SLEEPING SECURELY?

European truckers face new laws that may cause some sleepless nights for supply chain security professionals.
We are in the heart of the summer and I hope you are enjoying a relaxing vacation with your family and friends.

At TAPA EMEA, however, our work never stops. That is why we are continually able to report advances in various areas of the Association's work to benefit our growing membership.

As you know, on 1 July we launched the 2017 versions of our Facility Security Requirements (FSR) and Trucking Security Requirements (TSR), which will now remain in force for the next three years. Leading up to the launch, we also achieved some more significant gains in the number of TAPA certifications in the EMEA region, with FSR and TSR showing improvements of 17.5% and 38.6% respectively in Q2 2017.

We know many companies have been waiting for the new Security Standards to take effect before starting or increasing their TAPA certification programmes so we hope to see even bigger gains before the end of the year.

A great deal of work is also continuing behind the scenes to ensure we deliver an outstanding TAPA 20th Anniversary Conference in London on 25 & 26 October. In this issue you will see the current status of our agenda, and it is only going to get better as we sign up more speakers and panellists in the weeks ahead. Already, we are delighted to be able to confirm speakers from:

- European Commission
- NATO
- Europol
- Amazon
- Microsoft
- Foxconn
- Sony
- DHL
- Honeywell
- Zurich Insurance
- IUMI
- Seagate

We have over 400 people already registered and now we plan to start inviting guests that we want to experience what we do as an Association. We are asking you all to nominate guests to attend our London conference who might ultimately want to join our Association or have the potential to be strong partners of TAPA once they understand more about our work.

We are all familiar with TAPA and the benefits membership offers but there are still so many companies out there that are victims of cargo crime that have yet to realise we can help them. London in October is our opportunity to reach out to the right people in those companies.

In June, TAPA’s IIS recorded 188 new cargo crimes with a loss value of more than €7.9 million. The victims of so many of these crimes will not be TAPA members. If you know or hear of these companies, introduce us. We will all benefit from TAPA’s continued expansion because we will increase our bank of knowledge, experience and expertise.

Enjoy your summer!

Thorsten Neumann
Chairman
TAPA FSR AND TSR SECURITY STANDARDS CERTIFICATIONS RISE 17.5% AND 38.6% IN Q2 2017 AS MORE COMPANIES ‘STEP UP & STAND OUT’

TAPA EMEA is continuing to see healthy growth in the uptake of its Facility Security Requirements (FSR) and Trucking Security Requirements (TSR), with both recording double-digit year-on-year improvements in the number of certifications in Q2 2017.

In what was the final quarter before the new 2017 versions of TAPA’s Security Standards went live on 1 July 2017, TAPA saw FSR certifications rise by 17.5% in the three months to 30 June – following the similar level of 17.2% year-on-year growth in Q1 2017 - while TSR certifications rose at an even faster rate of 38.6% over the same quarter a year ago. This builds on the 27% rise in TSR certification in the first quarter of this year.

In Q2 2017, TAPA EMEA achieved:
- 52 FSR certifications
- 11 TSR certifications
- Certifications involving 18 TAPA member companies

In the last three months, the proactive approach of companies adopting or recertifying TAPA Security Standards meant new certifications were awarded in 19 countries in EMEA:
- Austria
- Belgium
- Finland
- France
- Germany
- Greece
- Ireland
- Italy
- Luxembourg
- Netherlands
- Norway
- Pakistan
- Russia
- Slovakia
- United Arab Emirates
- United Kingdom
- South Africa
- Spain
- Sweden
- Turkey
- United Arab Emirates
- United Kingdom

With the addition of the Q2 numbers, the total figures as of 30 June 2017 for certifications in the Europe, Middle East and Africa region are:

FSR
- 577 certifications in 59 countries
- Top 5 countries – Netherlands (81 certifications), United Kingdom (75), Italy (54), Spain (39) and Germany (33)

TSR
- 104 certifications in 22 countries
- Top 5 countries – Netherlands (37 certifications), Germany (11), Italy (9), Belgium (7) and United Kingdom (7)

For further information on TAPA’s FSR and TSR, go to the Industry Standards page on the Association’s website at [www.tapaemea.org](http://www.tapaemea.org)

Book now for remaining training courses of 2017

A limited number of places are still available for TAPA EMEA’s remaining FSR and TSR training courses of 2017. To date, over 400 people have completed the courses delivered by the Association’s trainers this year.

To register, go to the Training Schedule page under Industry Standards on the TAPA EMEA website.

