

Freight Crime in Italian Supply Chains

TT Club, BSI and TAPA EMEA

2024



Your partner
in progress



Contents

- [01](#) Introduction
- [01](#) Risk landscape
- [04](#) Drones – an emerging security threat
- [06](#) Credit fraud risk
- [08](#) Cargo at rest is cargo at risk
- [10](#) Theft from rail modality
- [12](#) Italy freight crime trend

Introduction

TT Club, BSI and TAPA EMEA have identified Italy as an area of concern for cargo theft and related freight crime. The increased frequency of incidence is highlighted in the data collated by all three organisations covering the five years to date. This joint industry report is intended to raise awareness of the current elevated threat, providing insight from all three organisations, with the aspiration of empowering freight and logistics operators with valuable information from which risk mitigation strategies can be developed.

Freight crime continues to adversely affect the supply chain industry and the businesses that rely on it. The risks identified through this report are diverse, with some unique to Italy while others will be familiar to operators from other regions. Recognising that the associated risk landscape is dynamic, TT Club, BSI and TAPA EMEA have compiled risk mitigation guidance that operators can consider when assessing their own respective risk profile.

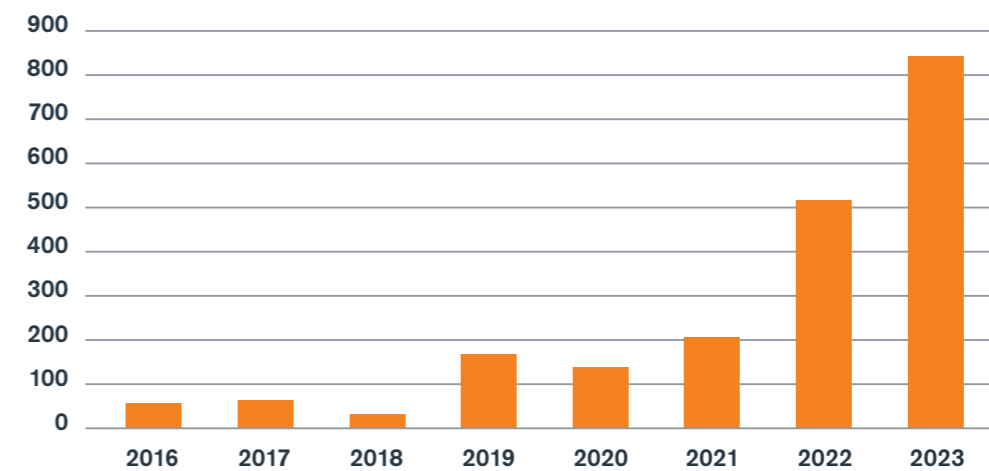
Risk landscape

Italy has long been a hotspot for cargo theft. During the past decade, the number of thefts TT Club has recorded in Italy has continued to rise each year. During the COVID pandemic, thieves in the country were far from inactive, and the rate of theft continued to rise.

Following this, the rate has risen rapidly during the subsequent period of high inflation as households have struggled with the cost of living. In 2023, the number of reported cargo theft incidents quadrupled when compared with data from two years prior. The value of the claims raised substantially as well, demonstrating the increasing sophistication of the methods used by thieves to target more valuable cargo. Italy is a centre of production of high-value luxury goods and it is no surprise that clothing and apparel are the second most targeted commodity in Italy, after food and beverage.

Pharmaceuticals are also heavily targeted by gangs who sell these goods in markets across Europe. The Italian freight industry operates in a political and social landscape that has long grappled with mafia syndicates, the names of which are synonymous with organised crime. However, new risks emerge continuously, as evidenced by both TT Club data and the experience of Italian operators. This report explores some of the trends seen in Italy, some of which have emerged elsewhere while others are being seen for the first time.

Frequency of Claims in Italy 2016 – 2023



Source: TAPA EMEA Intelligence System (TIS)



Disclaimer

The information contained in this publication has been compiled from various sources. TT Club, its Managers and all other contributors do not accept responsibility for loss or damage which may arise from reliance on the information contained herein.

Copyright © Through Transport Mutual Services (UK) Ltd 2024. All rights reserved. Users of this briefing may reproduce or transmit it verbatim only. Any other use, including derivative guidance based on this briefing, in any form or by any means is subject to prior permission in writing from Through Transport Mutual Services (UK) Ltd.



