which *Vigilant* is unable to report, but the types of crimes seen over the month were dominated by cases of Theft from Vehicle incidents, which were seen in 92.5% of all crimes reported in Sweden to TAPA EMEA last month.

ITALY 64 INCIDENTS



Supply chains in Italy suffered the third highest rate of reported incidents for a second consecutive month. The 64 cargo crimes reported to TIS in January included 34 with a loss value and five major crimes:

- €1,500,000 – 55,000 units of cosmetics and hygiene products stolen from an Origin Facility in Ripalta Cremasca, Lombardy, on 29 January. Five suspects were later arrested.
- €315,000 – 9,000 bottles of wine taken from an Authorised 3rd Party Facility in Veneto on 23 January.
- €300,000 – unknown cargo stolen from a facility in Moncalieri in Piedmont on 3 January.
- €190,000 – thieves stole a shipment of tools from an Origin Facility in Colledara di Monte Albano on 4 January.
- €100,000 – police made three arrests after designer clothing, tablets and electronics were stolen in a last mile delivery crime in Milan on 24 January.

Other losses last month included a robbery of €80,000 of cash from a Destination Facility in Borghi, Emilia-Romagna, and the loss of €51,000 in cash following an armed attack by offenders on an Origin Facility in Maddaloni, Campania.

The total combined loss for the 34 incidents with a value was €2,873,992 or an average of €87,090 per loss.

UNITED KINGDOM 54 INCIDENTS



Unusually, TAPA EMEA did not receive reports of any major cargo thefts in the United Kingdom in January. The 54 incidents recorded last month across the country included 21 sharing a loss value, which totalled €251,152 or an average of €12,557.



For the second consecutive month, the UK region with the most incidents was the West Midlands, which accounted for 37% of cargo thefts reported to TIS, while 48 or 88.9% of all reported thefts involved vehicles.

FRANCE 49 INCIDENTS



France recorded the fifth highest number of new cargo crimes in TAPA EMEA's incident database last month, with a total of 49 losses reported from supply chains.

Six of January's major thefts in EMEA took place in France, producing a total for these incidents of nearly **€900,000**. Major crimes included:

- **€150,000** – the thefts of two vehicles and six tons of copper reels from an Origin Facility in Mouroux, Île-de-France, on 21 January.
- **€150,000** – the loss of 3,000 bottles of perfume from an Origin Facility warehouse in Grand-Quevilly, Normandy, on 8 January.

The four crimes reported to TIS in France with a value of between **€50K-€100K** included the theft of a truck loaded with filming equipment worth **€80,000**, stolen on 18 January, in Montpellier. The vehicle was later recovered and two suspects were arrested.

A further 143 cargo thefts were recorded in 28 countries in EMEA in January, including six major incidents. *Vigilant* is unable to report two of these crimes, which occurred in Spain, but the others involved...

- Two losses in Bratislava, Slovakia, on 14 & 18 January with loss values of **€146,000** and **€135,000**. In the second of these incidents, thieves stole 660 robotic vacuum cleaners from a truck while its driver was taking a sleep break in his cab at a fuel station.
- **€130,000** – the theft of unspecified goods with the M.O. of Internal. This crime on 2 January was recorded in Ras al Khaimah in the United Arab Emirates.
- **€114,960** – another loss with an Internal M.O, this crime on 25 January was reported in Koledino, Moscow Oblast, Russia. The goods targeted are not known.

January actually saw a higher than usual number of cargo theft incidents featuring Internal as the recorded modus operandi. Other such incidents were notified to TIS in Austria, Croatia, Denmark, Egypt, Greece, Poland and Romania.

In the Netherlands, the highest reported loss in January was the theft of **€63,000** of designer shoes and clothing from a Services 3rd Party Facility in Etten-Leur, North Brabant, on 11 January.

