

VIGILANT

OVERTAKING TSR 2023



The 2026 revision of TAPA's
Trucking Security Requirements
go 'live' in September -
so what's changing?



MORE TO LOOK FORWARD TO OVER THE REST OF 2026

As we head into August, I know many of you will be about to start your summer breaks with your families and friends. I hope you're all able to enjoy the rest and relaxation you deserve.

This year to date has already been extremely busy for TAPA EMEA in terms of the scope of work involved in our FSR & TSR Standards' revisions as well as the huge amount of time and energy that goes into updating and improving our training materials to assist member companies and others with their certification processes. And, we've completed a tremendous amount of work to host regional events in Poland and Scandinavia and, of course, for our biggest-ever *Annual Conference* last month in Germany.

We can add a long list of other activities so far in 2026, including our participation in third party industry events and speaking engagements, as well as TIS and law enforcement webinars, and the recording of 3 episodes of our TAPA TALKS podcast.

But, as we always promise, more will come – and it is.

We're very excited by the development of TIS 2.0 as we add more capability to the TAPA Intelligence System (TIS) to support our members' understanding of cargo crime risks across Europe, the Middle East & Africa. It is continuing to evolve into a valuable loss prevention tool, and its development will not stop.

All the behind-the-scenes work by our Standards & Training Team in preparation

for the launch of FSR 2026 and TSR 2026 will ensure we are in great shape for when the newly updated versions of the Standards go 'live' on 15 September 2026. In this issue, we share a high-level look at what's changing in TSR 2026 and I encourage you to read this if you currently use, or plan to use, our Trucking Security Requirements to demonstrate the resilience of your service offering.

Next up, on 22 October 2026, we will be hosting our TAPA EMEA UK Freight Crime Risk & Resilience Conference in Coventry, supported by the British International Freight Association (BIFA) and the Road Haulage Association (RHA). Registration is now open for this event, and we ask that you register as soon as possible if you want to join us. Given the high-level of cargo crime in the UK, we expect to be over-subscribed for delegate places.

So, a lot to look forward to. Until then, I hope you're able to enjoy some valuable family time over the summer.



TAPA EMEA
MARCEL
SAARLOOS
Chair
TAPA EMEA

CONTENTS



PAGE 3

Registration opens for TAPA EMEA's UK Freight Crime Risk & Resilience Conference on 22 October 2026.

PAGES 4-5

Road to resilience: new Certified Carrier Exchange for TAPA TSR-certified operators welcomes 100+ carriers in first week and >7,250 freight publications

PAGES 6-7

TAPA EMEA's President & CEO talks the *Global Security Exchange* in Atlanta, data isolation, fake carriers, fires in Europe, and KitKat's triumph

PAGES 8-13

As TAPA prepares for the launch of its latest 3-year Standards' revisions, what's changing in TSR 2026?

PAGES 14-15

>€11.4m of freight thefts in 56 countries reported to TAPA EMEA in June as major losses hit €318,731

PAGES 17-25

H1 2026 sees >9,200 cargo crime incidents in 78 countries as thefts with a reported value exceed €250m and losses average €1.4m every 24 hours

PAGES 26-31

Who are you working with? New TAPA EMEA *Subcontracting Guidance* offers another layer of supply chain security

PAGES 32-33

Another 29 companies in 16 countries achieve TAPA FSR, TSR & PSR certifications in the last 30 days

INDUSTRY ASSOCIATIONS JOIN FORCES FOR TAPA EMEA UK FREIGHT CRIME RISK & RESILIENCE CONFERENCE



TAPA EMEA
Transported Asset Protection Association

TAPA EMEA UK Freight Crime Risk & Resilience Conference

CBS Arena • Coventry • 22 October 2026

REGISTER NOW...

On 22 October 2026 in Coventry, United Kingdom, TAPA EMEA is joining forces with the British International Freight Association (BIFA) and the Road Haulage Association (RHA) for a one-day conference focused on **UK Freight Crime Risk & Resilience**.

Freight crime now costs the United Kingdom economy over **£800 million** a year, according to the All-Parliamentary Group on Freight & Logistics. The activities of organised crime groups, who see supply chains as an easy target, are damaging economic growth, disrupting business relationships, and risking higher prices for consumers.

This special one-day conference will look at the growing risks facing UK supply chains as well as the various ways organised crime groups are attacking goods in transit and in facilities. Delegates will hear from law enforcement agencies to learn how they are responding to disrupt crime groups, recover stolen goods, and prosecute offenders - and we'll be joined by industry

specialists to discuss solutions designed to prevent or minimise losses by protecting supply chains against current and emerging threats.

This event is in response to the high level of freight crime taking place across the UK. In the 18 months to 30 June 2026, the TAPA Intelligence System (TIS) recorded:

- **4,043** freight thefts across the UK
- **189 (<5%)** confirmed their loss value
- Value for crimes confirming their financial loss = **>£40 million**
- Major thefts from UK supply chains (**£100K+**) averaged **£914,231**

Who can register?

Places at this event are strictly limited and only available on a first come, first served basis. All delegate places are subject to availability.

Important: Each TAPA EMEA member company can register one delegate as part of their membership benefits. And, as with all TAPA EMEA events, these registrations are subject to acceptance of TAPA EMEA's 'No Show' policy (details available on the registration page).

If you then require further delegate places, these can be purchased at **€250.00** per delegate via info@tapaemea.org

REGISTER YOUR DELEGATE PLACE NOW...

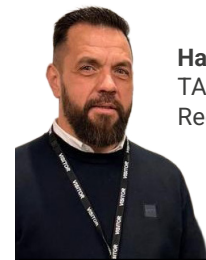


Book an exhibitor space

A small number of 2x1m exhibitor spaces are available at the event on a first come, first served basis at a cost of **€2,000** (plus VAT if applicable). These can be booked now by contacting info@tapaemea.org

'Awareness of freight crime in the UK has never been greater, and this is increasing demand for intelligence and security solutions which can protect supply chains from criminal attacks. We are confident the TAPA EMEA, BIFA, and RHA delegates joining us on 22 October will gain valuable insights to inform their security response and which will help to deliver the supply chain resilience customers expect.'

Harry Hughes,
TAPA EMEA UK Regional Lead



Harry Hughes,
TAPA EMEA UK
Regional Lead



ROAD TO RESILIENCE

Strong engagement drives Certified Carrier Exchange forward with 100+ carriers active since week 1 and new sign-ups daily

The Certified Carrier Exchange (CCX), powered by TAPA EMEA Standards & Intelligence, has recorded a strong start since going live on 1 July with more than 100 companies active within the first week. This initial engagement demonstrates the market demand for access to new, trusted, TAPA TSR-certified capacity and is the direct result of 18 months of planning between TAPA EMEA and Trans.eu.

Built on Trans.eu's freight exchange technology, the Certified Carrier Exchange operates as a closed, invitation-based ecosystem rather than an open marketplace. Only carriers holding TAPA's Trucking Security Requirements (TSR) Level 1 or TSR Level 2 certifications can act as capacity providers — narrowing Trans.eu's usual pool of around 30,000 carriers down to a select group of certified transport providers. Loads posted to the exchange are visible only to those certified carriers, giving members a level of visibility and vetting not available on standard freight platforms.

Initial engagement by shippers, freight forwarders, and logistics service providers has been driven by the annual capacity shifts of July and August holidays that result in regular capacity not being available at short notice. Load providers are able to engage real-time markets for trucks which are immediately available, rather than delay a shipment until contracted TSR capacity is available.



CERTIFIED CARRIER EXCHANGE

Top 5 busiest lanes at the Certified Carrier Exchange

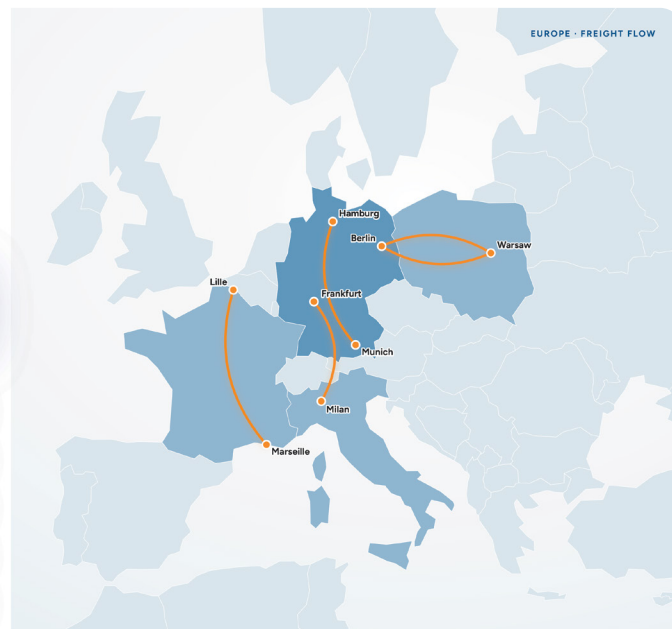
First week after the launch

7,251

Freight publications posted

TOP 5 BUSIEST LANES

- 1 Germany → Germany
DE-DE
- 2 France → France
FR-FR
- 3 Italy → Germany
IT-DE
- 4 Poland → Germany
PL-DE
- 5 Germany → Poland
DE-PL



In its first week alone, the exchange saw 7,251 freight publications posted.