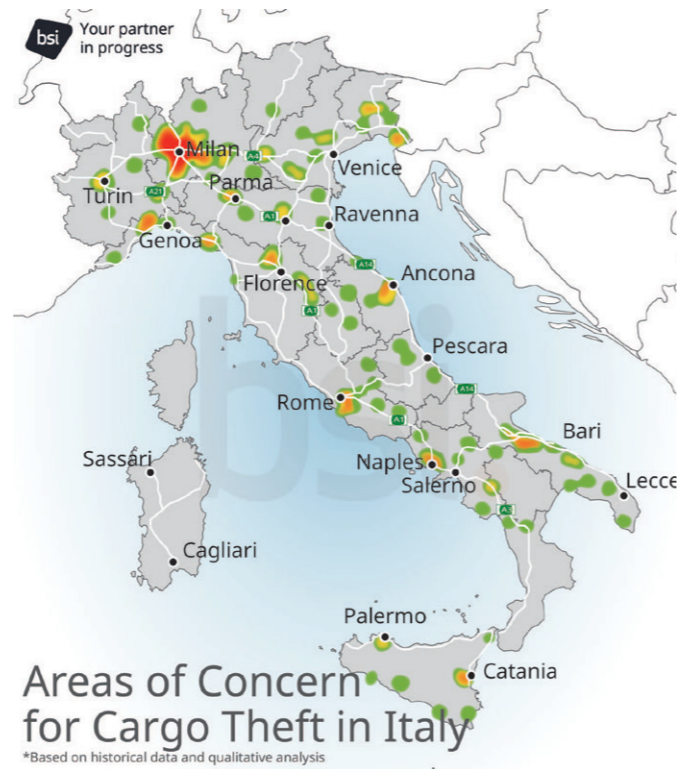
Organised crime factors

There is a well-known link between organised crime and theft of cargo and Italy is no exception. Their activities often involve the theft, hijacking, and vandalism of goods during transit. BSI notes the enormous influence of the various mafia groups, noting that the Camorra clan in particular have been linked to Italian logistics firms. These firms are often used as a front for infiltrating the supply chain, with corrupt drivers and firms known to facilitate theft. Maintaining a hand in legitimate business also enables organised crime groups to launder illicit gains. The Organised Crime Index (OCI) gives Italy one of the highest crime ratings in Europe.

Much work has been done to combat organised crime in Italy, with notable success. The OCI states that the Italian government continues to enact local anti-corruption practices as well as to participate enthusiastically in the international frameworks that exist to combat mafia activity. These efforts notwithstanding, such activity unfortunately continues to impact on Italian businesses and the environment in which they operate.

Local factors

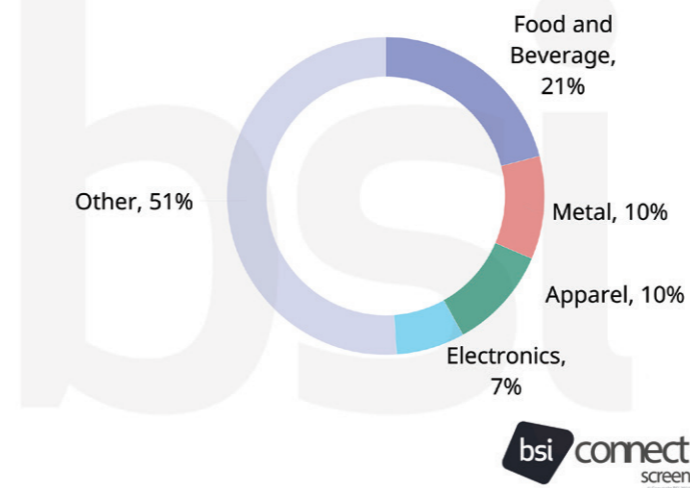
Due to its geographic location near the centre of Europe and the Mediterranean Sea, Italian ports are obvious entry points for many supply chains leading into Europe. Lombardy, in particular the area surrounding Milan, typically experiences the highest rates of cargo theft in Italy. Lombardy is the most populous region of Italy and one of the most industrialized, with hubs of mechanical, textile, and chemical production. Milan is



the second-largest city in Italy, behind Rome, and an industrial and business center. Many of the roads that run through and around the area surrounding Milan are major Italian arteries, including the A50, A64, A1, and A4 highways, and these roads are all highly targeted by cargo thieves. Thieves steal from both facilities and trucks frequently in Lombardy, and carriers operating in Lombardy are at higher risk of hijacking than those in other areas of Italy. Cargo theft most often involves electronics, consumer products, medical devices and supplies and, in particular, pharmaceuticals. Indeed, as the industrial heartland of Italy, cargo moving in this region is highly sought after by thieves.



Top Product Types Stolen Italy 2023



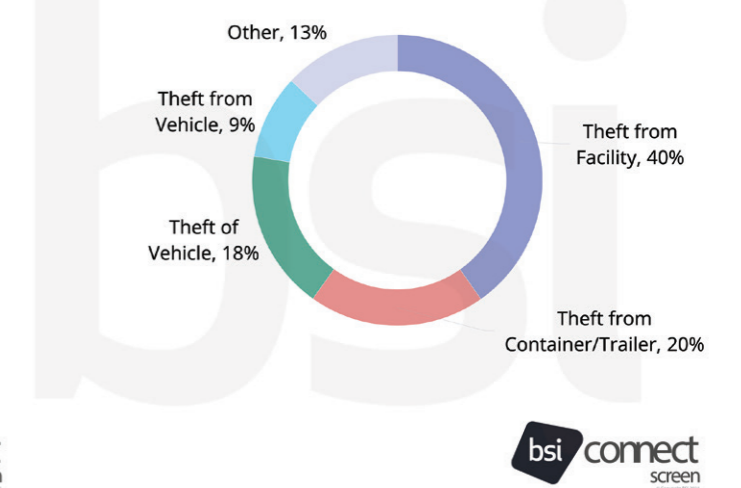
General cargo theft trends

The threat of cargo theft in Italy is severe and cargo thieves employ a variety of methods to steal cargo. Robberies and burglaries are reported regularly, and cargo truck hijackings are far more common in Italy than in many other locations in Europe. Hijacking is often accompanied by violence and the safety of drivers in Italy is a genuine concern for this reason. Gangs of thieves have been known to impersonate police officers in order to perpetrate these crimes. As in other locations across Europe, fictitious pickups, perpetrated by false carriers or false freight forwarders, is becoming an increasingly common occurrence. This may also sometimes be the result of drivers falsely reporting loads as stolen when they have stolen the shipments themselves. Drivers are frequently complicit insiders who identify high-value shipments to criminal gangs. As discussed later in this report, safe parking locations in Italy are rare and thieves are often able to prey on such loads at will.