Possibly the most unusual cargo crime in January – and potentially one of the highest value had it recorded a loss figure – was the theft of chess pieces encrusted with sapphires and rubies and covered in gold, stolen from an Origin Facility warehouse in the city of Hradec Kralove in the Czech Republic.

STOLEN PRODUCTS	No.	%
TOP FIVE		
Miscellaneous	203	37.2%
Unspecified	153	28.0%
Fuel Theft	93	17.0%
Tools/Building Materials	18	3.3%
Metal	16	2.9%
TOP FIVE TOTAL	483	88.5%
Cash	12	
No Load (Theft of truck and/or trailer)	11	
Food & Drink	7	
Clothing & Footwear	7	
Cosmetics & Hygiene	6	
Bicycles	4	
Tobacco	4	
Car parts	4	
Tyres	3	
Furniture/Household Appliances	2	
Computers/Laptops	1	
Jewellery/Precious Metals	1	
Agricultural Materials	1	
OTHER PRODUCTS	63	11.5%

If you have cargo crime intelligence to share with TAPA EMEA, please send it to tisteam@tapaemea.org



MEET US IN BARCELONA
7-9 JUNE 2023

Come to see us – Location: Fira de Barcelona Montjuic Exhibition Center, Barcelona





STANDARDS FAQs #60

A monthly update by TAPA EMEA's Standards experts, Paul Linders, Vice Chair, and Markus Prinz, Senior Manager, Standards & Training

After receiving a steady stream of questions about TAPA's Security Standards from Audit Bodies and our members, we feel it will be beneficial to share some of the questions received and the responses given by the TAPA EMEA Standards Team. We aim to cover 3-5 questions in *Vigilant* each month.



Question 1

My question concerns FSR requirement 7.1.16 relating to: *"Personal vehicles only permitted to cargo handling, shipping, and receiving areas if pre-approved and restricted to signed/designated parking areas. No personal parking within 25m walking distance to external dock areas. The processes for the pre-approval and restrictions in place."* We do not have a 25m walking distance to the employees' parking lot. Could we work out a solution with a fence to create a minimum walking distance of 25m to the parking area?

Answer:

Your fencing idea to create a minimum walking distance to meet the requirement is the right approach! The point here is to achieve at least a 25m distance between the private car and the loading area, and thus maximise the camera monitoring area. The aim is to record this area to ensure that no customer property is taken from the facility without authorisation. Please note that the fence must be a fixed installation fence and the total walking distance must be at least 25m to the first parking place.



Question 2

In the recent TAPA EMEA communication to members, you confirmed the launch date for the new 2023 revisions of the FSR and TSR Standards will be 15 September 2023. Do I need to have my staff trained before the new Standards are launched and when do we need to implement the new requirements?



Answer:

You can continue to use the 2020 versions of FSR and TSR for certifications until 14 September 2023. After this date, only certifications using the 2023 revisions will be possible. This means if your audit takes place after this deadline, your Authorised Auditor (AA) training for the 2020 Standards is no longer valid and you will need to train your staff in accordance with the requirements of the 2023 versions, and then their AA status will be valid again for three years.

We do not foresee any exceptions or extensions for 2020 Standard certifications once the 2023 versions come into force.

The international TAPA Standards' do not provide for an extension of the existing 2020 certificates, which may expire in the period from July to 14 September, to bridge the time until the new Standards go 'live' on 15 September 2023. This would also mean that the follow-up or recertification audits in this period must also still be carried out according to the 2020 Standard.

Question 3

As a TSR Level 1 certified carrier, we, of course, conduct a risk assessment of each transport we undertake. Due to our increasing quantity of high-value transports, I would like to ask if there is a risk assessment obligation we need to meet, for example the number of roads for each transport? Our risk assessment includes the places of loading and unloading, map, number of roads, all potential risks, etc. We also use corridors which show the driver how he must drive. I am just wondering if this kind of information, such as the number of roads, is necessary for risk assessment?