Top 5 lanes in the Certified Carrier Exchange

The strong showing for domestic German and French freight, alongside a clear cross-border Italy-to-Germany lane, points to where early demand is concentrated as members accelerate usage of the platform.

The launch also comes as TAPA prepares to roll out the next revision of its TSR Standard on 15 September. TSR and the Association's Facility Security Requirements (FSR) Standards are reviewed and updated every three years to enable further improvements and amendments to the core Standards based on user experience, and to address new and emerging security risks.



'The response since launch has been exceptional and we're continuing to see double-digit sign-ups every week. A TAPA-certified security exchange is a very different environment to operate in. Shippers and logistics service providers are already relying on the tool to support operations in the summer months when searching for trusted capacity.'

Matt Arendas, Vice President, Partnerships at Trans.eu

'This is another great example of TAPA EMEA innovation and collaboration. We see this as a genuine win-win for TSR-certified road transport providers and for shippers and forwarders requiring this level of security and assurance for high-value, theft targeted goods. We opened the door for Trans.eu, and they opened the door for TAPA. I'm confident this is the right direction, both for our members and for the wider industry. We are encouraged by the first wave of carriers using the exchange and expect many more to recognise the value this offers to leverage their TSR accreditation to drive more business opportunities. As with all TAPA EMEA supply chain security solutions, we create these opportunities, but it is up to each member company to see the benefit and to participate.'

TAPA EMEA's President & CEO, Thorsten Neumann



Free trial: what members need to know

Every new company joining CCX currently benefits from a free trial period, which runs until **30 September 2026** regardless of when a company registers. This means companies signing up before the deadline get access at no cost right through to the end of September.

Get involved: join the community!

PRICING - CERTIFIED CARRIER EXCHANGE	
TSR Carriers	Shippers, Forwarders, and Logistics Service Providers
Monthly fee (net, annual contract):	Monthly fee (net, annual contract):
€175 / month	€299 / month
Free trial until 30 September	Free trial until 30 September

Companies interested in joining the Certified Carrier Exchange can register at:



Hear more about the Certified Carrier Exchange in our latest TAPA TALKS podcast

In episode 3 of our TAPA TALKS podcast, Thorsten Neumann and Matt Arendas discuss 'Fighting Freight Fraud & Fake Carriers' - now one of the greatest risks for supply chain stakeholders across Europe - and why Trans.eu rejects two-thirds of carrier applicants during vetting. Listen to how CCX is helping transport buyers safeguard high-value deliveries and planning to make a major contribution to supply chain resilience.



LISTEN NOW...

ROAD TRANSPORT PLATFORM

THE FIRST FREIGHT EXCHANGE BUILT ON VERIFIED TAPA CERTIFICATION

Certified carriers. Verified security. Digital execution.

Certified Carrier Exchange
Powered by TAPA EMEA Standards & Intelligence
Transactional platform for negotiation and offer management by (T) TRANS.EU

100% verified network of TSR-certified carriers

Digital offer handling and negotiations

Full transparency and availability

Secure, reliable capacity for sensitive and high-value freight

LEMEN Dispatch
Dispatcher
Last seen: Today 10:00
registration date: 23.09.2019

100
LEMEN A/S
Denmark 2670 Greve
4.9 (39) 36/30

TAPA EMEA

Road carrier liability insurance

Ask to see the insurance policy

LEMEN A/S (1051140)
PL 2670 Greve

TSR Certified Carrier

Information: Ratings: References: Employees: Fleet: Statistics: Requires attention

DK 2670 Greve
Vestergade 5
8000
CARGO
SKAERBOESLEJ
COMPANY REGISTRATION NUMBER

Settings: Transaction: Super payor

Security: Order of starting business activity
Registration date on the Trans.eu Platform: 23.09.2019
Date of starting cooperation: 23.09.2019

Documents: TAPA TIR Level 1 (Elevated Security Protection) - 1AB Certified
Click to inspect
Issue date: 20.11.2023
Expiration date: 20.11.2026
TAPA TIR Level 1 (Elevated Security Protection) - 1AB Certified

Certificates and badges: Certificates: TAPA TIR Level 1
Badges:

TOTALLY TAPARIZED

TAPA EMEA's President & CEO, Thorsten Neumann, shares his personal updates and views on the latest activities aimed at delivering more benefits to the Association's biggest-ever membership network and takes a look at other news and events impacting cargo security and supply chain resilience across our region...



DATA IN ISOLATION IS NOT ENOUGH - IT MUST DEFINE AND TRIGGER SECURITY SOLUTIONS

We're always talking about data and intelligence, and the importance of sharing cargo crime incident information. But this is not because we're just looking to record big numbers.

This information helps to formulate our response to freight crime in the EMEA region.

When we update our security Standards, for example, ensuring they are fit-for-purpose to address new and emerging supply chain security risks is one of our biggest considerations. The modus operandi intelligence we record from criminal attacks is one of the sources we use to identify the need for new security requirements.

Similarly, knowing the locations of incidents not only helps our members route their cargo to avoid known crime hotspots, it focusses us on areas with a need for a higher level of secure parking and increases our case for parking locations in these areas to consider participating in our Parking Security Requirements programme.

These are only a couple of examples of how we can use intelligence to develop and improve the supply chain security solutions TAPA EMEA offers or can look to develop.



This is what is so important about our approach. Our TIS database is a mine of information and a catalyst for new tools and innovations that support the resilience of our members' supply chains. The development on TIS 2.0 is another important step in this process.

We say **INTELLIGENCE = RESILIENCE** because of what intelligence enables us to deliver – solutions that are 'by the industry, for the industry' because of the visibility it gives us to shape our member benefits. As AI advances our capability, it will be fascinating to see how far this can take us.

Reporting incident data is not a numbers game, it's a solutions game we can all benefit from.

THE LAST LAUGH

You may have already seen my post on *LinkedIn*, but just to highlight a rare upside to freight crime for those who missed it. We all saw the announcement by Nestlé after 12 tons of its KitKat chocolate bars were stolen from a truck en route between Italy and Poland. Now the numbers are out for the subsequent marketing masterstroke that followed...

- **393,000** likes overnight of their initial post
- **2.2 million** visits to its stolen KitKat tracker
- **29m** daily views versus 1m before the loss
- **>115** brands joined in the campaign, amplifying awareness
- **44%** Meta View Share, triple its closest competitors
- **€190 million** in free advertising

Thank you, Nestlé, for reminding us that it's not always the cargo crime bad guys that have the last laugh.



FIGHTING FIRES

It's not just cargo crime that's hotting up, the temperature across Europe is soaring and causing devastating wildfires and other weather-related disruptions. We are keen to hear from any member companies whose operations have been impacted by the raging fires in France and Spain to understand more about the impact on supply chains and the contingency measures put in place. If you have any insight to share, please contact us at info@tapaemea.org. In the meantime, stay safe.



GREAT TO BE IN GEORGIA...

I'll be in Atlanta, Georgia, in September as one of the speakers at this year's *Global Security Exchange (GSX 2026)*, powered by ASIS International.

In my presentation on 14 September on 'From Insight to Action: How Data Drives Strategic Supply Chain Security,' I'll be examining how actionable intelligence drives stronger, more resilient supply chain security through the TAPA EMEA Intelligence System (TIS).

It's an important and timely opportunity given our plans to rollout TIS 2.0.

It is also a chance to connect with so many industry leaders in the world of security. GSX welcomes >14,000 security professionals to its forum as well as 500+ exhibitors – all looking to stay informed, connected, and prepared for what's next in terms of security risks and security solutions. For me, it's a great opportunity to showcase TAPA EMEA and to learn from other security professionals and businesses about the latest innovations designed to protect facilities, personnel, and transportation operations.



DON'T FAKE IT, LISTEN IN...

Episode 3 of our *TAPA TALKS* podcast is available to download now after we were joined in the studio by Matt Arendas, Vice President, Partnerships at Trans.eu, the digital logistics ecosystem serving a more than 44,000 verified transport partners, forwarders, and shippers across Europe, to discuss 'Fighting freight fraud & fake carriers'

Freight fraud and fake carriers are now among the fastest-growing risks to supply chain security and resilience in Europe, the Middle East & Africa, where a single incident can cause a loss of €1m-plus. Driven by organised crime groups, these types of freight crime are expected to rocket as AI tools make it even easier for criminals to pose as legitimate transport and logistics providers.