Warehouses too are not immune to theft. Cargo thieves in Italy typically use brute force to enter warehouses during



Top Theft Types in Italy 2023



robberies. Thieves utilise pickaxes and crowbars to force open locks and windows at facilities. In some cases, cargo thieves move carefully to avoid being spotted on security cameras, suggesting either insider collusion in some thefts or careful surveillance of facilities prior to robberies. Indeed, this report will shed light on the innovative use of technology employed by such groups as they seek high-value targets. Additionally, highly organised gangs often employ sophisticated methods for stealing cargo in attempts to evade authorities such as blocking roadways with trucks or other large vehicles, or scattering nails across the pavement, thus hindering police in reaching the location of the theft.

Criminals frequently target the major transportation hub of Milan and follow specific loads, often with the assistance of the drivers themselves, before stealing the cargo. The extensive use of curtain-sided trailers and unsecured parking areas allow for unauthorized access to cargo while shipments are in-transit. Additionally, the use of pre-loaded trailers at company warehouses, distribution centres, freight forwarders, and third-party logistics providers can provide thieves with easier access to cargo shipments.

“
Fictitious pickups, perpetrated by false carriers or false freight forwarders, is becoming an increasingly common occurrence.
”

Drones – an emerging security threat

The use of drones is becoming increasingly widespread and the uses to which drones are applied are proliferating.

There are many beneficial uses across the supply chain, from assessing maintenance issues to the transportation of cargo. One of the uses for which drones are increasingly being used is security. In many ways, drones are an ideal tool for keeping sites secure. They are small and innocuous, and they are able to monitor the actions of thieves without alerting the thieves to their presence. They are able to see infrared and heat signatures, enabling drones to quickly spot infiltration along fence lines. The cost of drones keeps dropping, as well, making them more attractive to businesses looking for cost effective security solutions.

There is, however, another perspective to consider as highlighted here. Drones are increasingly being used as a reconnaissance tool by thieves who recognise many of the same benefits drones bring to legitimate business.



A hidden threat

Just as drones may monitor thieves from a safe and unobserved vantage, so too may an unprepared site fail to notice a reconnaissance drone. A drone may start its journey many kilometres away from its intended target. Even a hobby drone may operate up to 4km away from its operator and multi-rotor drones may operate up to a distance of 15km.

Many modern drones may operate for 30+ minutes, more than enough time to stake out a site, noting its vulnerabilities, the location of security cameras and guard stations. Drones are quiet and may have excellent visibility from a height that makes them all but invisible to the naked eye. Drones have even been known to enter warehouse facilities unobserved through open bay doors. In this way, thieves are able to build a profile of the goods that are stored at the various facilities in a particular area. They can then target trailers and containers left in yards or vehicles leaving from the sites where the most valuable goods are known to be stored, increasing their odds of a big score.



Bypassing aviation laws

The drone regulator in Italy is the Italian Civil Aviation Authority (ENAC), and it has implemented in early 2023 new laws governing the use of drone technology. According to the new laws, drone operators must be registered as such and drone signals must contain an electronic signature that identify the operator. However, this does not apply to drones that weigh less than 250g and there are many hobbyist drones available that do not exceed the threshold. It is not yet known how heavily enforced the drone operator registration requirement will be or what enforcement

mechanisms will be put in place. In any case, drone operators using drones to break the law are unlikely to concern themselves with difficult to enforce registration requirements.

Another important rule is that drones may not operate within 5km from an airport. Evidence indicates that areas of particular concern are supply chain operations in and around airport facilities. Drones generally contain a chip that will not allow them to operate within the exclusion zones. However, thieves have become adept at removing them and continue to operate illegally around airports. Airfreight, such as the luxury goods which are a cornerstone of the Italian economy, is often high value and is thus very attractive to thieves. They will often follow airfreight using a drone from the airfield where the cargo is offloaded back to a nearby facility and wait for an opportunity to strike. Sometimes, such cargo is targeted while it is still on the road from the airfield. Indeed, hijackings of trucks moving cargo from airports has become unfortunately more common in recent years.



Protecting against the threat

As the threat of drones has emerged, supply chain businesses operating in Italy have begun to protect themselves from it. Anti-drone technology is increasingly being used by Italian businesses to prevent this reconnaissance taking place.