Answer:

There are no precise explanations of the procedures for the risk assessments of routes themselves. This is completely your responsibility in the overall view of your daily operation and routes, and the demands of your clients, in this context.

In daily practice, geofencing corridors should be sufficient and should meet the requirements. But this depends on your customer's requirements and different transport categories and products. The parking places used in combination with driving times, distance, and destination simply always have the highest priority. Our TAPA EMEA Intelligence System (TIS) tool under the MyTAPA login on the TAPA EMEA website also offers a very good opportunity for risk evaluation.

WHAT DO YOU WANT TO SEE ON THE AGENDA OF TAPA EMEA'S RESILIENCE@RISK CONFERENCE IN AMSTERDAM IN JUNE?

TAPA EMEA's *RESILIENCE@RISK Face-to-Face Conference* in Amsterdam on 14 & 15 June 2023 will once again attract an audience of >500 supply chain and security professionals from Manufacturers, Logistics Service Providers, Insurers, Security Service Providers, Parking Place Operators and Law Enforcement Agency specialists from across the Europe, Middle East & Africa (EMEA) region.

With registration set to open in early March, TAPA EMEA is now setting its agenda for speakers and panellists to join us on stage in the Netherlands.

Call for Papers

This is your opportunity to put forward a proposal to be one of our speakers or panellists. Please note, we are absolutely not looking for any sales pitches or products or services demonstrations. We are looking for specialist subject matter experts who can inform our delegates and members about current and emerging threats to supply chain security as well as broader supply chain resilience topics impacting the secure flow of goods.

To submit your proposal to speak, you must provide the following:

- Your name, job title, and company

- A short speaker career biography (max 200 words)
- Your hi res photo
- A proposed presentation title
- Why is this topic relevant and important (max 200 words)
- 4-5 bullet points on what you would plan to discuss in support of this topic

We are looking for fresh, new ideas, and presentations which are exclusive to TAPA EMEA.

We also welcome:

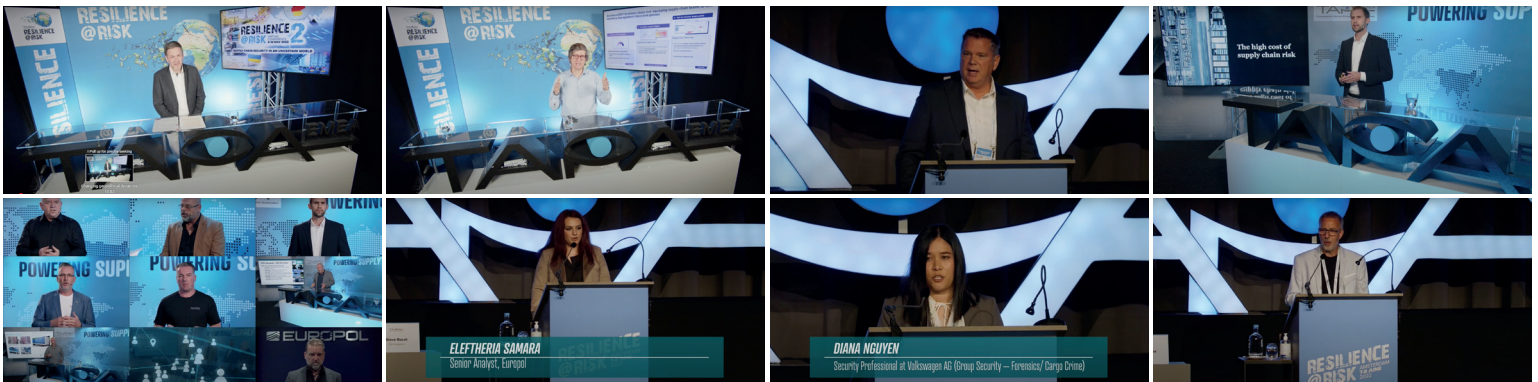
- Case studies on cargo crime incidents & resolutions
- Recommendations on other speakers
- Your suggestions for topical panel discussions

CALL FOR PAPERS...

