

Lookout

The quarterly cargo crime update for members and partners of TAPA Asia

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**TSR TO BE LAUNCHED
ON 1ST JANUARY 2012**

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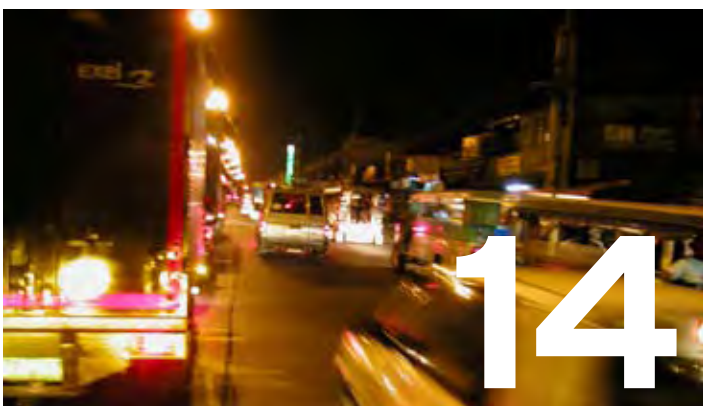
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Chairman Address

Dear TAPA Asia members, partners and friends,

Welcome

First of all, I am grateful to the TAPA Asia members for electing me and my fellow Management Committee members (MC) in the recent 1st TAPA Asia on-line Elections Voting 2011. My MC team and I will strive, to the best of our ability to serve you and the industry, to secure our supply chains around the world.

While TAPA Asia MC will strive to provide the leadership, and leverage on the resources in Asia region, we are consciously aware of the saying "No man is an Island" and we need every members' contribution and effort in order to enhance the security of our Asia region. The following are some of the areas which every member can contribute and support:

IIS

Every crime that goes unreported creates an opportunity for the criminals to exploit the supply chain. By sharing such crime with TAPA Asia IIS, you ensure that an alert is sent out across our membership and industry, heightening the awareness and increasing the likelihood that the culprits are caught should they strike again. We can help each other in our industry and region pooled our intelligence together and manages these risks better, so keep your cases coming because you can make a difference.

**No man is an Island
and we need every
member's contribution
and effort in order to
enhance the security
of our Asia region**

TACSS

The draft TAPA Air Cargo Security Standards has been completed and is now ready for regional pilots.. We are now seeking feedback from our industry and regulators to improve on the draft. A ATACSS workshop were conducted on 27 and 28 October 2011, with Paul Linders, CEVA, TAPA EMEA TACSS lead presented and shared in details of the TACSS program and the on-going pilot run in EMEA.

General TAPA Awareness training

Every member of TAPA who is interested in promoting TAPA in his respective company, country or industry are welcome to register their interest with TAPA Asia. We do have general updated slides which you can use and share with your peers during seminars and workshops. With more awareness on TAPA, we seek to have a greater acceptance for a common minimum security standard in all our supply chain.

FSR (Freight Security Requirement) auditor training

Internal Auditors - As the awareness of TAPA grows, so does the demand for internal auditors' training. To cope with the growing demand for FSR internal auditors' training, we are always on the lookout for more volunteer trainers to share their experience in deploying TAPA FSR in their company security program.

External auditors - Based on feedback from our membership and some auditors, TAPA Asia will be arranging separate FSR auditor

trainings for the Audit Bodies, so that special attention is given to the external auditors to ensure a professional deployment of certification audits. Common waivers and security conditions will be shared during these training. Trainers will also be specially selected.

TAPA Certified Expert (TCE) / TAPA certified Specialist (TCS) With the new MCs, we are now embarking on a pilot project to certify experienced security practitioners as TAPA Certified Experts and Specialists Criteria is currently being drawn up and TAPA Asia is also working with the various tertiary institutions and universities in this area of advancement for individual members. Core skills and experience in TAPA standards, Risk Management, Crisis Management and Business Continuity Management are likely to be included.

Chapters and Service Centers

In order to ensure TAPA Asia can meet the expectations of our members and the industry, Global E2C has been hired to provide full time secretariat services to our membership. We will ensure that enquiries from our members are handed promptly. Besides Global E2C serving Asia regional membership, TAPA Asia is also embarking on the creation of the local chapters and services centers, managed by volunteer members to provide additional services locally, be it local seminars and talks, translation services and meet the industry's experts breakfast roundtable. Singapore/ India Chapter and Shanghai service center should be officially opened by end of this year, or latest, early 2012, once we get the necessary approvals.

Early In 2012, a Food & Drugs Defence (FDD) standards workshop will be held in Singapore so we are appealing for any interested companies to contact the TAPA secretariat or the Standards Committee. The demands for enhanced Food and Drugs security have accelerated in recent years, so we hope this workshop captures all of these requirements.

The above are just some TAPA Asia activities we have lined up for year 2011/2012 after our new MC team's meetings, which is on currently on a bi-weekly basis. Please contact us directly if you are interested in any of the above activities or you have a new suggestion for us.

Thank you for your support.



JASON TEO
CHAIRMAN, TAPA ASIA



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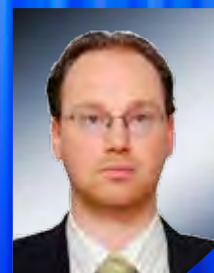
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G4S – A Leading Security Service Provider to The Supply Chain Industry & Supporter of Security Standards



JOINTLY AUTHORED BY JONATHAN TEDD, DIRECTOR G4S INDONESIA
CHRIS JACKSON, SECURITY TECHNICAL ADVISOR, G4S INDONESIA



G4S believes that improving standards and improving security go hand in hand when it comes to Supply Chain Security.

G4S also understands the value that TAPA brings to the logistics and transport industry and is working hard to help provide the quality services needed and improve standards within the Supply Chain overall.

The founders of TAPA, the 'Buyers', whose origins lay with the high technology industry organizations, formed the TAPA organization to address emerging security threats common to the high value industry supply chain. They have worked tirelessly to improve and set standards of security for the valuable goods manufactured and distributed globally and have encouraged Suppliers to follow them.

However, Security is a 'shared responsibility' and, therefore, the Buyers and Suppliers can't do all the security alone when they want to focus on their core businesses. They need trusted and competent security partners who 'speak the language' of Supply Chain security and who can provide the security services they need and in doing so implement the standards required in the security of the Supply Chain and ergo, to TAPA standards.