This type of technology generally takes two forms: drone-locating technology and drone-disabling technology. Radar frequency can be used to locate drones but this may not be reliable. Radar relies on line-of-sight to identify drones. This may be obscured

by the many obstacles that exist in and around a transport facility. Additionally, radar often mistakes drones for birds and vice versa. Radio frequency (RF) detection is arguably a more accurate method of drone detection. Radio frequencies pass through objects such as buildings and such a detector will never mistake a bird for a drone. It is important that such a system is able to detect the frequencies used by drone manufacturers for communication between the drone and its controller.

Once successfully identified, systems also exist that can disrupt the radio signal from the controller. This will cause the drone to lose the signal from its controller and crash. Care should be taken that the crashing drone will not cause harm to people passing underneath it. Additionally, RF jammers may cause damage to RF detection equipment so care should be taken to ensure that different systems are compatible.

Summary

Technology is constantly evolving to meet the needs of its users. It presents many opportunities to improve the lives of those who adopt it. In the case of drones, when used correctly, they have great potential to make supply chains safer and more secure. Unfortunately, technology also has the potential for misuse and, in this case, drones also pose a security threat, as experience in Italy has shown. It is important for operators in the supply chain in Italy and elsewhere to be aware of this emerging threat and to take steps to counter it wherever it emerges.

TT Club thanks Dario Novella, Country Head of Security & Operational Resilience at DHL Global Forwarding and TAPA EMEA Italy Country Lead.



Credit fraud risk

TT have regularly highlighted risks posed through the global supply chain related to the fraudulent activity of organised criminal groups. Typically the industry has witnessed fraudulent documents, mandate fraud, fraudulent truckers and trucking companies presenting themselves to collect cargo and more recently fraudulent freight forwarders or brokers, creating further smoke screens behind which the criminal's activity is disguised.

How does the risk manifest?

A new customer approaches with a single, spot hire consignment of goods typically to ship internationally. In our example here, we will use a cargo of clothing from Bangladesh to Spain. The shipment will be completed by road at source and destination and by ship for the maritime leg. This first shipment is suggested to be the start of a potentially large and lucrative contract.

A rate is agreed and a 60 day credit facility arranged. The cargo is collected, shipped and delivered in line with expectation. Within the 60 day credit period the freight account is settled as expected, building confidence.

The customer then approaches with four more consignments of clothing, in line with the earlier suggestion that the contract could be large. Based on the existing and agreed 60 day credit facility and on the

basis of the initial successful experience, the logistics operator duly starts to arrange the shipments.

Not long after the order for the four additional consignments is placed, plans change, there is an urgent consignment from the customer. Due to the urgency this consignment must be shipped immediately by air. Eager to please the new customer, a rate is agreed and arrangements are made. This urgent consignment, followed by several further air freight shipments, become the norm over a three week period.

A total of eight air freight shipments are completed, arrive and delivered to the consignee without issue. Once the air freight shipments are delivered, the new customer goes quiet, there are no new shipments placed. Communications to the customer go unanswered for several days. The 60 day credit period expires and the customer has not settled the account.

Further attempts to contact the customer fail and the freight account goes unsettled.



The importance of due diligence

Undertaking sufficient due diligence, particularly when dealing with new customers is vital. This is a primary risk management tool for your business. Knowing your customer is critical on a number of levels including

regulatory compliance, safety and security. The cash flow of your business of course is also of importance, so verifying the customers' credit worthiness before extending credit is a prudent measure.

Whilst not exhaustive, the following risk mitigation strategies could be considered.



Identifying the customer:

- Full legal name and registered address
- Contact details (telephone and email) *mobile phone numbers and free mail email addresses could be a red flag
- Website address
- The main (or registered) activity of the customer
- Verify ownership (taking account of regulations, such as sanctions, as appropriate)
- Legal form (limited company, sole trader, publically limited company)
- Company registration number
- Tax (e.g. VAT) registration number
- Governmental or similar audit scheme (e.g. AEO) membership
- Key personnel and their roles
- Authority of the individual to sign on behalf of the customer



Additional credit worthiness checks:

- Financial reports
- Copies of the latest annual accounts
- Use a credit rating agency to establish the credit worthiness of the customer
- Request confirmation of any cargo insurance policies in place (where possible verify any warranties on the insurance policies)
- Verify acceptance of your standard terms and conditions



Practical commercial considerations:

- Establish exactly what services are required and define what will be provided (volumes/mode)
- Verify that the services required realistically rest within any agreed credit limit
- Establish the reasons for credit to be required
- Assess and verify how much credit is requested
- Confirm credit policies relating to Duty/Tax
- Detail credit policy timelines
- Obtain full banking account details, including IBAN and SWIFT codes where applicable
- Verify the identity and contact details of the person responsible for payments (mitigating the risk of mandate fraud)

There is an old adage in business, "if it seems too good to be true, then it probably is".

Cargo at rest is cargo at risk

Freight crime is an issue that affects all businesses and industries. The security of cargo on the move can be difficult to guarantee and vulnerability remains at all stages of the supply chain. However, cargo is particularly vulnerable to theft whenever the vehicle in which it travels stops for any reason.

There are a number of reasons why vehicles must stop. Freight trains must stop to give way to trains carrying passengers. Cargo is at rest as it waits to move from one modality to another. Cargo that is transported by road must rest whenever the driver takes a break. In Italy and the rest of the EU, strict laws govern when drivers must take breaks from work and driving. As soon as the truck stops moving, it is vulnerable to theft.