So, how do you avoid becoming yet another victim? Listen in...

You can download *TAPA TALKS* on Spotify, Apple, and Amazon Music. Or click our YouTube link here...

LISTEN NOW

TAPA EMEA'S FAMILY IS GROWING...

welcome

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

13

COMPANIES & ORGANISATIONS

9

COUNTRIES

COMPANY	MEMBERSHIP TYPE	COUNTRY	WEBSITE
Aegiron Infrastructure Solutions UG	Security Service Provider	Germany	VISIT WEBSITE >
APM IKE	Country Full	Greece	VISIT WEBSITE >
Arch Insurance (UK) Limited	Full	United Kingdom	VISIT WEBSITE >
Avalon General Land Transport LLC	Country Full	United Arab Emirates	VISIT WEBSITE >
Casartrans S.L	Full	Spain	VISIT WEBSITE >
Casilli Enterprise SRL	Full	Italy	VISIT WEBSITE >
comme le metier SAS	Security Service Provider	France	VISIT WEBSITE >
Eddie Stobart Logistics Europe NV	Full	Belgium	VISIT WEBSITE >
Novolog Logistics Ltd	Country Full	Israel	VISIT WEBSITE >
STI (Deutschland) GmbH	Full	Germany	VISIT WEBSITE >
Transports Dumont Sas	Full	France	VISIT WEBSITE >
Voge Transport Ltd	Country Full	United Kingdom	VISIT WEBSITE >
WSD permanent security GmbH	Security Service Provider	Germany	VISIT WEBSITE >

TO SEE ALL OUR 2026 MEMBERSHIP CATEGORIES, BENEFITS & COSTS

[CLICK HERE >](#)

TAPA TRUCKING SECURITY REQUIREMENTS 2026...

WHAT'S CHANGING?



TAPA's Facility Security Requirements (FSR) and Trucking Security Requirements (TSR) are widely respected as the leading international supply chain security Standards designed to protect facilities and road transport operations. To safeguard the Standards' efficiency and effectiveness, and to refresh them to meet evolving cargo crime threats and the realities of day-to-day transport operations, FSR and TSR are revised every three years.

The next versions will go 'live' across all three TAPA regions on 15 September 2026 and will remain valid for the following three years.

On 1 June, TAPA released FSR 2026 – available to download from TAPA EMEA's website – and this was followed, on 15 July, by the release of TSR 2026 to give TAPA members sufficient time to familiarise themselves with the updated Standards ahead of their official start in September. In Issue 5 – 2026 of *Vigilant*, Panayiotis Laimos from TAPA EMEA's



Standards & Training Services team shared an overview of FSR 2026 and the changes to the new Standard. In this issue, he does the same for TSR, looking at the differences between TSR 2023 and TSR 2026 and explains the reasoning between the core changes...



TSR 2026 - RETURNING FROM FOUR APPENDICES TO ONE STANDARD



1. A Fundamental Change

The TSR 2026 revision began almost a year ago, and the result is not simply an update to individual controls - it is a fundamental change in how the Standard is organised, presented, and applied.

This article summarises, at a high level, the principal differences between the TSR 2023 and TSR 2026 document sets. It is intended to help members that are already familiar with TSR 2023 understand what has changed, why it has changed, and what those changes mean as they prepare for certification or re-certification against the new 2026 version.

2. A New Standard Architecture

The single most visible change is structural. Under **TSR 2023**, the core Standard document brought together the certification process and the Enhanced Options, while the detailed security requirements lived in **four separate Appendices**, each dedicated to a particular vehicle type and each repeating the same control set with vehicle-specific variations. To understand the full set of obligations for a given

operation, a reader had to move between the body of the Standard and the relevant Appendix, cross-referencing as they went. It is worth recalling that this four-Appendix arrangement was itself introduced by the 2023 revision; the earlier 2020 TSR had kept all of its requirements together in a single master document. Seen in that light, TSR 2026 is as much a return to a consolidated format, mostly requested by members, as it is a new departure.

Under **TSR 2026**, that arrangement has been deliberately separated into two complementary documents:

- **The TSR Standard** – which now contains all of the security requirements for all vehicle types in a single, unified structure, together with the Enhanced Options.
- **The TSR Certification Framework Document (CFD)** – a stand-alone document that describes the certification process end-to-end: classification levels, certification options, auditing, sampling, re-certification, corrective actions and waivers; similar to the FSR CFD.



'The practical effect is that the Standard reads as a single coherent rulebook rather than a core text with four companions. For mixed fleets in particular, this consolidation is a meaningful simplification.'

The two documents are designed to work together. The Standard is explicit that both the current TSR Standard and the current TSR Certification Framework Document must be followed to achieve and maintain TAPA TSR certification. Separating “what must be in place” (the requirements) from “how it is assessed and certified” (the process) keeps each document focused, makes them easier to maintain independently, and gives auditors and applicants a cleaner reference for their respective needs.

3. Vehicle Types: From Four Appendices Back to One Table

The four vehicle-type Appendices that characterised TSR 2023 – covering hard-sided trucks and trailers, soft-sided trucks and trailers, rigid vans and fixed-body trucks, and the road segment of sea-container movements – no longer exist as separate documents. In TSR 2026 the vehicle-type dimension has been folded directly into the main requirements tables.

Each requirement in the Standard is now presented alongside its applicability across vehicle types and across the three classification levels in a single grid. A reader can see, at a glance and in one place, whether a given control applies to a hard-sided truck at Level 1, to a sea container at Level 3, or not at all to a soft-sided trailer. This removes the constant cross-referencing between Standard and Appendix that the old format demanded, and it makes the relationship between a control, the vehicle it protects, and the level of protection sought far more transparent.



The practical effect is that the Standard reads as a single coherent rulebook rather than a core text with four companions. For mixed fleets in particular – operators running several vehicle types under one certificate – this consolidation is a meaningful simplification.

4. A Real Life-Engineered Requirements Structure

Beyond consolidation, TSR 2026 reorganises the requirements themselves. The legacy 9.x.x - numbering of TSR 2023 has been retired in favour of **eight thematic sections** arranged to follow the logic of a transport operation rather than a list of control categories:

1. **Transport Security Program & Organisation** – governance, policy and roles.
2. **Risk Assessment and Operational Security Planning** – routes, stops and parking risks.
3. **Fleet Management and Vehicle Security Requirements** – the vehicles and trailers controls.
4. **Transport Monitoring and Alarm**

Response – tracking oversight and response.

5. **Security Transport Protocols, Processes and Procedures** – loading, transit and delivery.
6. **Incident Reporting and Investigation Procedures** – notification and investigations.
7. **Personnel Security and Workforce Management** – hiring, training, and termination of employment.
8. **Vehicle Maintenance and Security Systems Management** – upkeep, testing, and self-assessment.

The most distinctive addition to the structure is that every section now opens with an Intent and a Description.

The **Intent** explains the security outcome the section is trying to achieve; the **Description** summarises the ground the section covers. This is a deliberate move towards an operation-centred, plain-language approach. Rather than placing controls as an abstract checklist, TSR 2026 frames each group of requirements in terms of the real-world purpose it serves – helping members (LSPs, auditors, and buyers) interpret the controls consistently and apply judgement where operations vary.

It is worth noting that under TSR 2023 the reasoning behind the controls surfaced only indirectly, as hover-tooltips attached to individual requirements in the audit template; TSR 2026 brings that reasoning into the open, as published Intent and Description statements are set at the section level rather than against each individual requirement. Intent at requirement level is still included in the training material and the audit form.

5. Interim Supporting Traceability Between The Two Versions

Recognising that many organisations are migrating from an existing TSR 2023 certification, the 2026 Standard makes the transition explicit. For this reason, a “transitional or bridge” Standard document has been prepared, where each requirement is presented with two reference numbers side-by-side: its previous identifier (the “Old Req. No.”) and its new identifier. Controls that have no predecessor are flagged as new.

This mapping is more than a courtesy. It lets an organisation take its existing TSR 2023 evidence and compliance work and trace it directly to the corresponding place in the new structure, identify genuinely new obligations, and focus its preparation effort where it is actually needed rather than re-reading the entire Standard from scratch. It also gives auditors a shared frame of reference when discussing gaps with applicants who are familiar with the old numbering.



‘The most distinctive addition to the structure is that every section now opens with an Intent and a Description. The Intent explains the security outcome the section is trying to achieve; the Description summarises the ground the section covers.’



6. Certification, Levels, and Modular Options

The core certification model is preserved. The three classification levels carry over unchanged from TSR 2023 – **Level 1 – Elevated, Level 2 – Moderate, and Level 3 – Basic/Standard security**. A single certification may combine levels across an operation, and where a buyer requires a minimum level it remains the buyer's responsibility to negotiate that directly with the LSP. Several requirements common to all three levels have been split per level, with security demands increasing as the certification level rises.