G4S, with its global reach, regional presence, security experience, wide range of products and services / capabilities and comprehensive understanding of the security of the Supply Chain is one such

partner that the Buyers, Suppliers and TAPA members can turn to for help.

G4S already 'talks the language of the Supply Chain' and offers many products and services to it and a wide range of its users to meet standards. In addition, it invests in its own members by having many members undergo TAPA Training programs. These programs keep them abreast of standards, changes and threats to the industry and the requirements of the end users and, of course, 'the language of the Supply Chain'. It helps clients talk more confidently to G4S as they see them understanding 'what keeps them awake at night' from a security perspective. G4S listens, understands and then works together in partnership with those clients and helps build security solutions together for them which, in turn, makes them rest more easy.

By way of example, G4S Indonesia is already working hard to help protect the Supply Chain and has been approached by a number of "Suppliers", seeking guidance to how best they can meet the expectations

/ standards of their "Buyers" who are demanding a more secure supply chain. G4S is seeing increased pressure being applied to those businesses involved in the transportation and the warehousing of goods and, for them to remain in a strong position and to in fact grow their business, they must adhere to the requirements being set by their customers which, in a number of cases, are TAPA members. Failure by Suppliers to help secure the chain effectively can result in losses, unnecessary costs, reputational damage, delays and lost business opportunities. G4S is well placed to help.

Many major cargo carriers are supporters / members of TAPA. These companies provide a secure supply chain up to the point where goods are delivered to locally owned logistics and warehousing operators. Once delivered, these goods can become vulnerable to theft as the local operators have a risk as they do not have facilities or transportation operations as one would see with the "bigger global players" when moving goods by land or sea or air.

As we are aware, the key elements to TAPA certified facilities include standards relating to CCTV, Access Control, physical barriers, and intruder alarm systems. For truck security requirements, there are standards relating to truck escorts, vehicle tracking and the security features on the vehicles. Any "supplier" who is able to invest in developing their operations to a point where TAPA Certification is obtained will be in a position of strength to grow their business.

G4S Expertise and talking the Supply Chain Security Language

G4S Indonesia is already helping businesses which do want to cement their position in the supply chain and help their prospects of good levels of growth from "Buyers". G4S remains well positioned to continue to provide all the TAPA related security requirements to meet this desire and the security, including physical, procedural and product related, to TAPA standards.

Assessments of the Security Need

G4S provides an assessment of all its customer security requirements as a pre-requisite prior to offering any secure solution.

G4S Capability

G4S can and does design, supply, install, maintain monitor and service a wide range of security related systems. These are complemented by security manpower services and risk assessment capabilities.

Alarms and Alarm Monitoring capability

Installation of Intruder Alarm Systems - ranging from a single-site system to a fully integrated and networked alarm system covering multiple locations and monitored from a G4S Control Room facility which can direct response upon alarm activation.

Access Control

From complex to simple systems, careful thinking and design goes into what is best for security taking into consideration practical, commercial / budgetary concerns. Remote access control management / monitoring is another available service from G4S that can help Supply Chain facilities.

CCTV

Correctly installed and monitored CCTV systems are vital to most facilities for pre and post event situations. These can be monitored in a number of ways, including remotely through a G4S state of the art National Control Centre, or by a business's own staff, or even through a mobile phone. G4S also provides CCTV systems which utilize intelligent technology to automatically detect perceived threats.

Manned Security Guarding Services

G4S supplies and manages security personnel on a 24hour 365-days basis for a large variety of remote sites including warehouses, mineral extraction industries, government and none government agencies as well as industrial complexes, office complexes and residences. Professionally trained Security Officers can be are a large component of any business security plan today. Having correctly TAPA trained staff helps implementation of the TAPA standards.

Vehicle Tracking

G4S has the capability to provide and install vehicle tracking systems to further mitigate loss. Incidents of truck hijackings are increasingly an area for concern as criminal groups have in the past targeted vehicles carrying tobacco products, electronic goods, pharmaceuticals and other high value technologies.

G4S - a Trusted Partner to the Supply Chain Industry

Having a trusted competent Security Service Provider is a key component in securing your Supply Chain processes, procedures and facilities. G4S is one such partner that is here to help either Globally, Regionally and In Country.

For more information on this article and about G4S please visit our web site a www.g4s.com

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For more information on G4S, visit www.g4s.com

Restoration from Catastrophe in Japan

BY: NARIHIKO ASOU, CHAIRPERSON, TAPA JAPAN CHAPTER
DR. DAISUKE WATANABE, ASSOCIATE PROFESSOR, TOKYO UNIVERSITY OF MARINE SCIENCE AND TECHNOLOGY MEMBER, TAPA JAPAN CHAPTER



On September 11, 2011, we will commemorate 6 months anniversary of the Big Tsunami in Sendai, Japan, formally known as the Great East Japan Earthquake. Nearly 16,000 people perished and additional 4,500 missing. On September 6, a midnight NHK World News in Hong Kong was reporting the Saury Festival in Tokyo. This slender, silvery fish caught in abundance in the offshore of Miyako, a fishing port located some 200 km north of Sendai, symbolizes the harvest season of Autumn. Everybody in the town of Miyako worked earnestly for the Saury Festival so that this tradition will not be interrupted by the disaster. Similarly, the devastated manufacturing facilities and key logistics hubs appear to be well into recovery.

Manufacturing Industry

Automobile industry was hardest hit, although the effect was across the board needless to say. This was because East Japan was pockmarked with numerous electric, electronic and engineering manufacturers

in addition to major parts vendors. Export of vehicles in April and May plunged by 68% and 41%, respectively. Despite added impediment due to electric shortage, a sign of upswing momentum was seen, however, as early as mid-June which is firm in September thanks to the effort to reduce energy consumption by all concerned parties.

Airfreight System

As many as thirteen airports were struck. The most astonishing was Sendai Airport in terms of visual impact. All facilities from runway to air-cargo terminals went under water; the terminal building was destroyed by drifted vehicles, floodwoods and collapsed houses; the passenger terminal was filled with water to the ceiling. To make matters worse, drifted oil caught fire in Sendai Air Cargo Terminal building rendering it unusable. However, the damage to Narita Airport air-cargo building impacted the international logistics more significantly. Imagine the magnitude of the earthquake damaging Narita Airport locating 294 km southwest of Sendai. The case of Narita

was enough to illuminate the central role played by Narita in air-cargo in Japan at present and to urge us to think about proper positioning of Kansai and Haneda (Tokyo) airports.