An inconvenient truth – drivers must park somewhere

The drivers' hours laws in the EU are complex, but the law governing when drivers must stop and take a break from driving are clear. A driver may drive for a maximum of 4.5 hours before they must stop and take a break for 45 minutes. Commercial vehicle parking tends to cluster approximately 4.5 hours away from cargo collection points such as large ports and rail terminals, as cargo makes its way to customers further afield. Organised gangs of thieves are aware of these clusters and lie in wait for vulnerable loads of cargo. Insider information often plays a role in targeting specific loads, as drivers are often instructed to stop at particular rest areas.

Compounding this issue, collection and delivery points are often unsuitable places to stop. Even warehouse facilities are often unwilling to allow drivers to park on site due to space constraints or an inability to accommodate drivers on rest. This leads to drivers parking on the roadside in and around industrial



TT Club's data for 2023 shows that 31% of all cargo theft claims that occurred in Italy were a result of theft from vehicles parked, either in unsecured parking areas or on the roadside.



estates, making them easy targets for thieves who often target such vehicles. Perversely, safe and secure parking in and around industrial estates remains rare.

TT Club's data for 2023 shows that 31% of all cargo theft claims that occurred in Italy were a result of theft from vehicles parked, either in unsecured parking areas or on the roadside. Unfortunately, Italy has one of the lowest numbers of safe and secure parking places in Europe and businesses are left with few alternatives as they seek to limit their risk and protect the safety of drivers. This grim statistic naturally prompts the question of what is being done to improve access to safe and secure parking in Italy.

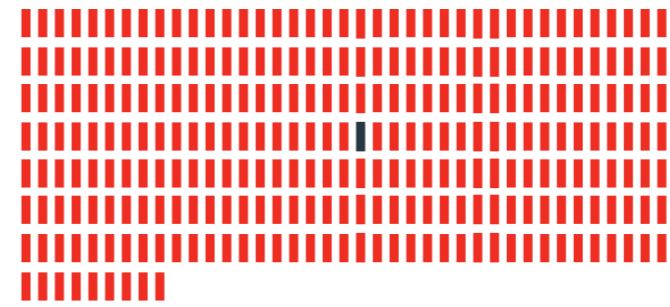
Safe and secure parking standards

There are two large bodies that promote safe and secure parking guidelines in Europe. The EU SSTPA Program is a standard focuses on security of the perimeter of the site, the parking areas, the entry and exit points, as well as staff procedures. The stated aim of the Commissioner for Transport Adina Vălean is to create a network of safe and secure parking facilities across EU member states along the so called TEN-T network a maximum of 100km apart. The SSTPA standard was developed in consultation with a number of industry organisations.

The second organisation that promotes safe and secure parking is the Transport Asset Protection Association (TAPA) EMEA. TAPA has developed a multitiered Parking Security Requirement as a complement to its Trucking Security Requirement and Facility Security Requirement. TAPA has compiled a large database of safe and secure parking sites across most countries in Europe. To date, however, there is only one TAPA approved site in Italy, near Genoa.

Uomini e Trasporti, an Italian trade publication, reported in March 2023 that there is a ratio of one parking space for every 289 trucks on the road. Unfortunately, cargo traveling through Italy is being put at high risk of theft by the lack of safe and secure parking.

1 Parking space for every 289 trucks on the road



A low margin business

To understand the causes of the lack of safe and secure parking in Italy, TT Club spoke with a security expert and representative of TAPA EMEA based in southern Europe. When asked why parking businesses are hesitant to improve standards or to become certified, it was stated that there is no competition to improve safety or security conditions. Parking is a low margin business, often no more than a peripheral business for a hotel or refuelling station. Since parking sites are filled daily, there is not pressure for businesses to improve their offering to find competitive advantage.

Despite this, there are green shoots of improvement in Italy and the surrounding region. As noted above, the EU is keen to improve access to parking and has made available funds to drive improvements, both in terms of creating new parking areas and improving the security of existing locations. Importantly, these funds are tied to certification. TAPA is proactive in the region and frequently approaches parking sites in order to inform business owners about the funds available and to help facilitate improvements by providing training and support to sites looking to implement changes to infrastructure.

Protecting against the threat

A lack of secure parking is not unique to Italy. Many countries could do more to protect drivers and cargo from the threats they face. Finding access to safe and secure parking in Italy is certainly challenging, but improvement does not come easily. Commercial vehicle parking is often a low priority for local planning and development bodies and is often actively resisted by local communities worried about noise and the encroachment of industrial activity. TT Club has worked closely with government and industry representatives to address this issue and some progress is being made. There is increasing recognition by governments across Europe of the importance of expanding access to safe and secure parking, but it is important that the message reaches the wider community. Preventing

cargo theft not only protects the businesses that communities rely on, but also prevents goods entering the black market, where proceeds support the activities of organised criminal groups.