<table>
<thead>
<tr>
<th>Course</th>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>FSR</td>
<td>Lisbon, Portugal</td>
<td>9 &amp; 10 August</td>
</tr>
<tr>
<td>TSR</td>
<td>London, UK</td>
<td>23 &amp; 24 August</td>
</tr>
<tr>
<td>TSR</td>
<td>Genk, Belgium</td>
<td>6 &amp; 7 September</td>
</tr>
<tr>
<td>FSR</td>
<td>Wroclaw, Poland</td>
<td>13 &amp; 14 September</td>
</tr>
<tr>
<td>TSR</td>
<td>Turin, Italy</td>
<td>27 &amp; 28 September (in Italian)</td>
</tr>
<tr>
<td>FSR</td>
<td>Saran, France</td>
<td>11 &amp; 12 October (in French)</td>
</tr>
<tr>
<td>FSR</td>
<td>Stockholm, Sweden</td>
<td>18 &amp; 19 October</td>
</tr>
<tr>
<td>TSR</td>
<td>Midjrecht, Netherlands</td>
<td>8 &amp; 9 November</td>
</tr>
<tr>
<td>TSR</td>
<td>Saran, France</td>
<td>15 &amp; 16 November (in French)</td>
</tr>
<tr>
<td>FSR</td>
<td>Oslo, Norway</td>
<td>22 &amp; 23 November</td>
</tr>
</tbody>
</table>
Where to find a TAPA certified supplier

Members looking for transportation and logistics service providers with TAPA FSR or TSR compliant facilities or trucking operations now have a choice of partners in 60 countries across the region. To identify FSR or TSR certified operators, members should go to the TAPA EMEA website at www.tapaemea.org where they will find an up-to-date listing of all facilities and companies.
<table>
<thead>
<tr>
<th>Country</th>
<th>Members</th>
<th>Non Members</th>
<th>Total</th>
<th>% Change YoY</th>
</tr>
</thead>
<tbody>
<tr>
<td>FSR</td>
<td>514</td>
<td>63</td>
<td>577</td>
<td>17.50%</td>
</tr>
<tr>
<td>TSR</td>
<td>70</td>
<td>34</td>
<td>104</td>
<td>38.60%</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>FSR</th>
<th>Company Name</th>
<th>Country</th>
<th>City</th>
<th>Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>FSR</td>
<td>ANOVO, an Ingram Micro Company</td>
<td>BE</td>
<td>Houdeng-Goegnies</td>
<td>C</td>
</tr>
<tr>
<td>FSR</td>
<td>CEVA Logistics</td>
<td>ZA</td>
<td>Pomona</td>
<td>C</td>
</tr>
<tr>
<td>FSR</td>
<td>Clipper Logistics Plc</td>
<td>GB</td>
<td>Rotherham</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL Express</td>
<td>ZA</td>
<td>Kwa Zulu Natal</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL Freight (Netherlands) B.V.</td>
<td>NL</td>
<td>Eindhoven</td>
<td>C</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL Freight (Sweden) AB</td>
<td>SE</td>
<td>Jönköping</td>
<td>C</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL Global Forwarding (UK) Ltd</td>
<td>GB</td>
<td>Paisley</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL Hubs &amp; Gateways Santiago Aeropuerto European Air Transport Leipzig GmbH</td>
<td>ES</td>
<td>Santiago de Compostela</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL Hubs &amp; Gateways Valencia European Air Transport Leipzig GmbH</td>
<td>ES</td>
<td>Valencia</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>DHL International UK Ltd</td>
<td>GB</td>
<td>Edinburgh</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>DPD</td>
<td>GB</td>
<td>Aberdeen</td>
<td>C</td>
</tr>
<tr>
<td>FSR</td>
<td>Nippon Express (UK) Ltd</td>
<td>GB</td>
<td>Hayes</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>PostNord Logistics GmbH</td>
<td>DE</td>
<td>Lübeck</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>Schenker &amp; Co AG</td>
<td>AT</td>
<td>Bergheim</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>Schenker &amp; Co AG</td>
<td>AT</td>
<td>Vienna</td>
<td>A</td>
</tr>
<tr>
<td>FSR</td>
<td>Time Shuttle GmbH</td>
<td>DE</td>
<td>Aachen</td>
<td>A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TSR</th>
<th>Company Name</th>
<th>Country</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSR</td>
<td>DHL Global Forwarding</td>
<td>IT</td>
<td>Level 3 / Category Small</td>
</tr>
<tr>
<td>TSR</td>
<td>Kuehne + Nagel S.à.r.l.</td>
<td>LU</td>
<td>Level 1,2 &amp; 3 / Category Large</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Company</th>
<th>Country</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>Romano Trasporti</td>
<td>IT</td>
<td><a href="http://www.romanotrasporti.eu">www.romanotrasporti.eu</a></td>
</tr>
<tr>
<td>Grupo BEL</td>
<td>PT</td>
<td><a href="http://grupobel.pt/site/pt/home-page/">http://grupobel.pt/site/pt/home-page/</a></td>
</tr>
</tbody>
</table>
THE STAKES ARE RAISED IN CALAIS AS MIGRANTS HIJACK A TRUCK AFTER VIOLENT ATTACK ON DRIVER

A British truck driver was reportedly ‘left for dead’ in Calais after migrants hijacked his truck, an alarming escalation of the threat facing drivers in the Calais area in France.