Port and Harbor System

Affected ports include such major ports as Sendai/Shiogama, Hachinohe, Oofunato and Hitachinaka. Logistics giants and ship owners quickly moved to look for alternative routes. Accordingly, the largest container port along the Japan Sea, the Niigata Port, increased its transaction volume in March and May by 20% and 49%, respectively. Previously, Niigata Port handled on an average 12,000TEU per month. The affected ports are also making significant recovery, especially in the foreign-trade container facilities. For example, among all four gantry cranes condemned after the quake in the container terminal of Sendai/Shiogama port, one was already restored in August and remaining ones are expected to be back to work one by one before March, 2012.

Supply Chain Management

Disaster of this magnitude in an industrialized country did not go without some global impact, namely stop of production lines in various countries in the world. Nikkei Automotive Technology Magazine Blog had an article entitled "Parts supply chain was not a pyramid". In order to spread risk, manufacturers use an increasing number of component suppliers as it goes to a deeper tier; such an image is a pyramid. Although this may apply to machined parts, the supply of electronic components or rubber or plastic materials can be consolidated to a few companies resulting in "not

a pyramid-shape, diamond-shape". A company 3 km away from the nuclear power plant enjoyed 50% global market share of the electrolyte used for aluminum electrolytic capacitor; the world panicked after the quake. Restructuring on a global scale is inevitable in many industries which translate into business opportunities for many.

Government Supports

Not to mention government's hardware support such as infrastructure, software support is just as important. The Bureau of Customs, for example, puts forward several measures to assist import/export businesses including extension of deadlines for document submission or payment of custom duty, relief of import/export clerical burdens, exemption of harbor charges for relief goods, etc.

Recovery Statistics

Just to give you an idea of where we stand, the following recovery statistics may be helpful: electricity ▶ 96%, water ▶ 98%, phone lines ▶ 98%, road ▶ 99%, railway ▶ 96%, highway ▶ 100%, Shinkansen (high speed rail) ▶ 100%, airport ▶ 100%, harbor ▶ 53%, rivers ▶ 82%, coast lines ▶ 48%, etc.

What strikes me is that man-made facilities are easy to restore in contrast to areas where we sit side-by-side with nature like ocean or rivers.

About 140 years ago, Japan emerged from 230 years of isolation and engaged in busily learning western cultures and technologies. The year 2011 may be viewed as culmination of learning western way of human/nature relationship; confrontation, conquering and control. It may be time to restore our traditional attitude with nature, or to live in it.

As Food & Drug Requirements become more high profile, TAPA Japan Chapter advises the Government Agencies on Securing the Supply Chain



BY: HIROAKI HARUSHIMA, MC MEMBER & CHAIR OF FDSR WORKING GROUP, TAPA JAPAN CHAPTER

TAPA Japan Chapter took this problem seriously. In the middle of 2009, an informal working group started to assess if TAPA's expertise in security management can help to secure safe products in the food and drug supply chain.

Food and Drug Security Requirements

The 2nd Tripartite Health Ministers Meeting (THMM) of Japan, China and Korea held in Beijing in December 2008 closed by announcing that FOOD SAFETY will be addressed as a formal agenda item in the 3rd THMM to be held in Japan. In November 2009, a memorandum was signed by the three countries for strengthening tripartite exchanges and cooperation in the area of food safety. Meanwhile, Prime Minister Hatoyama of Japan and Prime Minister Wen of China announced that the two countries will launch a ministerial meeting "The Japan-China food safety promotion initiative".

Japanese believed in the myth of "safety comes free of charge" for a long time; now, do we have to watch what we eat? Although it was not the first time of experiencing food contamination, the incidents of poisonous Gyoza (dumpling) of December 2007 and kidney beans of October 2008 were bad enough for us to think again our myth. After all, our food-sufficiency is 39% down from 73% of 1965, let alone energy self-sufficiency of 4%; Japan is a country that cannot survive in isolation. In each case of food

poisonings, a lethal dose of pesticides was detected. In the initial inquiry of the Gyoza factory, however, no clear basis existed to suspect the plant operation because the plant set up and factory management system were incorporated by a giant Japanese firm and looked scrupulous. However, in March 2010, a former employee was apprehended as a suspect and his malicious act in the plant was disclosed; a typical failure of system implementation. TAPA Japan Chapter took this problem seriously. In the middle of 2009, an informal working group started to assess if TAPA's expertise in security management can help to secure safe products in the food and drug supply chain. In the fall of 2009 the first Food and Drug Safety Requirements (FDSR) scoring matrix was drafted. The draft has been translated into English and Chinese.

In January 2010 we were privileged to present this to a study group of Ministry of Health, Labour and Welfare of Japan as a guest speaker. An FDSR working group was launched in February 2010. As a part of feasibility study, we brought FDSR to the field for a pilot run. Two companies

kindly made their plants available for pilot audit. In July 2010, the FDSR working group members visited China to exchange opinions with officers of the Inspection Bureau of Fujian Province and Shandong Province and to site visit four food-processing plants. In the TAPA arena, we had a fruitful discussion with Mr. Jason Teo, the TAPA Asia Chairman at the time when he visited Tokyo in April 2010. After the TAPA Asia Management Committee discussed the matter in September 2010, it was shared with AMEA and America members in the 2010 WWC.

TAPA FSR, Section 1. Requirements, 1. Scope (b) Freight Security Requirements, reads "Freight Security Requirements (FSR) have been established to ensure the safe and secure in-transit storage and warehousing of any TAPA member's (Buyer's) assets throughout the world.". Needless to say, the term "Freight and Security Requirements" will be replaced by "Food and Drug Security Requirements". A more important difference, however, is that while TAPA FSR concerns little how the assets are manufactured, a manufacturing plant is the very area of concern in FDSR. In addition, in issues

We realized that most of the TAPA FSR physical security measures are applicable to FDSR to ensure reasonable security levels of food/drug plants, trucking and warehousing.

of economic impact versus social impact, while TAPA FSR may lay more weight on the former, food and drug industry should shoulder high social liability.