TAPA EMEA conferences aim to be educational, informative and thought-provoking, so we are only looking for the best speakers and topics. The **closing date** to submit your speaker proposal is 31 March 2023.

Proposals will be assessed on their suitability and content. Please remember, submissions must be content-based and not product or service driven, and submitting a proposal is no guarantee of having a session allocated to your presentation.

All submissions should be sent to info@tapaemea.org with the subject header: Amsterdam 2023 – speaker proposal submission.



MEET US IN AMSTERDAM 14 & 15 JUNE 2023

Save the date – Location: Leonardo Royal Hotel Amsterdam,
Paul van Vlissingenstraat 24 | 1096 BK Amsterdam, NL

TAPA EMEA

TAPA'S LATEST FSR, TSR & PSR SECURITY CERTIFICATIONS

STEP UP & STAND OUT

In each issue of *Vigilant*, we publish a list of the TAPA EMEA members that have most recently gained TAPA Supply Chain Security Standards certifications.



The following companies and locations were audited by one of TAPA EMEA's approved Independent Audit Bodies (IABs) or, in the case of Class 'C' or Level 3 certifications for FSR and TSR respectively, may have been completed by an in-house TAPA EMEA-trained person.

FSR EUROPE, MIDDLE EAST & AFRICA REGION

FSR	COMPANY NAME	COUNTRY	CITY	CLASS
FSR	Alloga UK Limited	United Kingdom	Derbyshire, East Midlands	A
FSR	Alloga UK Limited	United Kingdom	Derbyshire	A
FSR	Dachser Netherlands B.V.	Netherlands	Zevenaar	C
FSR	DHL Express	United Arab Emirates	Dubai	A
FSR	DHL Express	France	Harfleur	A
FSR	DHL Express (Israel) Ltd	Israel	Lod	A
FSR	DHL Express Saudi Arabia	Saudi Arabia	Riyadh	A
FSR	DHL Global Forwarding SpA	Italy	Sesto Fiorentino (FL)	A
FSR	DHL Global Forwarding Tasimacilik A.S	Turkey	Tuzla, Istanbul	A
FSR	DHL International Beograd Doo	Serbia	Nis	B
FSR	DHL International Ukraine	Ukraine	Lviv	C
FSR	DSV Solutions	Czech Republic	Pavlov	C
FSR	DSV Uluslararası Kara Tasima İşleri Org.	Turkey	Istanbul	A
FSR	Emirates Group Security - Cargo Mega Terminal	United Arab Emirates	Dubai	A
FSR	Emirates Group Security - Freight Gate 8, Al-Maktoum International Airport	United Arab Emirates	Dubai	A
FSR	FAN Courier Express SRL	Romania	Giurgiu	C
FSR	Flextronics Logistics Polska Sp. z o.o.	Poland	Lodz	A
FSR	Gebrüder Weiss GmbH	Austria	Maria Lanzendorf	A
FSR	Gebrüder Weiss Kft	Hungary	Dunaharaszti	A
FSR	Gebrüder Weiss Spol s.r.o	Czech Republic	Jazlovice	B
FSR	Geodis	Italy	Castel San Giovanni (PC)	C
FSR	Lloyds Transport & Warehousing	United Kingdom	Tamworth	A
FSR	Mikropakket Belgium NV/SA	Belgium	Vilvoorde	A
FSR	ParcelForce WorldWide	United Kingdom	Chester-Le-Street	C
FSR	ParcelForce WorldWide	United Kingdom - Scotland	Glasgow	C
FSR	Poste Italiane	Italy	Pavia	C
FSR	Schenker d.o.o.	Hungary	Zagreb	A