Commenting on this latest incident, which occurred when the driver stopped on the A16 motorway near Marck, Richard Burnett, Chief Executive of the Road Haulage Association (RHA), said: “This latest development is extremely disturbing and comes as a stark warning to UK-bound hauliers that migrants will stop at nothing to reach our shores. In this instance the truck itself was hijacked, the driver was attacked with a brick and he ended up in hospital with a severe head injury. Since this situation began we have stressed that migrants are putting the lives of HGV drivers at risk.

“This latest method of actually targeting and hijacking vehicles is a new one and clearly shows that the desperation of migrants to get to the UK has reached new heights. It’s clear that migrants will stop at nothing to cross the Channel. Less than six weeks ago we saw the death of a driver as a result of migrant action. Security at the Port must be increased before the unthinkable happens and another driver loses their life."

ROCKET MAN FACES POLICE CHARGES AFTER FREIGHT TRAIN THEFT

A 23-year-old man in southern France has been charged by police for allegedly stealing army rocket launchers and a stock of armour-piercing shells from a freight train. The incident is said to have occurred at the end of June when the train was travelling between an army logistics base near Marseille to another base 200km east of Paris.
Whether we stop and think about it or not, every single day of our lives we all rely on the road transport industry.

Statistics from the EU earlier this year showed that road transport accounted for 74.9% of all trade between EU countries, with trucks travelling 2,200 billion tonne-kilometres a year along the main roads and motorways that connect buyers and sellers of goods, and consumers. It begs the obvious question, what would we do without this fast and efficient method of transportation?

Transport operators, however, are facing an ever-growing list of commercial challenges; falling yields, increasing competition, environmental issues, the impact of the migrant crisis, a dwindling population of ageing drivers and the struggle to recruit a new generation of young people willing to get behind the wheel of a 40-foot articulated lorry and live life on the road.

Now comes a new and growing challenge, described by the owner of one of Europe’s leading road transport companies as the biggest challenge to the industry that he has seen in over 30 years. It is already causing costs to rise and disruption to supply chains, as well as the prospect of added risk. With just five types of truck-related crimes accounting for 87.8% of the record number of cargo thefts recorded by TAPA EMEA’s Incident Information Service (IIS) in 2016, it may just be about to give supply chain security professionals even more to think about.

So what’s it all about?

It stems from a new EU proposal designed to prevent drivers from lower wage countries from undercutting better paid workers when they travel to other member states. It proposes that truck drivers can travel outside their home country for three days and still be paid under
Over a single weekend, Belgian law enforcement officials targeted around 200 trucks at the Port of Zeebrugge. It stated that drivers were forced to pay a fine of €1,800 each if not in compliance with the law. The total sum reportedly collected was in the region of €113,000.

Vigilant spoke to Jason Breakwell, Vice Chair of TAPA EMEA and Commercial Director of Luxembourg-headquartered Wallenborn Transport about the EU proposal, the current national picture across Europe, and the potential impact of further changes on supply chain security.

When is this EU proposal likely to come into force?

At this stage it’s only a proposal. In the meantime, some member states have introduced their own regulations. It’s important to note that the shipper, freight manager (for example airline or forwarder) and truck operator are jointly responsible for ensuring 100% compliance with national legislations and will also be jointly liable for penalties in case of infringements. Penalties can be between €10,000 and €30,000 per infringement.

Drivers and their employers need to be able to prove they complied with all laws, for example that they did not take illegal rests in the trucks.

What is the cost impact for companies and their customers of drivers not being allowed to take long weekend breaks in their vehicles?

It can be significant - two nights accommodation in a hotel are not covered by standard driver expenses. Many transport companies are re-routing their trucks and changing their operations to avoid resting in certain countries. More and more transport companies are avoiding or minimising their operations in some countries and this has had a substantial impact on capacity availability and market rates in the past year.

The majority of drivers prefer to rest in their trucks and the policy of forcing them out of their cabs is likely to make their jobs less attractive, which is a serious concern given that the road haulage industry is already unable to attract sufficient new recruits.

What are the supply chain security implications? Could drivers of loaded trucks that have ignored the ruling be told to leave their vehicles unattended to take long rest breaks?

Yes. The legislation applies to all drivers regardless of the cargo they are responsible for. At the route planning stage, buyers and suppliers need to ensure legislation in each country and its impact is fully considered.