In view of the above, we realized that most of the TAPA FSR physical security measures are applicable to FDSR to ensure reasonable security levels of food/drug plants, trucking and warehousing. Meanwhile, it was realized that the food/drug manufacturing business is significantly different from the logistics business because a few critical vulnerable points exist from which hazard may spread out like a bush fire. Imagine, if water source or a raw material container is vulnerable to a malicious attack, chemicals or bacteria may spread to the entire product within a short time. This situation is not within the scope of TAPA FSR. In short, we have decided to add Section 0 ("zero") before Section 1 of TAPA FSR to emphasize importance of management of human resources and the responsibility of the top management. Subsections of newly added Section 0 include the followings: 0.1 - the top management commits to create management system; 0.2 - establishing preventive system and preventive plans; 0.3 - internal control against intentional attack; 0.4 - risk management for recall, product recovery, damage assessment (role of director in charge); 0.5 - accessibility to security zone; 0.6 - harmful material management; 0.7 - management of dissatisfied staff; 0.8-self system audit and validation of security system; 0.9 - social liability and compliance; 0.10 - management program for serious diseases; 0.11 - management of staff's sphere of activity; 0.12 - suspicious behavior.

In addition to knowledge in security and crime, food/drug security managers or auditors are required to have and must be suitably trained for knowledge in such areas as hazardous materials and their handling (biological and chemical) and human health. HACCP training may fulfill some of such requirements (HACCP stands for Hazard Analysis and Critical Control Point). The management is also expected to provide food/drug security managers with a training program of a prioritization tool in food industry such as one called CARVER + Shock to assess vulnerability within a system or infrastructure (CARVER

is an acronym for Criticality, Accessibility, Recuperability, Vulnerability, Effect, and Recognizability, and Shock is a tool to assess combined health, economic and psychological impacts).

As TAPA Asia works on FDSR, the Japan Chapter came to know that the United States government is sponsoring a series of workshops in various parts of the world. Dr. Dulce Flores of the Department of Food Science and Chemistry of the University of the Philippines in Mindanao received an invite from USDA/FAS (Foreign Agriculture Service)/APEC to attend the second phase of a workshop on "Food Defense Awareness Workshop". A TAPA Japan Chapter member and a friend of Dr. Flores, Masaru Imada, accompanied her to attend



the workshop in the Davao City on March 17 and 18, 2011. The workshop aims to raise awareness of the topics of food defense in the Philippines and Vietnam. These countries were strategically chosen, they say. The program was initiated after US congress passed the Public Security and Bioterrorism Preparedness and Response Act (Bio-terrorism Act) in 2002 after the incident of September 11, 2001.

The workshop was attended by about 50 participants from local industries along with 10-20 people from academia. A well prepared hand outs contained a self assessment checklist quite similar to the scoring matrix of TAPA FSR; including "Outside Security", "General Inside Security", "Logistics, Production and Storage Security", and "Management". This could be used to self assess a site for "Vulnerability" along with CARVER + Shock scoring as mentioned above.

About 3 weeks after the workshop, Dr. Flores received another invite for a two-week course on Food Defense at the

University of Minnesota, USA from May 23 to June 5, 2011. Six people from the Philippines and Vietnam were selected to this intensive course. Lectures in morning hours focused on "Food Security Modernization Act: Cross Roads of Science, Regulation and Policy": the relationships and disconnects between science, policy and regulations were scrutinized. The lectures aimed at having the selected attendants to better understand the rationales of the Modernization Act of the US. Afternoon hours lectures were on vulnerabilities in the food system and how to close the gaps; more in depth discussion than the March workshop. The second week was devoted to field trip visiting several food manufacturing plants to have the

first hand experience of assessing vulnerability and traceability on site. In September 2011, they will have another training in Bangkok Thailand. This time delegates from four countries, Chile, Thailand, Vietnam and the Philippines, will gather. Probably, Chile and Thailand are the countries invited to the first phase of a workshop of "Food Defense Awareness Workshop".

This illustrates how serious USA is in food defense. This also includes drug/pharmaceuticals as the FDA (Food and Drug Administration) is also working closely with other agencies in the development of the program. Furthermore the program is orchestrated across the board of US government agencies because it was initiated according to Homeland Security Presidential Directives in order to protect the American people.

Updating of FDSR according to 2011 TAPA FSR scoring matrix with cross-referencing the requirements as set forth by the United States is underway.

KWE-Kintetsu World Express

A prominent Japanese freight forwarder in Singapore, was established since 1975, with its corporate headquarters based in Japan.

Through the years, we have diversified our service offering to reflect our professionalism as a specialist in the supply of total logistics. Today, we offer both air and sea freight forwarding, warehousing, bonded storage, domestic and cross-border trucking transportation, and courier services.

Our customer base includes companies in High-Tech, Healthcare, Chemicals, Automotives, Fast-Moving Consumer Goods, Retail, Fashion and Apparels, Chemicals etc.

KWE Singapore has been certified as TAPA Class "A" site since 2003, which is the core of our internal security policy. To provide quality services, we have achieved and continued to sustain ISO9001:2008 since 1994. Further is our latest achievement of ISO13485:2003 in 2010 for medical devices.

On the global front, KWE operates in 308 business bases located in 194 cities over 32 countries outside Japan. We value the corporate culture that KWE has maintained since its inception in Japan. This culture includes the ability to think on our feet and take action, to handle situations with persistence and passion, and pioneering spirit that combines a positive attitude with speed. We aim to express our "customer-first" orientation by directly addressing customers' needs.

We at KWE shall create new values and optimal environments through our provision of cargo logistics services in order to contribute to the development of a global community together with our clients, shareholders and employees.



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SIMM trains over 170 students on the Fundamentals of TAPA FSR Management



Since the signing of the MOU between Tapa Asia and SIMM (Singapore Institute of Materials Management) in October 2010, SIMM have conducted the Fundamentals of Tapa FSR Management for 3 batches of students. The first batch was completed in January 2011, the second batch in April 2011 and the third batch in July 2011. Currently there is a fourth batch undergoing training and will be completed on the 24th September 2011.



STUDENTS OF BATCH 4, LISTENING INTENSELY TO THE TRAINER.



STUDENTS OF BATCH 4, TWO DAYS LESSON HELD ON 17TH AND 24TH SEPT 2011

From the earlier 3 batches, about 170 students have been trained and gained a greater understanding of Tapa FSR. Out of which, 137 students have sat for the test and applied for the Tapa associate membership. There are about 40 students in this current 4th batch who are undergoing the training.



SRS Receives TAPA Certification



Transported Asset Protection Association certifies SRS' Roseville, Calif., operations.