In the absence of secure parking, transporters are forced to explore technological solutions. GPS tracking, of both vehicles and containers is now very common. As criminal networks have begun to adapt to this security measure, jamming detection is becoming increasingly common. High-security locks on trailers and containers are increasingly common, and solutions such as high security containers are always improving. Criminal groups are highly adaptive as well, however. High security locks are routinely bypassed by removing the container doors at the hinges. GPS locators are easily jammed or simply removed from the vehicle. There is simply no technological substitute for a secure parking compound. When transporting high value cargo, businesses are increasingly resorting to hiring guards to accompany vehicles on their journey, or specifically when parked, an indication of how urgently parking is needed.

A way forward

A lack of access to safe and secure parking is a global problem, of which Italy is an acute example. However, the issue must be solved locally. The issue has its roots in local resistance to development of parking solutions. It is incumbent on industry to work with local planning departments and communities to overcome this resistance through education and better communication. Ultimately, it is communities themselves that suffer as organised criminal networks prey on vulnerable cargo, risking the safety of the drivers and funding illicit activities.

TT Club has been involved in numerous projects aimed at improving access to parking. This report highlights some of the challenges faced by those looking to make improvements. Each step is important, however, and it is important that this issue is continuously highlighted to local governments and planning departments who often stand in the way of further development. An instance of cargo theft is not simply a matter of lost cargo or a financial loss for the businesses involved, but is also a threat to the health and safety of the driver who was responsible for the load. It is important that governments and communities acknowledge the collective responsibility owed to these workers to allow them to carry out their work without fear of the threat of violence.

TT Club thanks Panayiotis Laimos, Standards and Training Support, TAPA EMEA for his insight in the development of this article.

Theft from rail modality

Rail is often lauded as a safe, secure and environmentally friendly way of transporting cargo. While this is largely true, it is important that operators recognise that transporting cargo by rail is not a risk-free endeavour.

Theft from rail has long been a recognised threat along the long and isolated stretches of rail lines in the United States. Recently, the TT Club has observed an increase in theft of cargo moving via rail in Italy as well.

Cargo at rest

An example of this type of theft activity was observed last year on the rail line operating between La Spezia Port and Melzo, near Milan. TT Club experienced numerous instances of cut seals and theft of cargo along this stretch of the line. Upon investigation, it was reported that the incidents in question were primarily occurring along the stretch of track near to Limito di Pioltello railway station, where freight trains are required to give way to passenger trains. As with road freight, cargo at rest is cargo at risk, and thieves take full advantage of the stopped train.

It is often observed when studying the threat of cargo theft that the thieves are just as organised as any of

the legitimate components of the supply chain, and so it was with this example. It was reported that the thieves were highly organised as they descended on the stopped train, with an organised division of labour. With some responsible for seal cutting, others responsible for accessing the containers and searching for desirable goods to steal, and still others responsible for removing the goods to waiting vehicles. The only evidence left behind is the cut seals and missing cargo. Police reported to the investigators that there were known organised criminal groups operating in the area.

A new trend?

The above scenario is one example but during the TT Club experienced many claims of cut seals from Italian cargo traveling via rail in 2023. A majority of these cases did not result in stolen cargo, as the nature of the crime is untargeted and highly opportunistic. However, each case resulted in a loss due to a requirement to survey cargo, as well as reputational damage for



the carrier. It is also worth noting that trends in crime statistics suggest that criminals are as adaptative as any other actor in the supply chain. Operators are advised to take note and not to assume that cargo traveling by rail is necessarily secure due to the mode of transit. There are steps that businesses can take to further ensure the security of cargo travelling via rail.

Theft deterrent

The single most effective method of preventing theft of goods travelling by rail is to position two containers with the doors of each container facing the other. Some freight operators make use of 60 foot carriages, enabling 40 foot and 20 foot containers to be positioned in this way. However, the majority of rail carriages in use are 40 foot, meaning that 40 foot containers are left at risk. Additionally, the use of rail to transport curtain sided trailers is increasingly common and these are vulnerable to break in. Container clamps and high-security locks are often used and, while these may deter an opportunistic thief, they are usually no match for a determined criminal. It is common to find that angle grinders have been used to break through such defences.

One effective solution is an electronic seal that sends a signal upon tampering, triggering dispatch of an emergency intervention team. Similarly, volumetric motion sensing equipment used inside a container can be used to send an alert when movement inside a container is registered. These solutions, while effective, are costly as they involve alarm monitoring and an effective live response solution. However, such solutions may be appropriate to ensure the security of high value cargo.

“
Cargo at rest is cargo at risk.
”

Italy freight crime trend

BSI and TT Club have identified what appears to be a new trend through the last six months relating to freight crime in the Lombardy region around the northern city of Milan. There have been several reported incidents of cargo theft in the region from warehouses and logistics facilities.

These incidents are showing particular modus operandi on the part of the criminals, typically operating in large numbers and coordinated in their approach. The group utilises stolen vehicles to block roadways around the target facility creating an uninterrupted opportunity to access and steal the cargo, by preventing both usual traffic and emergency services from responding. In several cases the tyres of the vehicles used to block roadways were slashed preventing easy removal.

Witnesses have also seen the group spreading three-pronged nails across surrounding roads and access ways to further disable response.