This is already having cost and operational effects but it is clear that transport companies have so far not passed on all costs, partly because they are still coming to terms with the full impact.

Furthermore, many East European transport companies have fixed contracts with logistic providers. Further and significant cost increases will occur in the second half of this year as (1) new contracts are agreed, (2) operations are relocated to Western Europe or (3) contracts are awarded to operators based in Western Europe.
There are other important factors to consider. Hotels are generally not adjacent to secure truck parks and loaded trucks must not be unattended so it is essential that trips are planned so that drivers do not take their weekly rests in certain countries. This is restricting trade and adding operational costs.

In addition to the legal implications of non-compliance mentioned, transport buyers need to be extra vigilant that their suppliers always respect national legislation. Otherwise, trucks can be stopped en route and drivers can be forced to leave loads unattended. As capacity in certain markets has become scarcer, buyers also need to ensure their logistics providers are not working with unknown or invalidated truck operators.

In relation to the fines mentioned, when do these have to be paid?

Penalties must be paid on the spot, so the driver may need to leave their truck unattended.

A lot of transport companies use independent self-employed drivers so who is liable – and, again, how could this impact customers?

All three parties are liable, the shipper, the freight buyer and the transport company. Buyers and shippers must conduct due diligence to ensure their transporters have taken all possible measures to (1) register according to national requirements (see the information in CURRENT REQUIREMENTS on the next page) and (2) to comply with all legislation in all affected countries.

Are you aware of LEAs targeting trucks to enforce national laws relating to drivers’ rest breaks?

Yes, authorities have stepped up checks at borders and within countries and are forensic in their investigations.

Is it the tachograph that provides evidence of how long a truck has stopped etc?

Yes, but authorities also need to see evidence that a driver has stayed in a hotel and can also demand to see telematics data to confirm where and when a truck was driving and the driver was resting.

Vigilant also talked to Paule Mayoh, Consultant Risk Surveyor at RSI Insurance to get an insurer’s view on the proposed EU requirements. He said: “The most obvious issue relates to the accommodation rule, which could potentially see loaded vehicles left unattended while the driver is sleeping in separate accommodation; and connected to this is the consideration of where the vehicle will actually be parked. We can only assume that drivers will stay in guest houses, motels or hotels which are unlikely to want to accommodate HGV trucks in their car parks or are incapable of doing so. This could mean there is a potential for trucks to be parked road side or elsewhere in the vicinity in an unsecured location. As we know, the lack of secure parking is already an industry problem, and this will simply compound that issue.

“This scenario is most likely to provide difficulty with meeting insurance policy requirements, as a number of policies will have clauses or warranties on them [mainly from a GIT perspective] excluding claims/losses for theft when the vehicle is left unattended and/or the policy will require the vehicle to be parked in a secure location, which will be defined in the policy as to what this would look like; including some or possibly all of the following depending on the goods - controlled entry and exit, wall or fenced compound, locked gates, security personnel, CCTV or under constant surveillance and well lit. This is more likely to apply if the goods are considered as theft attractive or high value cargo.”

He adds: “This could also give rise to an increase in changeovers at border crossings. Both scenarios could have implications regarding security, due to increased levels of subcontracting, and, in turn, this could impact insurance considerations and/or possibly recovery opportunities from responsible carriers further down the chain for CMR transits in the event of a loss.

“The CMR Convention is in itself another hurdle to consider. Under these rules financial limits of liability can only be broken or set aside in the event of “wilful misconduct” [or negligence]. If more drivers/carriers leave unattended vehicles parked in inappropriate locations – and their policy is silent on this currently – in order to comply with the EU proposal and to avoid fines then it is possible that in some jurisdictions, in the event of a claim, that this act could be considered misconduct or negligence – increasing legal fees and claims costs on policies. This could either lead to increased premium on a case by case basis, or the wider application of such warranties/ exclusions referred to, so that carriers need to comply with safe/ secure parking or find alternative methods of delivery.”
With trucks almost certainly going to remain the target of cargo criminals for the long-term, this added level of regulation and complexity is, from a supply chain security point of view, yet another hurdle for TAPA EMEA members to be aware of and to have to negotiate. For cargo thieves, it may just present yet another opportunity that’s prime for them to exploit. Only time will tell.

**CURRENT REQUIREMENTS**

**Austria - LSD-BG implemented 01/01/2017**

Regulation of the minimum wage in Austria. It is the same principle as in France. The legal representation of the company can be located in a different country than Austria. The working contract must be established in German or English.

[Click here to read more](#)

**Belgium – Limosa implemented 01/04/2017**

System of online declaration for Belgium. All the drivers must be registered as soon as a mission is made on the Belgian territory and the attestation must be in the vehicle. For the moment no obligation of minimum wage but it is expected soon.