Sims Recycling Solutions (SRS) has received its first Transported Asset Protection Association (TAPA) certification at its Roseville, Calif., electronics recycling facility.

TAPA is an international association that establishes security standards for assets travelling through the supply chain in an effort to fight cargo crime. These standards specify security requirements for the handling, warehousing and transportation of goods.

According to a news release issued by SRS, TAPA's security requirements are recognized globally as the industry standard for cargo facility and transport security. SRS says it is the first electronics recycler to receive TAPA's certification.

Cargo theft is becoming a huge concern for businesses throughout the U.S., and we recognize the threat cargo theft poses to our customers.
 ~ Steve Skurnac, President, SRS Americas.

By Sims Recycling Solutions receiving this TAPA certification we are hoping to do more than demonstrate our commitment to protect our customers but to raise some awareness on this issue as well.

The certification audit involved a thorough inspection of SRS's current security systems in place at its Roseville facility. SRS has 42 electronics recycling facilities throughout the world including 14 in North America.

More information on SRS can be found at www.us.simsrecycling.com.

CRIME TRENDS

discussed by Experts at the TAPA Asia Conference held in Hong Kong



Over 130 delegates attended the TAPA Asia conference held in Hong Kong in September 2011, which was opened by guest of honour, the Dr. Marvin Cheung, Chairman HKG Airport

Authority, which was held at the Novotel City Gate Hotel, Tung Chung. The conference received strong support from members, the Hong Kong Shipper's Council, IATA and the Hong Kong Police Service.

Presentations by security experts were followed by excellent panel discussions on preventative measures, crime trends at airports and the importance

of investigations. 100% of the delegates rated the speakers and subjects good to excellent.

The conference was followed by a 2 day FSR Auditor Training immediately held after the conference day by Management Committee Member trainers, Mark Butcher (DHL), Tyn van Amelsfoort (TNT) Tom Kane (Analog Devices) and Jason Teo (Infineon).

TNT hosted a tour of the TNT Express Hong Kong air-hub where the training delegates were able to experience a FSR audit simulation.

The conference survey indicated 100% of the delegates would recommend the TAPA Asia conferences to their peers and colleagues. The conference was followed by a networking cocktail session.

Congratulations and kudos to the Voters



BY: NILO POMALOY, MEMBERSHIP COMMITTEE LEAD

The first on-line elections are over and congratulations to the newly elected Office Bearers and General Management Committee members of TAPA Asia 2012.

The result showed some very encouraging signs and also gave some lessons to be learned for the future elections. The 43% of members who cast their votes has proven that a bigger number of members would really want to be heard as opposed to the previous practice requiring only 10% of members attending the Annual General Meeting in order to conduct the business of elections.

TAPA Asia MC 2011 has reasons to be proud for the historic success of the elections despite

the limited time of preparations and internal resources. The huge thank you goes first to the independent minded Voters for the encouraging turn out and by voting even novice candidates that they thought could help TAPA Asia to the next level of excellent services for the members.

The same words of thanks go to the people who composed the Elections Committee that had worked tirelessly and gave their time and talent for the seamless conduct of on-line elections. The process was not perfect, as they had to deal with some administrative and technical issues along the way that were addressed.

To those who were successful in winning the seats either in Office Bearer positions or General Management Committee – a big

The following members were elected

- Chairperson – Jason Teo
- Secretary – Mark Butcher
- Vice Chair – Tony Lugg
- Treasurer – Daniel Lam

Buyer members

- Marrisa HONG
- Nilo POMALOY
- Andrew CROTTY
- Tom KANE
- Adrian WONG

Logisitics Service Providers

- Eddie TAN
- Tyn AMELSFORT
- Herdial SINGH

Service Provider

- Alan PARKER

Congratulations! And we expect them to fulfill the services that they have promised to undertake during their term of office.

Together with the below Office Bearers, a total number of 13 committee members will form the TAPA Asia Management Committee of 2012. And for those who did not get enough votes this time and still have the passion to serve TAPA

Asia's interest we expect them to respect and support the decision of the members. Also, we encourage them for a renewed determination instead and run again better prepared next term with new flat forms and plan of actions.

In closing, let's all join together behind one TAPA Asia as we charge forward to a better future.



TAPA presents at OSAC meeting in Hong Kong

TYN VAN AMELSFORT IIS LEAD TOGETHER WITH OSAC MEMBERS

TAPA presented on how the Freight Security Requirements assist to secure the supply chain. The event held at Hong Kong Disneyland in October, was attended by security professionals from different industries who were brought together through the Overseas Security Advisory Council of the Hong Kong consulate. It was an interactive session where, given the good questions raised, the awareness on the influence of TAPA in the security industry has been raised even further.

Transport Security Advisory Security Probing – Incident at Auckland Airport, 18 September 2011



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Department of Infrastructure and Transport



On 18 September 2011, a male dressed in a pilot's uniform approached gate staff at Auckland Airport, New Zealand, and requested access through the link gates. The male did not possess appropriate identification, which he claimed he had left onboard an aircraft. Despite his persistent requests to be granted access, staff refused, reiterating that appropriate identification is required for access, and referred the male to the airport's aviation security team.

The male then left the terminal and was met by a van with blacked-out windows. The airport was placed at a heightened level of security in response to the incident. Subsequently, three men involved in the production of a television comedy program have appeared in court in relation to the incident.

CAVEAT | Whilst the Office of Transport Security (OTS) has taken all reasonable care in the research and preparation of this Transport Security Advisory, OTS does not accept any responsibility for an omission from, or inaccuracy in, this information. Before relying on the information contained in this advisory in any important matter, recipients should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The intended recipients of this advisory are transport industry participants that OTS regard as having a 'need-to-know'. Permission is required from the OTS to reproduce, or re-use in another form, any information contained in this document. Requests and enquires concerning re-use and reproduction should be addressed to: Security Analysis, Department of Infrastructure and Transport, GPO Box 594, Canberra, ACT 2601 or security.analysis@infrastructure.gov.au

- The incident at Auckland Airport demonstrated a proper preventative security response by staff. Access control measures functioned effectively and suspicious activity was properly identified and follow-up action taken.
- Although the incident was not terrorism-related, terrorists are determined and innovative in their attack methodology and will look to exploit any vulnerability. Terrorist attack planners frequently conduct probing of security systems and reconnaissance of the target venue.
- Fake or stolen uniforms, credentials or other symbols of legitimacy can inspire trust and allay suspicion, which may be exploited by terrorists to gain unauthorised access. For example, Anders Breivik, the alleged perpetrator of the armed assault on Utøya Island, Norway, on 22 July 2011, wore a police uniform, which facilitated his access to the island and proximity to his targets.
- In the Australian context, the Aviation Security Identification Card (ASIC) and Maritime Security Identification Card (MSIC) systems are an important security layer, and transport sector staff should adhere to security regulations and their employer's security standard operating procedures relating to identification and access to restricted and sterile areas.
- All transport sector staff are encouraged to be alert to possible probing and reconnaissance of security systems, and to report such concerns to a law enforcement officer.