Certification remains modular. The four vehicle types now function as selectable modules – hard-sided trucks, soft-sided trucks, rigid vans/fixed-body trucks, and sea containers – allowing an organisation to certify the combination of modules and levels that matches its operation. The same **six optional enhancements** carry over from TSR 2023:

- Monitoring
- Locking Systems
- Rail Transfer/Tracking
- Security Escorts
- IT and Cyber Security Threat
- Cargo Compartment Alarm Devices

As specified in the 2023 Standard, when an enhancement is selected for the certification audit, every requirement within it becomes mandatory.

Self-certification continues to provide a simplified entry point, but the CFD is precise about its limits: it is available for Level 3 only, covers a single operation, cannot

include Optional Enhancements, and must be carried out by an Authorised Auditor associated with the LSP. Higher levels and Enhanced Options continue to require an Independent Audit Body.

7. Auditing, Sampling, and Fleet Flexibility

The vehicle-audit process keeps the same fleet-based sampling bands as TSR 2023 – small, medium, large, and over-large – each with its own rule for the number of vehicles to inspect, including minimum counts for smaller fleets and caps for the largest. What the CFD adds is a fully worked example showing how to build a representative, vehicle-type-proportional sample, including how to handle rounding and the requirement to offer the auditor a candidate list three times the size of the sample to be inspected.

Several flexibility provisions familiar from TSR 2023 carry through into the CFD, now consolidated in one place. The **multi-site management option** (present since the 2023 revision) allows more than one TSR location to be coordinated within a single certification arrangement. The principle of mutual recognition, also long-standing, means a certified operator may use the services of another certified operator without re-auditing already-certified vehicles or services. The “adoption” mechanism lets a certified LSP bring owner-drivers or small subcontractors into its own certification by entering their vehicles into its vehicle register under a formal agreement, with the certified LSP taking full responsibility for those vehicles' compliance.

Re-certification continues on a three-year cycle with no extension, supported by interim self-audits at the first and second anniversaries. Corrective actions (SCARs) remain on a 60-day closure clock, and the waiver process – now documented in the CFD – retains the familiar route through the auditor to the regional TAPA Waiver Committee.

'The vehicle-audit process keeps the same fleet-based sampling bands as TSR 2023 – small, medium, large, and over-large – each with its own rule for the number of vehicles to inspect, including minimum counts for smaller fleets and caps for the largest.'

8. Key Changes at a Glance

The table below distils the principal differences between the two revisions.

Area	TSR 2023	TSR 2026
Overall document set	Core TSR Standard (certification process plus enhanced options), with the detailed requirements held in four separate vehicle-type Appendices.	Two documents: the TSR Standard (all requirements for all vehicle types, plus the Enhanced Options) and a stand-alone TSR Certification Framework Document (CFD) holding the certification process.
Requirement structure	Legacy 9.x.x - numbering, organised largely by control type, sometimes placing similar topic controls in different Standard's sections.	Eight operationally-themed sections, each opening with an Intent and a Description statement, ordered in an operational-flow structure.
Stated intent	Intent surfaced only as per-requirement hover-tooltips in the audit template.	Intent and Description published openly, at section level (not per requirement).
Clear Security Elevation among Certification Levels	Several requirement were applicable to all three levels.	Requirements common to all three levels split per level, with security demands rising at each level.

9. What This Means in Practice

Taken together, the TSR 2026 changes pursue a single goal: a Standard that is easier to read, easier to apply and closer to how transport works in reality. Consolidating four appendices into one requirements set, separating the certification process into its own framework document, re-organising controls into operation-led sections with stated intent, and preserving a transitional clear old-to-new mapping all point in the same direction – reducing ambiguity and the effort required to interpret the Standard correctly.



For organisations already certified under TSR 2023, the recommended starting point is to use the transitional built-in requirement mapping to translate existing evidence into the new structure, then to review the new Intent and Description statements section by section to confirm that current practice still satisfies the stated purpose.

Particular attention is worth paying to any requirement flagged as new, and to how applicability now varies by vehicle type and level within the consolidated tables – a control that previously sat in a single appendix may now read differently across the combined grid. The certification mechanics themselves (the three levels, the six enhancements, sampling, multi-site, mutual recognition, and adoption) are largely continuous with 2023, so the main effort lies in re-mapping and re-reading rather than re-engineering.

The destination is unchanged – a robust, globally consistent benchmark for secure

road transport of high-value, theft-targeted cargo. What TSR 2026 changes is the route to getting there: clearer, more unified and more closely aligned with day-to-day operations than ever before.

10. Access The New TSR 2026 & Application Timeframe

The TSR 2026 Standard and Certification Framework Document is published on the TAPA EMEA website and can be viewed using the links below. TSR 2026 will apply to certifications from 15 September 2026.

VIEW TSR 2026 STANDARD

VIEW TSR 2026 CERTIFICATION FRAMEWORK DOCUMENT

'The certification mechanics themselves (the three levels, the six enhancements, sampling, multi-site, mutual recognition, and adoption) are largely continuous with 2023, so the main effort lies in re-mapping and re-reading rather than re-engineering.'

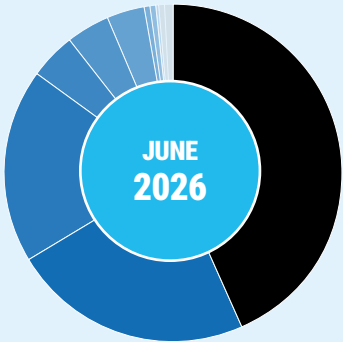
EUROPE, MIDDLE EAST & AFRICA REGION

CARGO CRIME MONITOR



€11,453,803

Total loss for the 189 or 8.6% of crimes stating a value



JUNE 2026

LOCATION TYPE

Unknown	1,514	69.42%
Retail Store	249	11.42%
Origin Facility	239	10.96%
En Route	90	4.13%
Services 3rd Party Facility	54	2.48%
Maritime Transportation Facility	12	0.55%
Unclassified Parking	8	0.37%
Destination Facility	7	0.32%
Authorised 3rd Party Facility	3	0.14%
Railway Operation Facility	3	0.14%
Road Transportation Facility	1	0.05%
Aviation Transportation Facility	1	0.05%



€318,731

Average loss for the 30 recorded cargo thefts with a value of €100,000 or more reported to the TAPA EMEA Intelligence System (TIS) in June 2026

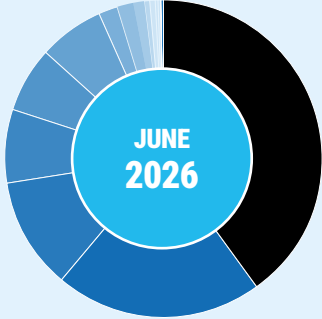
13

Crimes in EMEA recording a loss value of between €50,000 & €100,000, totalling €912,623

21

Number of TAPA TIS product categories recording losses in June 2026





JUNE 2026

INCIDENT CATEGORY

Theft from Vehicle	708	32.46%
Theft from Facility	476	21.82%
Theft	404	18.52%
Theft of Trailer	222	10.18%
Theft from Trailer	139	6.37%
Theft of Vehicle	55	2.52%
Robbery	50	2.29%
Counterfeit	45	2.06%
Hijacking	41	1.88%
Truck Theft	17	0.78%
Clandestine	8	0.37%
Theft from Container	7	0.32%
Theft of Container	6	0.28%
Fraud	2	0.09%
Theft from Train	1	0.05%
Theft of Vehicle	1	0.05%





4.1%

Or 91 of the reported incidents stated an M.O. of Violent or Threat with Violence



2,181

Number of new cargo crimes reported to the TIS database in June 2026

€60,602

Average loss for all cargo crimes reported with a value



€1,179,000

BIGGEST REPORTED LOSS IN JUNE 2026: A Deceptive Pick-Up of tungsten carbide from a Maritime Transportation Facility in Hamburg, Germany, on 9 June.