[Click here to read more](#)

**France – implemented 08/08/2015**

The law 2016 / 418 obliges to register the posted workers online on the French site Sipsi. This online registration costs €40 per employee. As this registration is only valid for a maximum period of 6 months, it is a sum of €80 per employee and per year that the company must bear (décret 2017-751).

In addition to this point, the company must have a legal representation on the French territory. This person is responsible for the company towards the French authorities and bodies of control. The mandatory documents in the vehicle are:

- A1 Form
- pay slips, showing that the driver was paid to the French minimum wage for the time he spent in France (in theory the last 12 pay slips)
- working contract in French or English
- attestation of posting

The shippers and order givers must control these documents.

[Click here to read more](#)

**Germany – Milog entered in force 01/02/2015**

Regulation of the minimum wage in Germany. It is the same principle as in France. The only difference is that there is no attestation to show. The legal representation of the company can be located in a different country than Germany but must speak German and be in possession of the requested documents.

[Click here to read more](#)

**Luxembourg - implemented 14/03/2017**

The order giver remains responsible for the carrier and operator used on the Luxembourg territory. The order giver must therefore make sure the carrier and operator are in possession of their “social badge” and the employees/drivers must be paid in conformance with the Luxembourg collective convention for the time spent in the country. Trucks in transit are not affected by this measure.

In these countries, the penalties in case of non-conformity range from €10,000 to €30,000 per case and could include the cancellation of the transport license, depending on the country. 45 hours of weekend breaks in the vehicle are now forbidden and carriers must provide a hotel room to drivers during these rest periods. The costs for the hotel are payable by the employer.

**Pending**

New measures are expected to be announced soon in Belgium, The Netherlands and Italy.

‘We can only assume that drivers will stay in guest houses, motels or hotels which are unlikely to want to accommodate HGV trucks in their car parks or are incapable of doing so. This could mean there is a potential for trucks to be parked road side or elsewhere in the vicinity in an unsecured location. As we know, the lack of secure parking is already an industry problem, and this will simply compound that issue.’
### CARGO CRIME MONITOR

**CARGO THEFT BY COUNTRY**

**June 2017**

<table>
<thead>
<tr>
<th>Country</th>
<th>Number of Incidents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>2 (1.1%)</td>
<td></td>
</tr>
<tr>
<td>Denmark</td>
<td>1 (0.5%)</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>1 (0.5%)</td>
<td></td>
</tr>
<tr>
<td>Germany</td>
<td>9 (4.8%)</td>
<td></td>
</tr>
<tr>
<td>Ireland</td>
<td>1 (0.5%)</td>
<td></td>
</tr>
<tr>
<td>Netherlands</td>
<td>36 (19.2%)</td>
<td></td>
</tr>
<tr>
<td>Slovakia</td>
<td>1 (0.5%)</td>
<td></td>
</tr>
<tr>
<td>South Africa</td>
<td>9 (4.8%)</td>
<td></td>
</tr>
<tr>
<td>Spain</td>
<td>1 (0.5%)</td>
<td></td>
</tr>
<tr>
<td>Sweden</td>
<td>19 (10.1%)</td>
<td></td>
</tr>
<tr>
<td>United Kingdom</td>
<td>108 (57.5%)</td>
<td></td>
</tr>
</tbody>
</table>

*Number of incidents in month*

**Total loss for the 110 or 58.5% of crimes stating a value**

€7,937,075

**-1%**

Fall in the number of crimes in June 2017 vs. June 2016
188
Number of new cargo crimes recorded by TAPA’s IIS last month

€3,466,907
Biggest single loss – Hijacking of truck carrying electronic goods in Johannesburg, South Africa, on 24 June

6 – Number of major incidents with a loss value over €100k

€72,155
AVERAGE LOSS VALUE LAST MONTH

50%
Of the top 8 crimes involved truck hijackings in June 2017

Number of countries reporting incidents

11

Unsecured Parking 140 (74.5%)
Unknown 21 (11.2%)
Secured Parking 13 (7.0%)
En Route 8 (4.2%)
Aviation Transportation Facility 2 (1.1%)
Authorised 3rd Party Facility 1 (0.5%)
Destination Facility 1 (0.5%)
Maritime Transportation Facility 1 (0.5%)
Services 3rd Party Facility 1 (0.5%)

Theft from Vehicle 145 (77.2%)
Truck Theft 10 (5.3%)
Theft from Trailer 9 (4.8%)
Hijacking 8 (4.2%)
Theft of Vehicle 6 (3.2%)
Theft of Trailer 3 (1.6%)
Robbery 3 (1.6%)
Theft 2 (1.1%)
Theft from Facility 1 (0.5%)
Clandestine 1 (0.5%)

REPORTING PERIOD: JUNE 2017
REPORTED CARGO THEFTS IN EMEA FELL MARGINALLY YEAR-ON-YEAR TO 188 IN JUNE, COMPARED TO 190 A YEAR AGO.