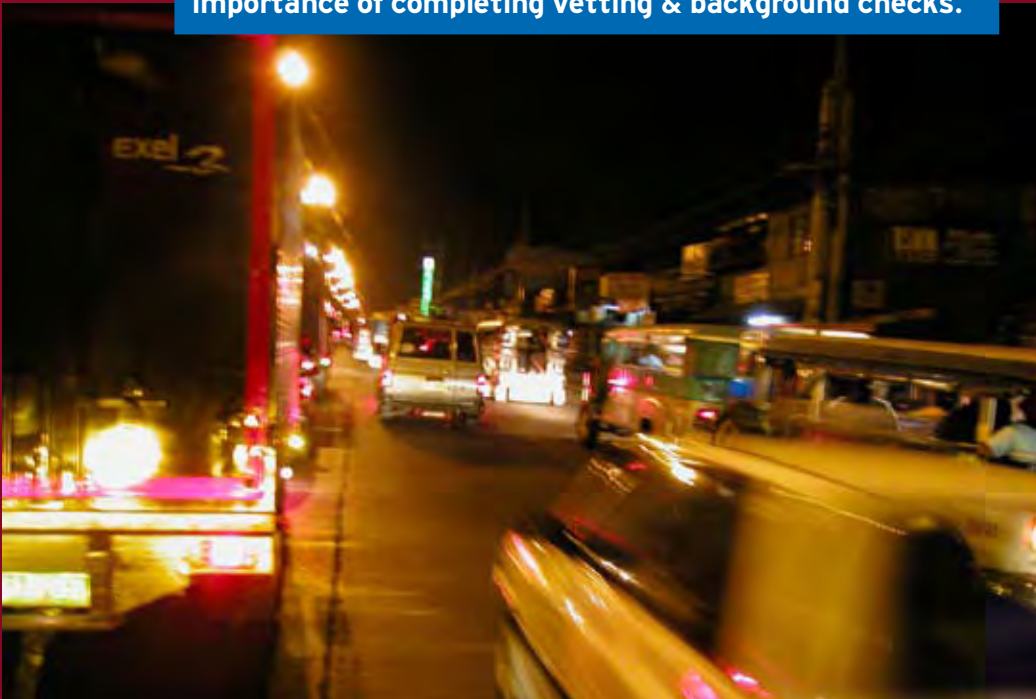
Office of Transport Security
September 2011

TAPA condemns the Murder of Truck Driver during hijack in the Philippines



BY: TONY LUGG VICE CHAIRMAN TAPA ASIA

The Murder of Henry Baraquias, the driver of a hijacked truck, which was carrying toiletries, highlighted the risks to employees in the Supply Chain and the importance of completing vetting & background checks.



The attack, which took place during the early hours of Friday 16th September 2011 in Tondo, Manila, Philippines, occurred when Henry Baraquias and his helper Bryan Eduarde were en route in their truck to deliver their load to the customer. During the journey, they were hijacked and the driver Henry Baraquias was subjected to unprecedented violence, the injuries of which resulted in his death whilst his helper Bryan Eduarde was seriously injured and apparently left for dead.

At the time of going to press, Police were investigating the possibility of an alleged case of employee collusion,

where one of the assailants may have recently joined the victim company as an employee.

Collusion in these types of crimes is not a new phenomenon. In fact the UK's Metropolitan Police Operation Grafton, a highly successful Police Operation focusing on cargo crime at Heathrow Airport in 2003 - 2011, estimated that over 98% of the Police investigation into hijacking & robberies involved some form of collusion of staff.

Generally, collusion would involve the leaking of information on the moments or storage of high value cargo. In Southern Europe during the arrest of a gang posing as Police Officers, they were found to be in possession of a plan detailing the route of a truck that was hijacked carrying high value technology freight in excess of \$4M USD. It was suspected that a member of staff in exchange for cash had provided the route plan.

In the Henry Baraquias case, Police have published details of a suspect that they wished to interview in relation to the murder and hijacking of the truck. The investigating officers believe that the alleged suspect in the murder had recently joined the company.

Whilst it would be unwise to speculate about this particular incident, collusion of staff remains a major risk with all companies in the supply chain. Vetting and background checks of all new employees are key and invariably the first line of defence against collusion in the workplace. Whilst there may be a cost of conducting vetting and background checks, what is the cost of not doing so!

The unacceptable & despicable use of violence in this case drew condemnation from the industry. TAPA Asia's Chairman, Mr. Jason Teo also denounced the level of violence used and extended the sympathy of the TAPA Asia members to the victim's families.

The case goes to serve as a reminder that the Supply Chain remains at risk from attack of organised crime & terrorists and that the industry must remain vigilant at all times remembering that Henry Baraquias murder should not be in vain.

Members are urged to report their cargo crime incident in strict confidence to the TAPA IIS Service at incidents@tapa-asia.org

TSR to be launched on 1st January 2012

The Truck Security Requirements (TSR) working party reported at the TAPA Worldwide Committee Meeting held in Rome that they are nearing the end of pilots and feedback from each of the regions. The TSR working party had worked for the last 12 months on remodelling the TSR.

The TSR is a tool intended for users and providers of trucking

services. It provides a common standard of security measures for the transportation of cargo that can be used to form an agreement between a Buyer (shipper) and Supplier (carrier) of trucking. In the development of these standards, TAPA has recognized the multiple differences in how trucking services are provided globally, regionally and even within

companies, and that the TSR may apply to all or part of the services provided by a seller or services.

Tony Lugg (TSR Working Party TAPA Asia) said "There has been a tremendous amount of work completed by the TAPA TSR cross regional working party and a good draft programme had been developed with the intention to fully publish on the 1st January 2012".

Look out for further details in the next edition of the TAPA Asia newsletter...