CARGO THEFT BY COUNTRY

**56**Number of countries in
EMEA reporting incidents**JUNE 2026****TOP 5**

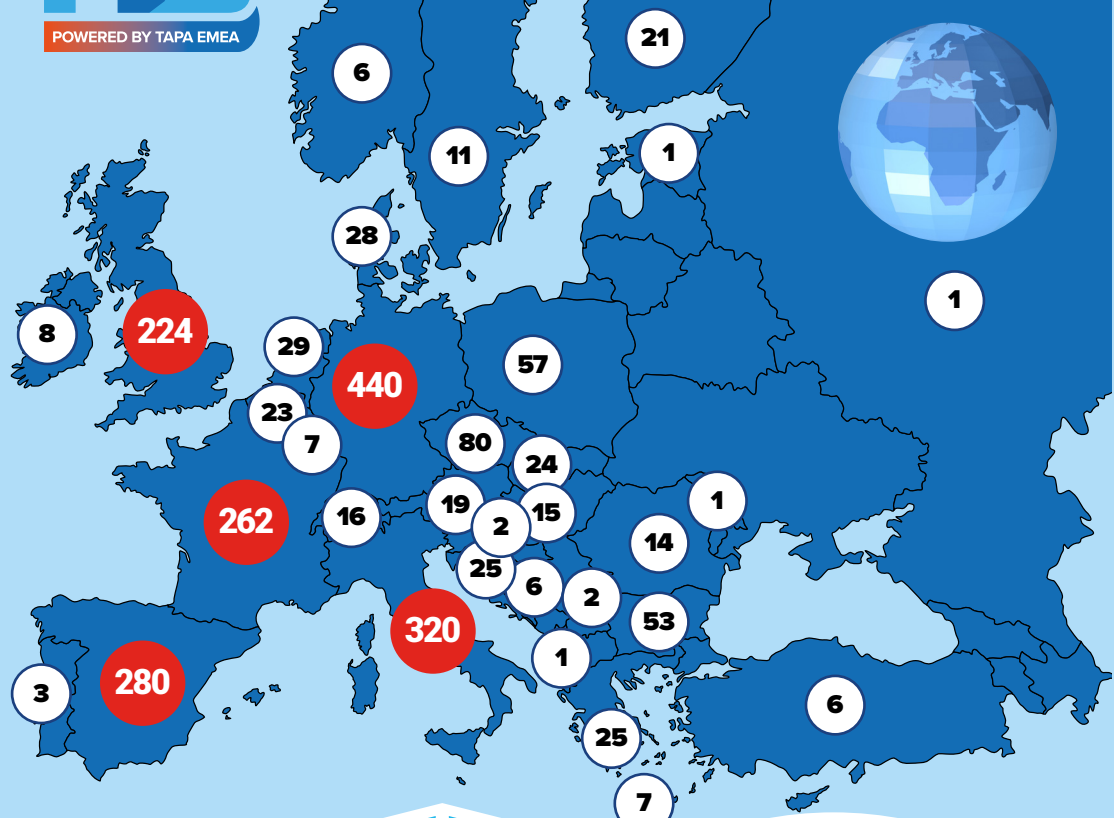
Germany	440
Italy	320
Spain	280
France	262
United Kingdom	224

Rest of EMEA

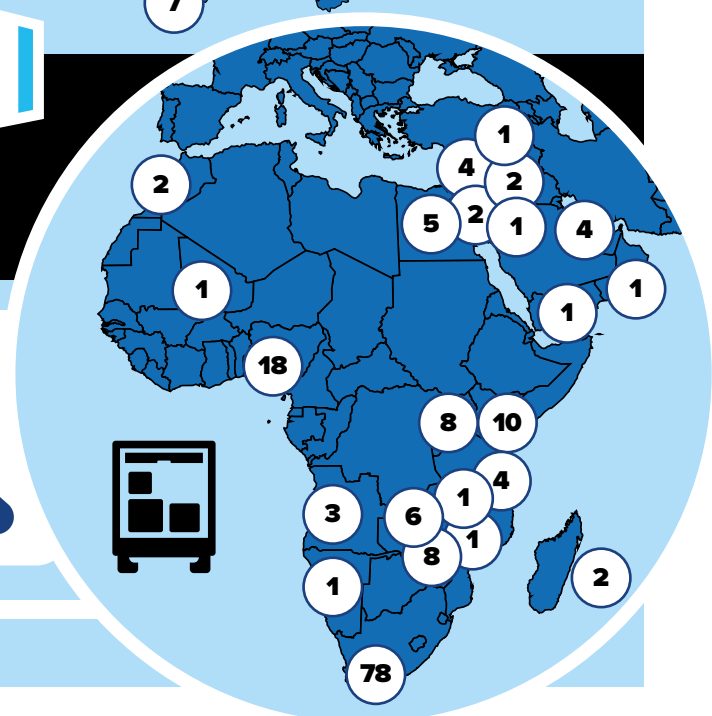
Malta	7
Bosnia and Herzegovina	6
Zambia	6
Turkey	6
Norway	6
Egypt	5
Tanzania	4
Bahrain	4
Israel	4
Portugal	3
Angola	3
Jordan	2
Morocco	2
Lebanon	2
Mauritius	2
Slovenia	2
Greece	2
Slovakia	2
Belgium	2
Finland	2
Yemen	1
Iraq	1
Moldova	1
Namibia	1
Mali	1
Eswatini	1
Mozambique	1
Syria	1
Oman	1
Russia	1

Rest of EMEA

Czechia	80
South Africa	78
Poland	57
Bulgaria	53
Netherlands	29
Denmark	28
Croatia	25
Greece	25
Slovakia	24
Belgium	23
Finland	21
Austria	19
Nigeria	18
Switzerland	16
Hungary	15
Romania	14
Sweden	11
Kenya	10
Zimbabwe	8
Uganda	8
Ireland	8
Luxembourg	7

TOTAL RECORDED INCIDENTS: 2,181**DAILY LOSS FOR INCIDENTS REPORTED IN JUNE 2026****€381,793****MODUS
OPERANDI
USED IN
LATEST
CARGO
THEFTS:**

Intrusion	1,382	63.37%
Unknown	532	24.39%
Internal	123	5.64%
Violent & Threat with Violence	91	4.17%
Deception Other	47	2.15%
Deceptive Pick Up	4	0.18%
Theft from Moving Vehicle	2	0.09%





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www.multiprotexion.com

ABOUT MULTIPROTEXION

Since 1992, Multiprotexion has been one of the leading players in Europe for the active protection of vehicles used for transporting high-risk goods.

Multiprotexion x TAPA: *15th Anniversary!*

It was 2011 when Multiprotexion decided to join a young but promising international association dedicated to the security of high-value goods: TAPA EMEA.

Multiprotexion was the first Italian security provider to become an active member of the association, extending its commitment to promoting security in the transport and logistics sector beyond national borders.

"Today - says Francesco Giannini, Multiprotexion CEO - fifteen years on, TAPA and Multiprotexion are celebrating together those 15 candles symbolising an important partnership, growth and shared commitment: a longevity unmatched in our sector." Transpotech Logitec 2026 in May was truly a special place to share all this. Thank you to everyone who has been part of this amazing journey!



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MULTIPROTEXION
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>€250 MILLION OF LOSSES IN 181 DAYS - THE REALITY OF CARGO CRIME IN EMEA IN H1 2026 AS CRIMINALS TARGET SUPPLY CHAINS IN 78 COUNTRIES

Freight crime intelligence reported to the TAPA Intelligence System (TIS) for the first six months of 2026 shows product losses from supply chains worth more than €250,000,000 - or >€1.4 million every 24 hours – across 78 countries in the Europe, Middle East & Africa region.

The actual total loss value for H1 2026 will be significantly higher because the €250m of losses captured by TAPA EMEA's intelligence database is based on only 14.5% of recorded incidents providing data for their financial impact. Currently, the average loss for all crimes with a value stands at €190,476, inflated by the highest-value loss of the year so far involving 1.2 million counterfeit cosmetics and hygiene products with a reported value of €94 million, which were seized by police from an Origin Facility warehouse in Catalonia, Spain, in February.

To date, TIS has recorded 9,219 freight thefts in the 1 January-30 June period, averaging >50 incidents a day – a figure which, again, will become substantially higher once all reports are received and collated by the end of the year.

Major losses average €939,461

Of the crimes sharing a loss value, 19% or 256 were major cargo thefts targeting goods with a value of €100,000 or more – averaging €939,461 per crime. Four countries accounted for 74% of these incidents:

- **Italy** - 60 losses, averaging **€544,504**
- **Germany** - 56 crimes, averaging **€421,354**
- **Spain** - 38 incidents, averaging **€2,819,053**
- **France** - 36 thefts, averaging **€876,219**



Major losses from supply chains were also reported to TAPA EMEA in 22 further countries: United Kingdom (8), Netherlands (7), Austria (5), Poland (5), Russia (5), Serbia (5), Greece (4), Belgium (3), Bulgaria (3), Romania (3), Switzerland (3), Albania (2), Czechia (2), Lithuania (2), South Africa (2), and single high-value incidents in Bahrain, Congo, Hungary, Nigeria, Slovakia, Sudan, and Sweden.