The total loss for the 110 or 58.5% of incidents recording a value was €7,937,075, producing an average loss for the month of €72,155. TAPA’s IIS gained intelligence on freight thefts in 11 countries in the region, including six crimes with loss values of more than €100,000.

In the cases of the top two crimes by value last month, both resulted in the successful recovery of goods valued at nearly €4 million and the arrests of suspects in South Africa and Spain:

- €3,466,907
- €500,000

Officers from Johannesburg’s Metropolitan Police Department investigating a truck hijacking and the loss of electronics goods worth over €3.4m responded to a tracker signal on 24 June and traced the stolen vehicle to a location in the centre of the city. As well as recovering the cargo of smart TVs, police also arrested two suspects and found GPS signal jamming devices.

The four other major cargo thefts in June occurred in the United Kingdom:

- €276,414 – On 21 June, another cargo of televisions was stolen when thieves cut a hole in the curtain side of a parked and attended truck that had stopped in an unsecured layby in Worksop, Northamptonshire

On 6 June, a truck was hijacked shortly after leaving a warehouse in Valladolid, northwest Spain, with a cargo of car engines. National Police officers later found the vehicle and 138 engines in a warehouse in Borox, Toledo. The owner of the facility was among four suspects arrested at the premises. According to media reports, police believe the gang had been involved in a number of previous truck and trailer thefts.
INCIDENT DATA

REPORTED CARGO THEFTS IN EMEA FELL MARGINALLY IN JUNE BUT LOSSES FOR THE 58.5% OF CRIMES WITH A VALUE STILL EXCEED €7.9 MILLION

- €135,386 – Televisions were the target again on 26 June in another attack in the East Midlands. In this incident, the offenders forced the rear door locks and seals of a truck and semi-trailer in Coddington, Nottinghamshire.

- €111,494 – Another curtain cutting crime at an unsecured parking location, this incident on 6 June took place near Coventry, West Midlands, and saw thieves steal a shipment of power drills.

- €110,565 – Watford Gap MSA in Northamptonshire was the scene of this crime on 20 June after thieves cut the tarpaulin of a parked and attended trailer and stole its cargo of gin.

UK Motorway Service Areas remain a hotspot

Following the special report in last month’s Vigilant concerning the rise in cargo thefts at UK Motorway Service Areas, June 2017 data shows more than 40 newly-recorded incidents in these types of unsecured parking locations. One report on 7 June stated that a member of the public alerted police to an incident in progress at around 01.00hrs at Membury Services, not far from Hungerford in Berkshire. The offenders escaped in a white Mercedes Sprinter van after the witness used his car horn to raise the alarm. They still escaped, however, with wine valued at €80,775. The offenders’ van was later identified as a stolen vehicle.

The IIS team also recorded a number of reports at UK MSAs in which the curtain sides of trucks were cut open but no cargo was stolen.
TAPA EMEA’s Incident Information Service received a total of 28 reports of cargo crimes with a loss range of between €50,000 and €100,000 last month. These thefts had a combined value of €1,776,645.

Crimes in this category also included:

- **€94,429** – The theft of car parts from a truck that had stopped in an unsecured parking location on an industrial estate in Daventry, UK, on 7 June
- **€88,776** – A Theft from Vehicle crime in Northamptonshire, UK, on 26 June and the loss of a cargo of power drills
- **€88,740** – Another Theft from Vehicle at a UK Motorway Services saw thieves steal mobile phone kits from a truck at Watford Gap MSA in Northamptonshire, UK, on 9 June
- **€76,225** – 31 pallets of clothing stolen from a truck in an unsecured layby in Milton Keynes, UK, on 6 June
- **€71,656** – Robotic movers were taken from a truck on 15 June in Ulricehamn in the Swedish province of Västra Götaland
- **€70,000** – A Truck Theft from an unsecured parking site in Hamm, a city in North Rhine-Westphalia, Germany, on 19 June
- **€63,711** – Another Theft from Vehicle crime in the UK East Midlands, this incident on 8 June involved the loss of a shipment of alcohol in Northampton
- **€62,685** – The loss of a shipment of wine from a truck in an unsecured parking place on an industrial estate in Maidstone, Kent, UK

Other products targeted in incidents with five-figure losses included:

- Cosmetics
- Bicycle carriers
- Wire cable
- Washing powder
- Plumbing materials
- Mountain boots
- Frozen fish
- Coffee products
- Tobacco
- Toothpaste and mouthwash
- Steering wheels
- Chewing gum
- Pressure washers
- Crisps
- Camping equipment
- Cleaning products