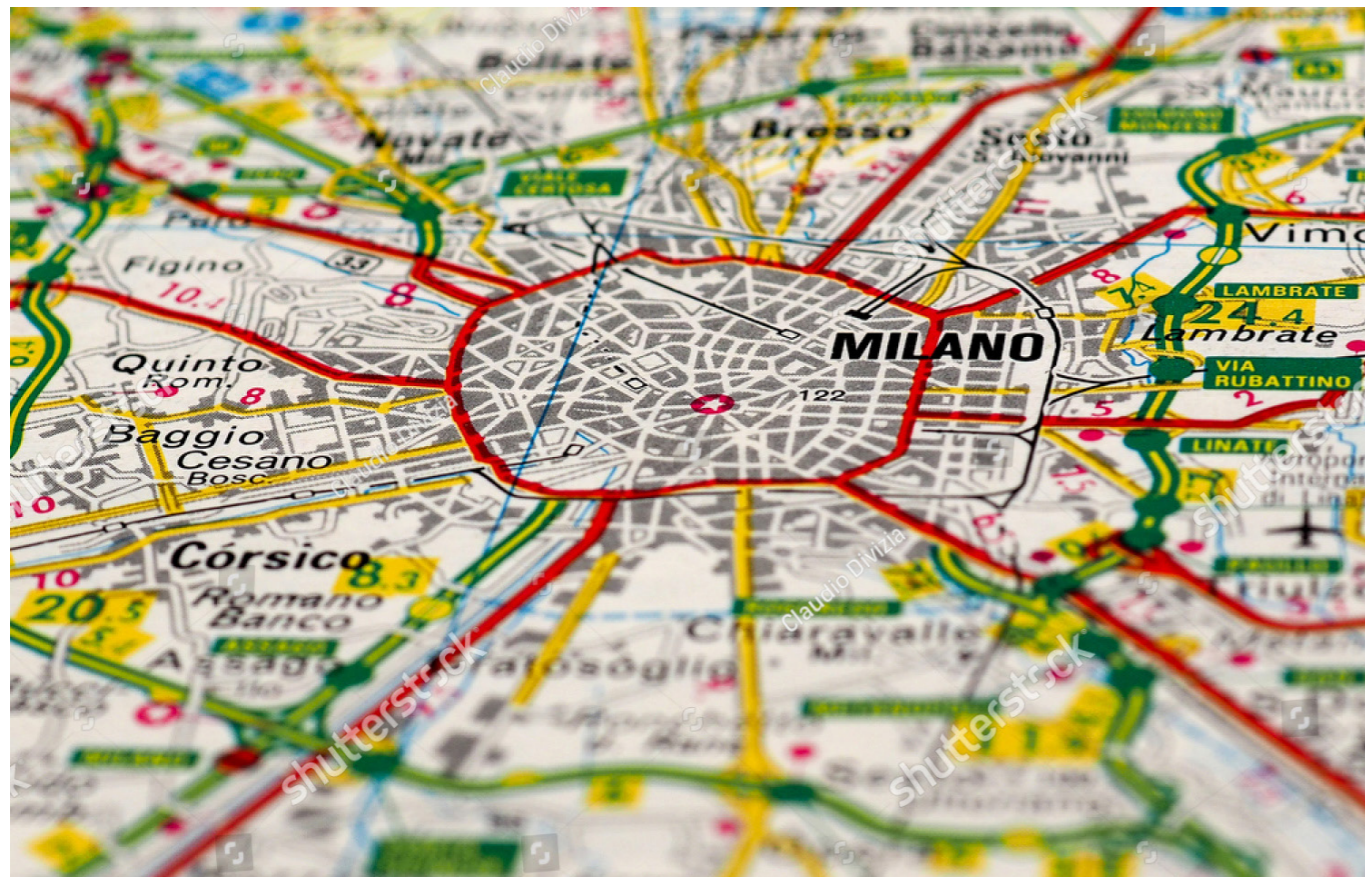
The group carries out these theft operations with precision and at alarming speed, narrowing the opportunity to identify the incident unfolding and intervene. The information required to execute such an attack successfully would be multi-layered, not least having undertaken detailed surveillance on the facility, local infrastructure, access roads and target cargo.

The level and extent of information required would likely require the recruitment of inside assistance.

Facility operators should consider this worrying trend and seek to employ counter measures to assess and identify both insider risk and suspicious activity in the immediate vicinity of the facility. To date, the incidents reported have not involved injuries to those working within the operation at the time, however this risk is ever present.



The group utilises stolen vehicles to block roadways around the target facility creating an uninterrupted opportunity to access and steal the cargo.



TT Club is the established market-leading independent provider of mutual insurance and related risk management services to the international transport and logistics industry. TT Club's primary objective is to help make the industry safer, more secure and sustainable. TT Club's Loss Prevention function is committed to the ongoing development of advice and information underpinning this objective.



This includes:

- Providing support to reduce the risk of claims occurrence
- Promoting 'best practice' opportunities
- Helping to improve risk assessment, mitigation, and control

Theft remains a top five area of claims cost in TT Club's global claims analysis. Analysis of incidents, increased data sharing agreements, collaborations, and widespread dissemination of findings, all serve to improve understanding of the underlying risks. This report demonstrates TT Club and BSI's shared goal of educating the transportation and manufacturing sectors about the dynamic cargo theft risks present globally.