Violent crimes cause concern

Another worrying trend in the first half of 2026 has been the number of attacks on supply chains using the M.O. of Violent or Threat with Violence. 701 freight crimes recorded this M.O., 7.6% of the six-month total. 21 TIS product categories recorded losses over this period, with 12 reporting triple-digit incident rates:

- **Fuel Theft** – 815 incidents, 8.8% of the H1 2026 total
- **Cash** – 391 or 4.2%
- **Metal** – 370 or 4%
- **Food & Drink** – 356 or 3.8%

- **Tools/Building Materials** – 305 or 3.3%
- **Jewellery/Precious Metals** – 252 or 2.7%
- **No Load** (Theft of truck and/or trailer) – 235 or 2.5%
- **Clothing & Footwear** – 203 or 2.2%
- **Cosmetics & Hygiene** – 179 or 1.9%
- **Auto Parts** – 156 or 1.6%
- **Miscellaneous Electronics** – 154 or 1.6%
- **Tobacco** – 106 or 1.1%

Five countries with the highest recorded incident rates accounted for over 65% of the cargo crimes reported to the TIS database over this period:

- **Germany** – 2,026 crimes, 21.9% of the H1 total
- **Italy** – 1,171 or 12.7%
- **France** – 1,073 or 11.6%
- **United Kingdom** – 899 or 9.7%
- **Spain** – 867 or 9.4%





INTERVENTION



TRUCK.WATCH

INTERVENTION: CONTROL THE SITUATION



Without swift action, monitoring is pointless. The Cargo Security.Company leverages twenty years of experience, an EN 50518 certified control room, and a vast European network to deploy immediate Security Intervention (RMOs) or direct Police Intervention. We protect your cargo when it matters most.

- ✓ 24/7 emergency response
- ✓ Immediate cargo protection
- ✓ Law enforcement coordination
- ✓ Global operational support
- ✓ Tailored reporting & analytics



Another nine countries saw over 100 or more incidents: South Africa (592), Poland (340), Netherlands (242), Czechia (235), Belgium (175), Croatia (144), Greece (138), Bulgaria (102), and Zimbabwe (100).

What happened in June 2026?

Each month, the *Cargo Crime Monitor* and incident update published in *Vigilant* features freight crimes which **occurred** in the previous month as well as other crimes **reported** to TAPA EMEA during the month but for earlier periods.



In total, 2,181 new cargo thefts were added to the TIS database in June, with 8.6% or 189 contributing to the combined loss for reported incidents of **€11,453,803**. The daily loss in June 2026, based on this data, was **€381,793**.

Of the 2,181 crimes reported, 653 occurred in June, including 14 major cargo thefts with losses of **€100K** or more. These included...

Major losses occurring in the last month

€674,865 – 20 June 2026

The South African Police Service (SAPS) seized suspected stolen copper worth nearly **€675,000** as part of an investigation in Johannesburg stemming from information provided by the Zambian



authorities about the hijacking of three trucks transporting the metal. The trucks reportedly crossed the border into South Africa through the Beitbridge Border Post using fraudulent customs documents, while the copper's serial numbers had been filed off to conceal its origin. No arrests have been made to date but the investigation into a transnational smuggling syndicate is ongoing.

€500,000 – 22 June 2026

Police in Trier in the German state of Rhineland-Palatinate arrested two suspects in connection with a fraud scheme targeting a technology company, which resulted in the theft of mobile phones and computer tablets reportedly worth **€500,000**. Investigators allege the suspects used false identities and multiple front companies to order the devices without making payment. The men, who live in Switzerland and Austria, were arrested in an operation coordinated between police authorities from four German states as well as from Switzerland and Liechtenstein.



€389,350 – 4 June 2026

Spain's Civil Guard are investigating a major theft of copper wiring from a solar plant in Palencia in northern Spain. Investigators believe 5 suspects broke through the facility's perimeter fence on four occasions to steal the copper and are part of a criminal group specialising in copper theft.

€380,000 – 10 June 2026

Still in Spain, the Civil Guard arrested a 28-year-old man transporting 9,035 stolen perfumes in a van near Coria, Cáceres. The goods were recovered during a roadside inspection on 10 June, after the driver failed to provide proof of their origin. Investigators later confirmed the perfumes had been stolen from a company in Dos Hermanas, south of Seville, on 7 June.



€350,000 – 23 June 2026

Five men threatened a truck driver with a knife during a cargo theft in Weilerswist, Germany, at around 02:00hrs on 13 June. Dressed in dark clothing, the offenders cut open the trailer's tarpaulin, disturbing the sleeping driver, who confronted them. They escaped with 19 pallets of razor blades and dental cleaning products.



€200,000 – 1 June 2026

Spanish police also arrested two men following the theft of two commercial vehicles and professional imaging, sound and lighting equipment worth more than **€200,000** from an industrial warehouse in Coria. Investigators identified a vehicle allegedly used in the robbery through CCTV and vehicle movement analysis, leading them to locate the suspects in Seville.

€130,000 – 10 June 2026

A robbery of a Retail Store in Châteauneuf-sur-Isère, France, on the night of 10–11 June caused the loss of eyewear products worth **€130,000** as well as another **€70,000** in damage to the facility and equipment.



€120,000 – 15 June 2026

In another notable success for Civil Guard officers in Spain, an organised crime group responsible for stealing cargo from parked heavy goods vehicles in motorway rest areas has been successfully dismantled after the



High value demands higher standards.

RISK MANAGEMENT

MONITORING

TRACEABILITY



HIGGIATO
siamo parte del tuo valore

Your European logistics partner for the protection of high-value cargo.



We assess every potential vulnerability, plan secure routes, and apply certified protocols to protect high-value shipments at every stage of transport.



arrests of 12 suspected gang members and five other individuals allegedly involved in handling stolen goods. According to one report, the group targeted trucks by cutting trailer tarpaulins to identify valuable loads, stealing items including cosmetics, household appliances, food, and tools to sell on the black market. The investigation linked the group to 22 offences, including 13 cargo thefts, and recovered **€120,000** worth of stolen goods. Six vehicles were seized by police and the investigation also blocked 35 bank accounts.

€108,486 – 11 June 2026

Offenders broke into an Origin Facility in Gais, Switzerland, during the night of 11 June and stole unspecified high-value goods. This was another crime that also caused significant property damage.

€100,000 – 23 June 2026

In another crime targeting copper, two men were detained in Chinchilla de Montearagón, Albacete, southeast of Madrid, in connection with the theft of copper cable from an industrial warehouse. The offenders supposedly gained entry by cutting through the site's perimeter fence. Investigators linked the suspects to a van connected to other cable thefts, recovering plastic cable sheathing from the vehicle, which originated from the crime scene.



€100,000 – 23 June 2026

Five masked offenders launched a violent attack on a Retail Store in Foggia, Italy, during the early hours of 23 June, stealing cash, watches, jewellery, and other valuables. They smashed their way through the store's shutters and windows



before fleeing in a car as police arrived. The suspects deployed fire extinguishers to create a smoke screen and hinder the pursuit. One suspect reportedly dropped a mobile phone during the escape, which could provide key evidence for the Carabinieri investigation.

Cargo crimes in June with a loss value of €50K-€100K included:

- **€90,000** - 17 June - A man was arrested for metal thefts from two industrial facilities in Casar de Cáceres, Spain. He allegedly sold over 10 tonnes of stolen metal using falsified documentation.
- **€89,000** - 9 June – A suspect was arrested for a series of thefts of car parts from his employer in Zaragoza, Spain, dating back as far as April 2021. Over 450 stolen units were reportedly sold by the man over the internet.
- **€88,623** - 20 June – Tools were stolen in a night-time robbery of an Origin Facility in Rudshøgda, Ringsaker, Norway.
- **€85,000** – 26 June - Three suspected burglars were arrested near Waidhaus, close to the Czech border, after allegedly breaking into a company in Krauchenwies, Baden-Württemberg, Germany and stealing tools/building materials. Border police stopped the suspects' heavily laden vehicle, recovering milling machines, drills and other stolen equipment. The robbery was captured on CCTV.
- **€80,000** – 5 June - Another four arrests were reported after the theft