**28 LOSSES OF BETWEEN €50,000 AND €100,000 PRODUCED A TOTAL LOSS OF €1,776,645**

<table>
<thead>
<tr>
<th>PRODUCT CATEGORY</th>
<th>No</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unspecified</td>
<td>78</td>
<td>41.5%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>20</td>
<td>10.7%</td>
</tr>
<tr>
<td>Food &amp; Drink</td>
<td>20</td>
<td>10.7%</td>
</tr>
<tr>
<td>No Load</td>
<td>12</td>
<td>6.4%</td>
</tr>
<tr>
<td>Cosmetics &amp; Hygiene</td>
<td>12</td>
<td>6.4%</td>
</tr>
<tr>
<td>Clothing &amp; Footwear</td>
<td>10</td>
<td>5.3%</td>
</tr>
<tr>
<td>Furniture/Household Appliances</td>
<td>9</td>
<td>4.8%</td>
</tr>
<tr>
<td>Tools/Building Materials</td>
<td>8</td>
<td>4.2%</td>
</tr>
<tr>
<td>Car Parts</td>
<td>5</td>
<td>2.7%</td>
</tr>
<tr>
<td>Computers/Laptops</td>
<td>4</td>
<td>2.1%</td>
</tr>
<tr>
<td>Metal</td>
<td>3</td>
<td>1.6%</td>
</tr>
<tr>
<td>Phones</td>
<td>2</td>
<td>1.1%</td>
</tr>
<tr>
<td>Bicycles</td>
<td>1</td>
<td>0.5%</td>
</tr>
<tr>
<td>Cash</td>
<td>1</td>
<td>0.5%</td>
</tr>
<tr>
<td>Pharmaceuticals</td>
<td>1</td>
<td>0.5%</td>
</tr>
<tr>
<td>Sports Equipment</td>
<td>1</td>
<td>0.5%</td>
</tr>
<tr>
<td>Tobacco</td>
<td>1</td>
<td>0.5%</td>
</tr>
</tbody>
</table>

**Violent attacks recorded in Germany, South Africa, Sweden and the UK**

Recorded crimes in June included 11 cases involving the M.O of Violent or Threat with Violence. These crimes took place in:

- Hanover in Lower Saxony and Solingen, North Rhine-Westphalia, Germany
- Kimberley in South Africa’s Northern Cape as well as in both Emalahleni and Thulamahashe in the country’s Mpumalanga province
- Strömstad in Sweden’s Västra Götaland County
- And in four locations in the UK; Purfleet (the scene of two violent incidents), Toddington MSA in Bedfordshire, and Rutland and Northamptonshire in the East Midlands
**Ever Incident Report Counts**

Remember: The IIS incident intelligence database does not require you to publish your name or the name of any company or companies that are victims of crime. You will simply be asked to confirm as much detail as possible relating to:

- The date of the incident
- Type of incident, i.e. Theft from Vehicle
- Modus operandi used by the offenders
- A description of the incident
- The type/s of product/s stolen
- Value of the goods
- The location of the crime, i.e. Unsecured Parking

Using TAPA’s IIS reporting tool is quick and easy. Learn more by watching our IIS Explainer Video.

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**Four Cases Involving Deception Reported in South Africa**

Four cases involving Deception were also reported to the Association over the course of the month, all in South Africa:

- Two incidents four days apart in Pretoria followed a similar M.O: a passenger in a passing car indicated to a truck driver that there was something wrong with the back of their HGV. When the drivers stopped to investigate, they were forced into the offenders’ cars and their trucks stolen. The drivers were later released at different locations.

- On 22 June, a truck driver was stopped by the driver of a white Toyota. Stating he was a police official, he asked the driver for his driving licence before saying the truck’s brake lights were not working. As they went to the back of the vehicle, a second offender armed with a gun, and two other suspects, tied up the driver and pushed him into the back of the vehicle. He was later left close to a nearby industrial estate.

- On 4 June, this time at Johannesburg’s O.R. Tambo International Airport, eight offenders dressed in high visibility jackets and security uniforms entered the airport perimeter and instructed staff in one of the facilities to wait in a secluded part of the warehouse. The offenders then escaped with three shipments of mobile phones and tablets.

TAPA’s IIS also recorded one incident involving Theft from a Moving Vehicle. This took place while the truck was en route in Västra Götaland County in Sweden on 25 June and resulted in the loss of three pallets of computer products.

Amidst all of the recent reports of migrants trying to stop and board trucks in the area close to the port of Calais, in June TAPA was notified of a similar incident in Waremme in the Belgian province of Liège.