Membership Fees

TAPA Asia members voted to increase individual Membership Fees to \$150 from 1st January 2012 at the AGM held in Hong Kong. Training fees were also increased to \$250 to reflect ongoing costs of hosting a two-day training event. Training fees were still regarded as excellent value by the members in consideration to other organisations.

Corporate Membership fees remained at \$1,000 USD per annum, which catered for 3 company nominated members. Corporate Membership also provided FREE training for any 3 employees for the Member Company as well as FREE entrance to TAPA Asia conferences and FREE & full access to the IIS database.

Corporate Memberships

The following companies have now all registered for Corporate Membership and their Logo's will be published in the TAPA Asia Newsletter and in the new TAPA Asia website. There are several benefits, which includes, 3 x FREE training places for any employee wishing to attend the FSR, TSR or TACSS training programme, FREE access to the IIS cargo crime database and FREE access to any TAPA Asia conference. Your company logo will also be displayed on the new TAPA Asia website in 2012.

Does your company have a corporate membership? If not, contact derick.ding@tapa-asia.org

Our current corporate members:



New Members & Corporate Members

A.Ramesh
 Ang Eng Keong
 Ang Huan Guan
 Angela Chan Junru
 Antony Peeter A/L
 Subrananiam
 Benny Cui
 Bhabajit Nandi
 Chai Sze Wui
 Chandana Wimalasiri
 Chee Ying Ying
 Chew Cheh Lin
 Chew Sea Yuan
 Chong Kok Fui
 Choy Yong Hwa
 Christin Ling Yek Peng
 Colonel Rahul Chutani
 Darwin Pradeep Kumar
 Desmond Lee Wei Kiat
 Desmond Tan Kok
 Heong
 Djohan Bin Daud
 Dragon Wang
 Duff Lee Keng Hong
 Fun Kong Hwee
 Gary Shen
 Goh Siang Li Shelly
 Gunasegaran K Nardarajan
 Guo Yaolong
 Henry Christopher

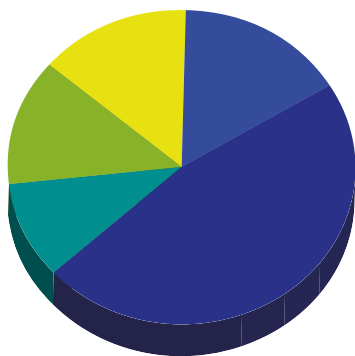
Ho Wai Keong
 Ivy Oi Ping Yeong
 Jack Koh Khee Heng
 Jayapal Sathyamoorthi
 Jerry Tan Soo Ann
 Joel Dimaano Cruz
 John Robert
 K Sivathanu
 K. Ganesan
 Kalyn Chung Chee Ling
 Kanageswari D/o Kalimuthu
 Keith Ronald Pennington
 Kenny Kay Boon Kiat
 Khoo Mui Fua
 Khor Choo Tee
 Kironmoy Barua
 Koh Thong Joo
 Koh Yen Tze
 Koh Yi Hui
 Kwan Hui Hsing
 Lau Mui Hiang
 Lee Chai Ling
 Lee Chun Chaing
 Lee Kok Peng
 Lee Meng Keat
 Lee Pei Jun
 Lee Tiang Teck
 Lee Yea Kwang
 Leu Siew Yen

Lian Kwok Fung
 Liew Chee Fung
 Lim Chung Seong
 Lim Chwee Long
 Lim Hong Gee
 Lim Siew Peng
 Ling Cai Ya
 Lionel Tan
 Lum Kok Fai
 Lun Yong Pey
 Lynette Choo Le Kiang
 M Nageswara Rao
 Mithu Ghose
 Mohamed Nasir Bin
 Shaik Mohideen
 Muhammad Syaaban
 Bin Abdul Rahim Shah
 Ng Seng Heng
 Ngeo Yuen Ling
 Ooi Koon Huat
 Poh Pei Li
 Poomalai Alagesan
 Pradeep Parashar
 Rajkumar S/O Krishnan
 Ramlan Kasimin
 Ratnakar Bade
 Rosalind Lee Siew Fang
 Ruslina Bte Ruslan
 S Mohankumar
 Sanjeev Bajaj
 Santosh Kumar Singh

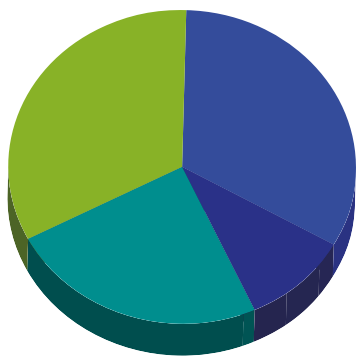
Shivindra Pratap Singh
 Shubhankar Bhatnagar
 Sik Mei Cheng
 Sim Chew Leng
 Sim Choon Zhong
 Soh Bee Sei
 Stephen Sia Tan
 Tan Beng Lai
 Tan Chun Seng
 Tan Teck Yong
 Tang Pei ying
 Tay Weixiong
 Tham Zi Xiang
 V Revichandran
 William Tan Lian Teck
 Wong Chu Wen
 Wong Kooi Ping
 Yang Yi
 Yap Fook Choi
 Yeo Chew Seng
 Yeu King Kok
 Yograj Yadav
 Zeero An
 Zeero An Zhen
 Zheng Fu Gao

TAPA ASIA MEMBERS UPDATE

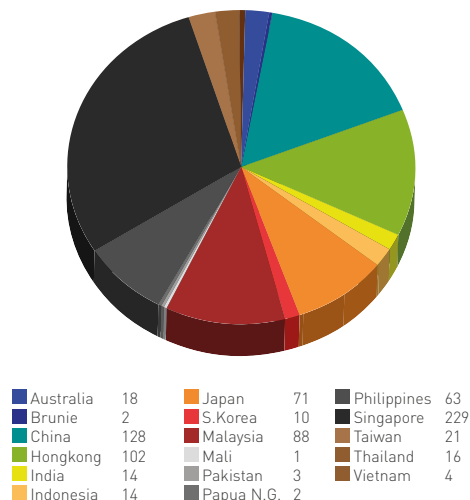
Active Members = 786



Corporate Members = 50



By Country



New Certified Sites

Company Name	Country	FSR Grade
SATS Airport Services Pte Ltd	Singapore	A
Logwin Air & Ocean Hong Kong Limited	Hong Kong	A
NNR Global Logistics (HK) Limited	Hong Kong	A
Evergreen Air Cargo Service Corp.	Taiwan	A
Great Loyal Logistics Limited	Hong Kong	A
DHL Taiwan Corp. - CKW Service Center	Taiwan	A
DHL Korea Ltd	Korea	A
DHL Global Forwarding (Malaysia) Sdn Bhd	Korea	A
Shenker Korea Ltd.	Korea	A
Kam Sing Transportation Limited/ Kam Sing (China) Transportation Limited	Hong Kong	A
Sefurforce Cargo (Thailand) Ltd.	Thailand	A
TNT Express Worldwide (S) Pte Ltd TNT Life Sciences Express Hub	Singapore	A
TNT Express Worldwide (S) Pte Ltd.		
TNT Singapore Regional Hub"	Singapore	A
TNT Express Worldwide (S) Pte Ltd.	Singapore	A
TNT Express Worldwide (S) Pte Ltd.		
TNT Singapore Country Depot"	Singapore	A
TNT Express -IMC Warehouse	India	A