With enhanced awareness of cargo crime trends, the industry will be able to engage in a proactive approach in preventing cargo crime, while minimising the resulting financial loss and brand reputation damage.

**Highlighting risk, reducing exposure.
Advising insureds, serving the industry.**



Josh Finch
Logistics Risk Manager

Through Transport Mutual Services (UK) Ltd for TT Club
T: +44 (0) 20 7204 2296
M: +44 (0) 7795 591034
E: joshua.finch@thomasmiller.com



Michael Yarwood
Managing Director, Loss Prevention

Through Transport Mutual Services (UK) Ltd for TT Club
T: +44 (0) 20 7204 2653
M: +44 (0) 7788 873935
E: michael.yarwood@thomasmiller.com



Dorota Jilli
Senior Underwriter

Through Transport Mutual Services (UK) Ltd for TT Club
T: +44 (0) 20 7204 2648
M: +44 (0) 7771 944140
E: dorota.jilli@thomasmiller.com



Kate Andrews
Senior Underwriter

Through Transport Mutual Services (UK) Ltd for TT Club
T: +44 (0) 20 7204 2073
M: +44 (0) 7887 822511
E: kate.andrews@thomasmiller.com



Eva Tsoureka
Underwriter

Through Transport Mutual Services (UK) Ltd for TT Club
T: +44 (0) 20 7204 2626
M: +44 (0) 7780 932917
E: eva.tsoureka@thomasmiller.com



Davinio Dwarkasing
Trainee Underwriter

Through Transport Mutual Services (UK) Ltd for TT Club
T: +44 (0) 20 7204 2375
M: +44 (0) 7786 031998
E: davinio.dwarkasing@thomasmiller.com

Our Services: BSI Connect Screen

BSI Connect Screen is an integrated platform that employs a risk-based approach to supply chain risk management programs. It targets the biggest global supply chain threats to help organizations inspire trust and build resilience through data-driven insight. Our platform contains the largest proprietary global supply chain risk intelligence database that looks at more than 20 risk ratings in over 200 countries. BSI Connect Screen provides services and solutions to accelerate your understanding of supply chain risk and gain insight to empower decision making to build a more resilient supply chain.

These services include:

- Custom Intelligence Services
- Powerful, Interactive Risk Mapping
- Daily Updates and Notifications
- Custom Report Builder
- Supply Chain Incident Database
- Connect SCREEN Auditing System
- Advisory Services
- Training Services

Contact BSI Connect Screen's Global Intelligence Analysts

Jason Willoughby

E: jason.willoughby@bsigroup.com

Anna Lee Robbins

E: annalee.robbs@bsigroup.com

Heather Mullen

E: heather.mullen@bsigroup.com

Stephanie Cannon

E: stephanie.cannon@bsigroup.com

Emily Lewis

E: emily.lewis@bsigroup.com

Millena Kiros

E: millena.kiros@bsigroup.com

bsi.connect
screen

4150 Drinkwater Blvd. Ste 160, Scottsdale, AZ 85251
consulting@bsigroup.com | bsigroup.com/supplychain

About TAPA EMEA

The Transported Asset Protection Association (TAPA) was founded as a not-for-profit industry Association in 1997 to help Manufacturers & Shippers and their Logistics Service Providers minimise losses from their supply chains resulting from cargo thefts.

Today, the Association provides a growing host of benefits designed to protect cargo security and optimise the end-to-end supply chain resilience of its near 1,000 member companies from the Manufacturing, Freight & Logistics, Insurance, Security Services, and Secure Parking sectors.

These benefits include supply chain security standards to protect facilities, trucking operations, and secure parking locations. Additionally, the TAPA EMEA Intelligence System (TIS) also provides the Association's members with a database of over 150,000 cargo theft incidents to increase their understanding of when, where, and how cargo thefts occur, the modus operandi used by offenders, the products targeted, and the financial losses incurred.

The TIS tool is also a valuable risk management asset, helping companies plan secure transport routes by avoiding known crime 'hotspots' and, ultimately, reduce the likelihood of losses.

TAPA EMEA also provides training courses for supply chain security stakeholders as well as regular cargo crime intelligence reports, webinars, regional and EMEA conferences.

The global focus on the importance of supply chain resilience to national economies, businesses and consumers has accelerated TAPA EMEA's membership to its highest-ever level. This also coincides with the significant rise in recorded cargo crime – often facilitated by Organised Crime Groups – and the simple fact that, today, virtually all types of products are targeted by cargo thieves.

A study by the European Parliament has previously identified that cargo crime in Europe alone costs businesses more than €8.2 billion per annum.

TAPA EMEA is actively engaged with government ministries, law enforcement agencies and regulatory bodies – as well as other stakeholder associations – to raise awareness of the impact of cargo crime and to seek support of its loss prevention initiatives. TAPA EMEA presents the collective voice of its members to highlight the true cost of loss from cargo crimes and the resulting impact for businesses, consumers, and national economies.



To find out more, please go to www.tapaemea.org or contact us at info@tapaemea.org

Thorsten Neumann
President & CEO
TAPA EMEA