**Police Data Sharing Support Means No Change in the Top 3 Countries**

Of the 11 countries recording cargo crimes in TAPA EMEA’s IIS database last month, the UK, the Netherlands and Sweden retained their now familiar ‘top 3’ positions due to the level of data sharing by TAPA’s law enforcement agency partners in those countries. The three countries recorded 108, 36 and 19 freight theft incidents in June respectively, accounting for 86.8% of the monthly total.

Nine incidents were also reported in both Germany and South Africa.

**Losses Reported in 14 TAPA IIS Product Categories**

Over half of the products targeted by criminals in June were reported as either unspecified or miscellaneous, and there were 12 crimes involving the thefts of a truck and/or trailer but no load. Of the remaining 14 IIS product categories only three recorded 10 or more thefts:

- Food & Drink – 20 incidents, 10.7% of the June total
- Cosmetics & Hygiene – 12 or 6.4%
- Clothing & Footwear – 10 or 5.3%

Trucks were targeted in all but three of the 188 crimes in June, with Theft from Vehicle dominating the types of attacks once again, accounting for 145 or 77.2% of the total for last month. This was virtually on a par with the most frequent type of location – Unsecured Parking – which was recorded for 140 or 74.5% of incidents reported in June.
POLICE CHIEF TAKES ACTION AFTER LATEST CRIMES AT JOHANNESBURG’S O.R. TAMBO INTERNATIONAL AIRPORT

Police in South Africa have stepped up patrols at Johannesburg’s O.R. Tambo International Airport after a spate of recent attacks by cargo thieves.

On 1 July, a Saturday morning, an armed robber was shot dead and another suspect arrested after they overpowered guards at one of the airport’s cargo handling facilities.

Police reports pointed out that the incident took place on the landside of the cargo area and the attackers never gained airside access.

According to one report, the offenders made off in a hijacked cargo truck with members of the South African Police Service (SAPS) and airport security personnel in pursuit. A few kilometers from the airport, the suspects were stopped in the Kempton Park area.

Speaking earlier this month, hours after another truck carrying valuable goods was hijacked soon after leaving the airport, Police Minister, Fikile Mbalula, said all security weaknesses at O. R. Tambo had been identified and that one of the actions to improve security and curb corruption would be to ‘rotate and vet’ officers not deemed to be doing their jobs.

He also praised the officers responsible for foiling recent attacks or catching suspects.

POLICE RESPONSE

TAPA EMEA is responding to the continuous rise in cargo crime across EMEA with new initiatives to help its members keep their supply chains and employees safe.

Do you want to help make a difference?

We need volunteers to act as TAPA EMEA Ambassadors to support the gathering of cargo theft intelligence at a local and national level as well as the creation of a new secure parking network in Europe. You must be able to:

• Identify and share cargo crime intelligence in your local country?
• Act as a Secure Parking Ambassador to help identify suitable parking locations in your country and be a liaison point for local Parking Place Owners?

If you want to find out more or simply volunteer to help, contact info@tapaemea.org
## SEPTEMBER

<table>
<thead>
<tr>
<th>Event</th>
<th>Dates</th>
<th>Location</th>
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<td><strong>SecProTec</strong></td>
<td>05-07</td>
<td>September – Nairobi (KE)</td>
<td><a href="http://www.secproteceastafrica.com/">http://www.secproteceastafrica.com/</a></td>
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<td>08-10</td>
<td>September – Yerevan (AM)</td>
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<td>11-12</td>
<td>September – Tampere (FI)</td>
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<td><strong>TCS&amp;D</strong></td>
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<td><strong>IBC</strong></td>
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<td>September – Amsterdan (NL)</td>
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<td><strong>Air Cargo Handling</strong></td>
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<td>September – Minsk (BY)</td>
<td><a href="http://www.expoforum.by/">http://www.expoforum.by/</a></td>
</tr>
</tbody>
</table>

### 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

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TAPA INTELLIGENCE DRIVES A SECURE SUPPLY CHAIN
WHO WOULD YOU TAKE ON A JOURNEY INTO THE FUTURE?

With over 400 delegates already registered for TAPA’s 20th Anniversary Global Conference in London on 25 & 26 October, 2017, the Association now plans to send a series of invitations to non-members and other relevant supply chain security stakeholders to give them a unique opportunity to learn more about TAPA.

You can nominate colleagues, suppliers and partners to receive an invitation to join us in London.

Places to non-members will be limited and please note that special preference will be given to:
- Manufacturers
- Logistics Service Providers

Send the contact details of your nominations to info@tapaemea.org

20TH ANNIVERSARY GLOBAL CONFERENCE

TAPA@20

LONDON, OCTOBER 2017 – THE WORLD’S BIGGEST-EVER SUPPLY CHAIN SECURITY CONFERENCE