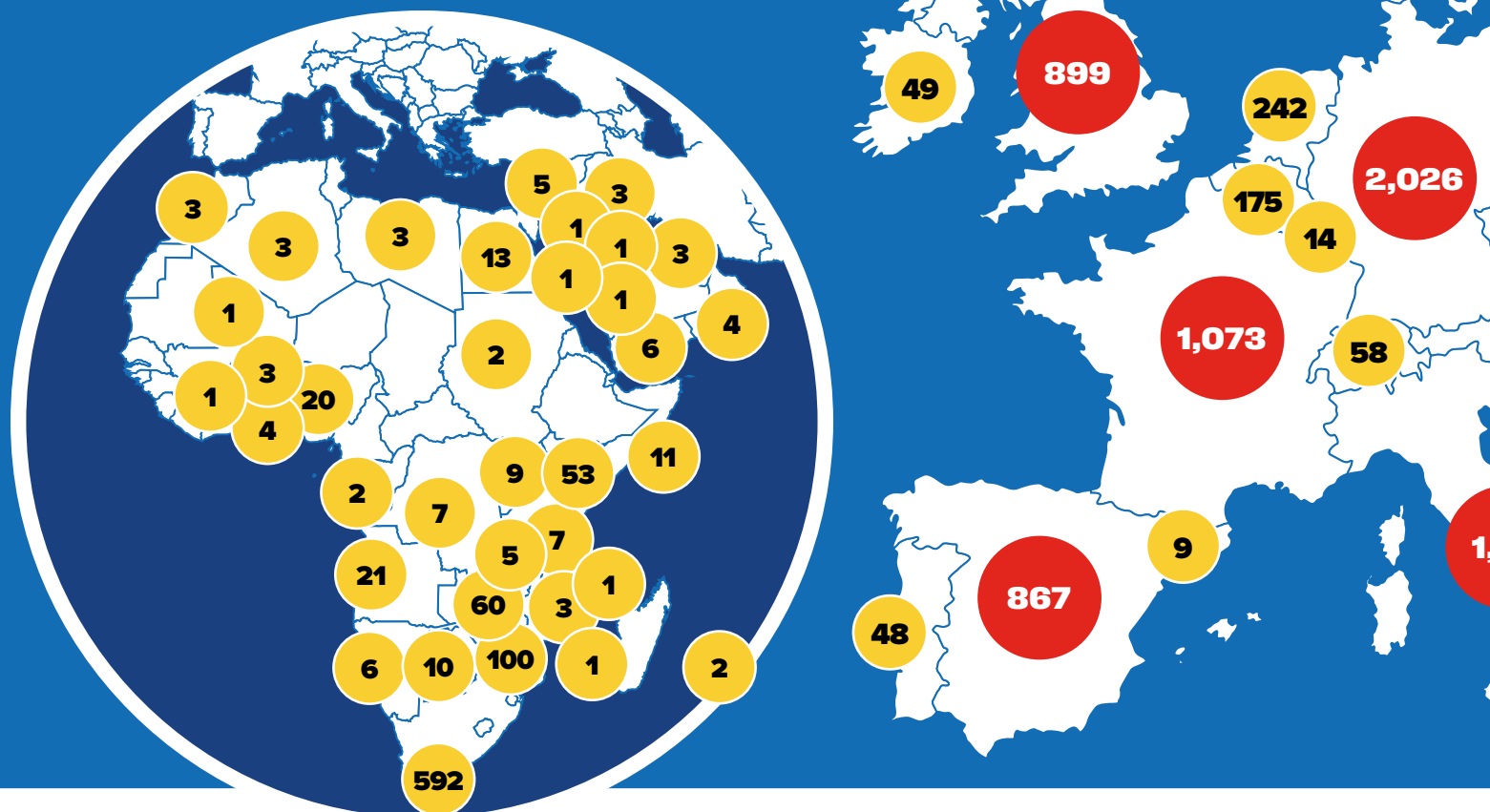
of phytosanitary products from an industrial warehouse in Córdoba, Spain. The suspects allegedly forced entry into the premises, loaded the stolen goods into a truck and made their escape, later setting fire to the truck to destroy evidence and hinder the investigation.

- **€50,000** – 21 June - Thieves stole approximately 2,500kg of copper cable from a warehouse in an industrial area of Aragona, near Agrigento, Italy, after forcing entry through the site's main gate during the night and disrupting the building's power supply.

Full details of all the freight crimes reported to TAPA EMEA in H1 2026 can be found in the TAPA Intelligence System (TIS) database through members' secure logins.



STOLEN PRODUCTS	No.	%
TOP FIVE		
Miscellaneous	1,501	68.82%
Fuel Theft	108	4.95%
Metal	85	3.90%
Unspecified	59	2.71%
No Load (Theft of truck and/or trailer)	58	2.66%
TOP FIVE TOTAL	1,811	83.04%
Cash	52	
Food & Drink	50	
Tools/Building Materials	45	
Jewellery/Precious Metals	44	
Clothing & Footwear	31	
Tobacco	29	
Cosmetics & Hygiene	24	
Auto parts	19	
Miscellaneous Electronics	15	
Phones	13	
Bicycles/Two Wheelers	12	
Pharmaceuticals	10	
Furniture/Household Appliances	8	
Tyres	6	
Toys/Games	5	
Agricultural Materials	5	
Computers/Laptops	1	
Sports & Fitness Equipment	1	
OTHER PRODUCTS	370	16.96%



78 Number of countries in EMEA reporting incidents



CARGO THEFT BY COUNTRY

TOP 5

Germany	2,026
Italy	1,171
France	1,073
United Kingdom	899
South Africa	592

Rest of EMEA

Poland	340
Netherlands	242
Czechia	235
Belgium	175
Croatia	144
Greece	138
Bulgaria	102
Zimbabwe	100
Sweden	90
Slovakia	85
Russia	75
Zambia	60
Switzerland	58
Romania	54
Kenya	53
Austria	50
Ireland	49
Portugal	48
Denmark	37
Bosnia and Herzegovina	35
Azerbaijan	29
Serbia	28
Finland	27
Norway	27
Albania	24
Angola	21
Hungary	21
Nigeria	20
Malta	20
Turkey	15
Luxembourg	14
Belarus	13
Egypt	13

Rest of EMEA

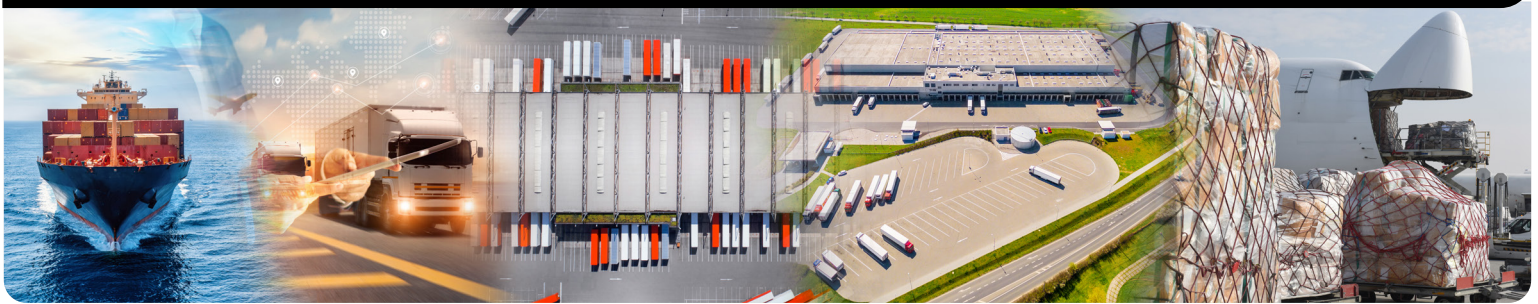
Somalia	11
Botswana	10
Andorra	9
Uganda	9
Lithuania	9
Tanzania	7
Congo	7
Namibia	6
Slovenia	6
Yemen	5
Malawi	5
Israel	5
Oman	4
Cyprus	4
Ghana	4
Ukraine	3
Syria	3
Mozambique	3
Bahrain	3
Algeria	3
Morocco	3
Benin	3
Libya	3
Iraq	3
United Arab Emirates	2
Gabon	2
Mauritius	2
Moldova	2
Montenegro	2
Sudan	2
Lebanon	1
Estonia	1
Eswatini	1
Jordan	1
Palestine	1
Saudi Arabia	1
Mayotte	1
Cote d'Ivoire	1
Mali	1

TOTAL RECORDED INCIDENTS:

9,219

EUROPE, MIDDLE EAST & AFRICA REGION

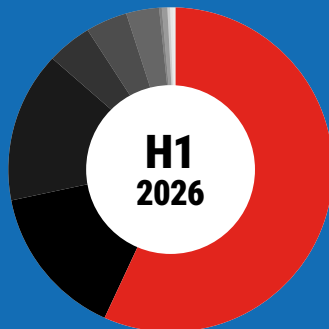
CARGO CRIME MONITOR



€255,619,899

Total loss for the **1,342** or **14.5%** of crimes stating a value

LOCATION TYPE



Unknown	5,258	57.03%
Origin Facility	1,375	14.91%
Retail Store	1,337	14.50%
En Route	420	4.56%
Unclassified Parking	390	4.23%
Services 3rd Party Facility	291	3.16%
Destination Facility	38	0.41%
Authorised 3rd Party Facility	34	0.37%
Aviation Transportation Facility	20	0.22%
Maritime Transportation Facility	19	0.21%
Road Transportation Facility	17	0.18%
Railway Operation Facility	14	0.15%
Secured Parking	6	0.07%



€939,461

Average loss for the **256** recorded cargo thefts with a value of **€100,000** or more reported to the TAPA EMEA Intelligence System (TIS) in H1 2026

701



7.6% of incidents, 701 in total, reported attacks on supply chains with the M.O. of Violent or Threat with Violence

117

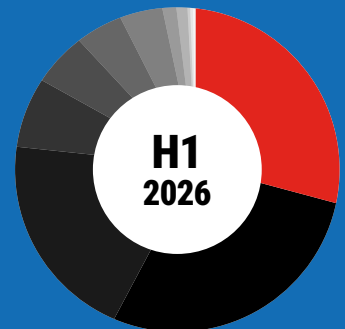
Crimes in EMEA recorded a loss value of between **€50,000** & **€100,000**, totalling **€7,645,698**

21

Number of TAPA TIS product categories recording losses in H1 2026



INCIDENT CATEGORY



Theft from Vehicle	2,628	28.51%
Theft from Facility	2,566	27.83%
Theft	1,696	18.40%
Theft of Trailer	562	6.10%
Robbery	450	4.88%
Theft from Trailer	411	4.46%
Theft of Vehicle	365	3.96%
Hijacking	230	2.49%
Counterfeit	119	1.29%
Truck Theft	96	1.04%
Theft from Container	32	0.35%
Theft of Container	21	0.23%
Clandestine	21	0.23%
Fraud	16	0.17%
Theft from Train	4	0.04%
Unknown	2	0.02%





€94,000,000

BIGGEST REPORTED LOSS IN H1 2026: Police seized 1.2 million counterfeit cosmetics and hygiene products from an Origin Facility warehouse in Catalonia, Spain, on 17 February.