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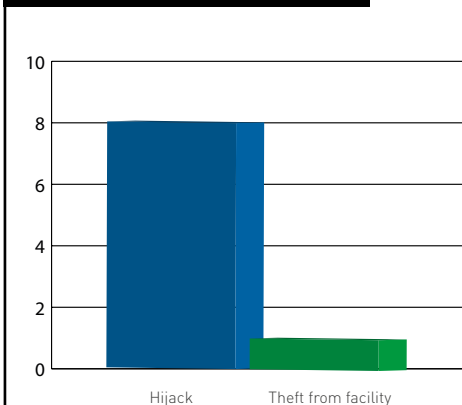
Border Security Asia Pacific

**30th - 31st January 2012
Singapore**

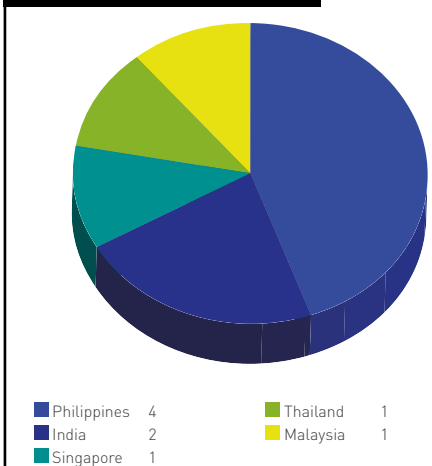
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Q3 IIS DATA

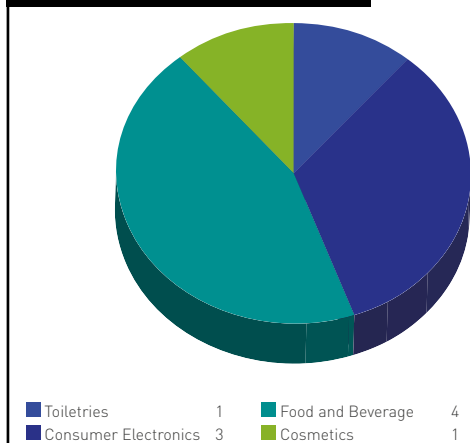
Cargo Theft by Incident Type



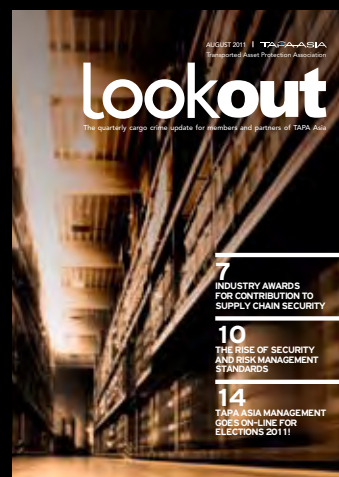
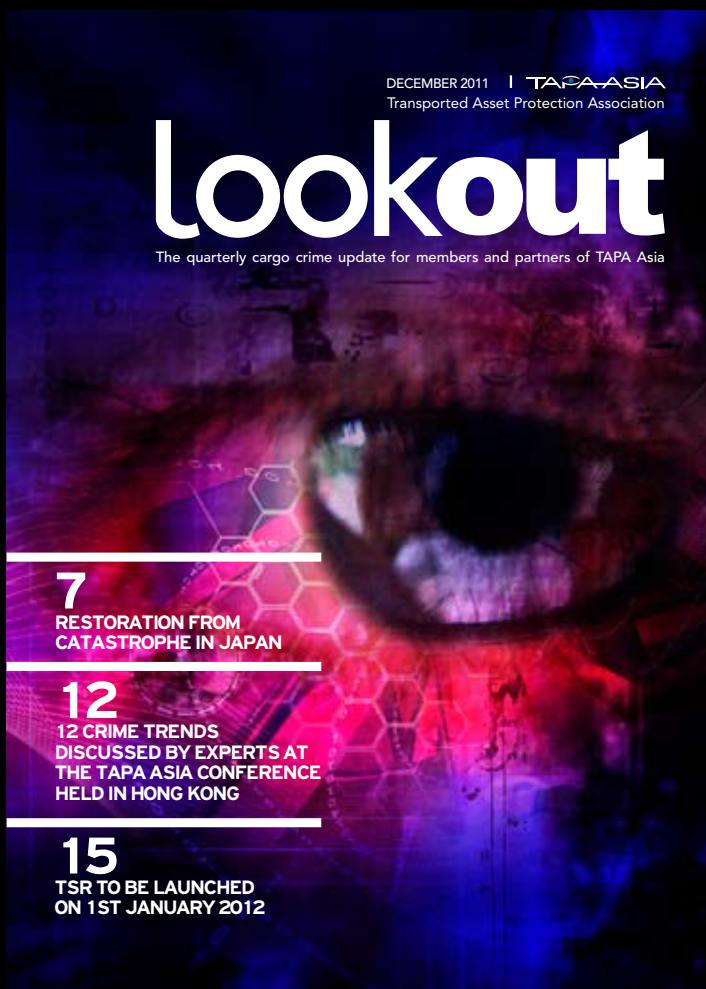
Cargo Theft by Country



Cargo Theft by Product Type



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NEW TAPA ASIA NEWSLETTER,
PLEASE EMAIL YOUR ARTICLE TO
TONY.LUGG@TAPA-ASIA.ORG

TO SIGN UP FOR FREE TAPA NEWSLETTER, LOG ON TO

WWW.TAPA-ASIA.ORG