TSR	EUROPE, MIDDLE EAST & AFRICA REGION		
TSR	COMPANY NAME	COUNTRY	CITY
TSR	FET Logistics Ltd - Colnbrook	United Kingdom	Level-3 / Category Small
TSR	Kuehne + Nagel S.a.r.l. - Contern	Luxembourg	Level 1 / Category Small
TSR	Lloyds Transport & Warehousing - Tamworth	United Kingdom	Level 1 / Category Small
TSR	Lotos Baltica - Salcininkai	Lithuania	Level-3 / Category Large
TSR	Michael Dixon International Transport - Co. Dublin	Ireland	Level 1 / Category Small
TSR	Polar Special B.V. - Nijmegen	Netherlands	Level 2 / Category Small
TSR	Schiphol Express - Schiphol	Netherlands	Level-3 / Category Small
TSR	Strada Sp. z o.o. - Mierzecice	Poland	Level 1 / Category Small
TSR	ZET Logistic Sp. z o.o. - Nowy Sacz	Poland	Level-3 / Category Small



PSR	EUROPE, MIDDLE EAST & AFRICA REGION			
PSR	COMPANY	COUNTRY	CITY	PSR / PPD
PSR	Freightsafe Parets del Valles	Spain	Barcelona	PPD
PSR	Freightsafe Sant Feliu	Spain	Barcelona	PPD
PSR	Freightsafe Vilamalla	Spain	Vilamalla	PPD
PSR	Foredale Storage	Ireland	Drogheda Co.meath	PPD
PSR	Truckstop Halluin	France	Av Machelen 20	PPD
PSR	GE BE Transport Ltd	United Kingdom	Kings Lynn	PPD
PSR	A&O Truck Stop	Romania	Lugoj	PPD
PSR	Gebrüder Weiss Maria Lanzendorf	Austria	Maria Lanzendorf	PPD
PSR	Batim Transport BV - Menen, Belgium	Belgium	Menen	PPD
PSR	Euro Rastpark Achern	Germany	Achern	PPD
PSR	Euro Rastpark Crailsheim - Satteldorf	Germany	Satteldorf	PPD
PSR	Euro Rastpark Eichenzell	Germany	Eichenzell	PPD
PSR	Euro Rastpark Guxhagen	Germany	Guxhagen	PPD
PSR	Euro Rastpark Himmelkron	Germany	Himmelkron	PPD
PSR	Euro Rastpark Hohenwarsleben	Germany	Hohenwarsleben	PPD
PSR	Euro Rastpark Jettingen-Scheppach	Germany	Jettingen-Scheppach	PPD
PSR	Euro Rastpark Lippetal	Germany	Lippetal	PPD
PSR	Euro Rastpark Munchberg	Germany	Munchberg	PPD
PSR	Euro Rastpark Regensburg-Ost	Germany	Regensburg-Ost	PPD
PSR	Euro Rastpark Schweitenkirchen	Germany	Schweitenkirchen	PPD
PSR	Euro Rastpark Theeßen	Germany	Theeßen	PPD
PSR	Euro Rastpark Waldlaubersheim	Germany	Waldlaubersheim	PPD
PSR	Euro Rastpark Werneck	Germany	Werneck	PPD
PSR	XXLKW Secure Parking Elbebrücke	Germany	Oranienbaum-Worlitz Ortsteil Vockerode	PPD



SHARE YOUR KNOWLEDGE & EXPERTISE...

Supply chain security and resilience subject matter experts regularly share their insights through the pages of *Vigilant* to support the TAPA EMEA Family.

What's your specific area of expertise – and do you want to be one of our next contributors?

Send your ideas for features to us at info@tapaemea.org and join the TAPA EMEA members and industry experts who've already made a valuable editorial contribution. *Vigilant* articles are shared with thousands of supply chain security stakeholders across the Europe, Middle East & Africa (EMEA) region and beyond, as well as on the TAPA EMEA website and the Association's social media channels.

WE LOOK FORWARD TO HEARING FROM YOU.



TAPA EMEA – POWERING RESILIENT SUPPLY CHAINS