€190,476

Average loss for all cargo crimes reported with a value - H1 2026

28.5%

Theft from Vehicle was the most recorded type of incident with 2,628 crimes recorded



DAILY LOSS FOR INCIDENTS REPORTED IN H1 2026

€1,412,264

MODUS OPERANDI REPORTED IN H1 2026

Intrusion	5,954	64.58%
Unknown	1,980	21.48%
Violent & Threat with Violence	701	7.60%
Deception Other	270	2.93%
Internal	269	2.92%
Deceptive Pick Up	28	0.30%
Theft from Moving Vehicle	13	0.14%
Deceptive Stop	3	0.03%
Forced Stop	1	0.01%



4.2%

Or 390 of the reported incidents took place when trucks stopped in unclassified (unsecured) parking places

STOLEN PRODUCTS	No.	%
TOP FIVE		
Miscellaneous	4,805	52.12%
Fuel Theft	815	8.84%
Unspecified	491	5.33%
Cash	391	4.24%
Metal	370	4.01%
TOP FIVE TOTAL	6,872	74.54%
Food & Drink	356	
Tools/Building Materials	305	
Jewellery/Precious Metals	252	
No Load (Theft of truck and/or trailer)	236	
Clothing & Footwear	203	
Cosmetics & Hygiene	179	
Auto parts	156	
Miscellaneous Electronics	154	
Tobacco	106	
Bicycles/Two Wheelers	89	
Phones	71	
Furniture/Household Appliances	56	
Tyres	45	
Pharmaceuticals	41	
Agricultural Materials	31	
Toys/Games	27	
Computers/Laptops	22	
Sports & Fitness Equipment	18	
OTHER PRODUCTS	2,347	25.46%

NUMBER OF NEW CARGO CRIMES REPORTED TO THE TIS DATABASE IN H1 2026:



9,219

WHO ARE YOU WORKING WITH?

Subcontracting of transportation services is a common practice in the supply chain.

TAPA's own Trucking Security Requirements (TSR) Standard acknowledges this reality by explicitly permitting it. However, while TSR includes some high-level requirements touching on subcontracting, it stops short of providing practical guidance on how carriers should select subcontractors or verify their full compliance with security requirements. Aligned with all TAPA Standards, it allows certified entities to determine their own approach to achieving compliance.

For the transportation industry generally, there remains a noticeable gap in how subcontracting is currently handled, and this can lead to security risks, whether this is caused by a lack of security protocols or simply inadequate due diligence.

In general terms, in Europe, multiple layers of subcontracting for a single shipment are a well-documented and common feature of the freight industry. A shipment can pass through several hands before reaching its final destination.

A typical chain might look like this:

- a shipper contracts a large LSP (4PL/3PL)
- they subcontract to a regional freight forwarder
- who, in turn, subcontracts to a smaller carrier
- who, ultimately, may choose to outsource the final leg of the journey to a local owner-operator for the final transport leg.

Three to four levels of subcontracting for a single delivery is not unusual - especially for more complex cross-border international shipments.

When it comes to TAPA TSR-certified Logistics Service Providers, however, the picture is different. In most cases, contractual arrangements among buyers and certified carriers limit subcontracting to a single level - meaning the practice of cascading subcontracting, while widespread in the broader industry, is generally more controlled within the certified community.



A large semi-truck trailer is shown in motion, blurred background suggesting speed. The trailer is white with a red stripe along the bottom. The text "WHO'S CARRYING YOUR CARGO?" is written in large, bold, dark blue letters across the side of the trailer. The trailer has multiple axles and wheels visible.

WHO'S CARRYING YOUR CARGO?



This is especially true of large carriers which already have mature compliance departments with established subcontractor vetting and due diligence frameworks.

Whilst there is no shortage of professional SME transport providers in the Europe, Middle East & Africa region, smaller operators rarely subcontract at the scale that demands a structured programme. Consequently, small and medium-sized LSPs sit in a critical gap: they subcontract regularly, carry the reputational weight of their TAPA certification, yet often lack a formal, auditable process for managing non-certified partners in their network.

Not surprising then that when TAPA EMEA's Standards & Training Team proposed creating a **TAPA Subcontracting Guidance** document, the response from its TSR members' group was overwhelmingly positive, reinforcing the strongly held view that subcontracting is a common reality for a large part of our membership, not an isolated practice.

With its subsequent creation, the **TAPA Subcontracting Guidance** document gives these LSPs a ready-to-use, industry-recognised guidance framework they can immediately apply across the full subcontractor lifecycle:

- risk-based **selection**
- standardised **onboarding** (contractual security clauses, training, documentation)



'Whilst there is no shortage of professional SME transport providers in the Europe, Middle East & Africa region, smaller operators rarely subcontract at the scale that demands a structured programme.'

- **continuous performance monitoring** of non-certified carriers.

This is designed to help small and medium LSPs to protect their TSR certification, demonstrate due diligence to customers and auditors, and reduce cargo theft exposure on outsourced legs - turning a common operational vulnerability into a measurable competitive advantage by presenting members with guidance on how to proceed when subcontracting of transport is required and to avoid arbitrary interpretation that could leave significant security vulnerabilities.

Clearer, more actionable guidance

There is no specific requirement within the TSR Standard obligating carriers to formally notify shippers when they subcontract part of their transportation activities to third parties. Most of these

subcontracting arrangements are planned and scheduled in advance by the assigned carriers as part of their regular operational setup. However, a smaller proportion of subcontracting decisions are made at the last minute, typically arising in response to unexpected operational disruptions such as vehicle breakdowns, driver unavailability, or capacity shortfalls. In most cases, shippers are only informed of such subcontracting arrangements when this notification is explicitly stipulated as a contractual requirement in the agreement between them and their carriers.

When deliveries are completed within the agreed timescale and at the confirmed cost, any concerns over subcontracting quickly fade. But TAPA EMEA is aware of many cargo loss investigations in which it has been observed that subcontracting was carried out without shippers having any awareness of it. Furthermore, in a significant number of these cases, sub-subcontracting was also executed without the originally assigned subcontracting carriers having any knowledge of, or control over, these further delegations of responsibility.

This reflects a pattern we see repeatedly in practice. If subcontracting is not reported before it is executed, then in most cases it is not reported at all. The reality is that subcontracting arrangements tend to remain invisible as long as everything runs smoothly - no one looks under the hood when a delivery arrives on time, and intact. However, when an incident or a loss occurs, the investigation frequently uncovers a very different picture: multiple levels of subcontracting that were never disclosed, never reported, and, more importantly, never approved.

This creates a fundamental accountability gap. In the moment a shipment loss is being investigated, the primary carrier may have limited knowledge of - or, in some cases, limited interest in revealing - the full chain of parties that handled the shipment. By that point, tracing responsibility across undisclosed subcontracting layers becomes extremely difficult, and the chances of a thorough root cause analysis are significantly reduced.

It also means that the true scale of subcontracting in certified transport operations is almost certainly underreported. What surfaces during incident investigations is likely just the visible part of a much larger picture - one where subcontracting happens routinely, quietly, and without the oversight that security standards are designed to ensure.

'When a shipment is subcontracted from a TSR-certified carrier to a non-certified one, the most immediate and serious risk is the potential drop in security standards... added to this are the risks of reduced shipment visibility, interrupted tracking, and the absence of a structured incident response procedure - all of which make it significantly harder to detect, react to, and investigate any security event along the way.'

The risks from subcontracting

When a shipment is subcontracted from a TSR-certified carrier to a non-certified one, the most immediate and serious risk is the potential drop in security standards, even though there are several areas in the TAPA Standards mandating applicability of noted requirements to the subcontracted carrier.

A **certified carrier** has demonstrated compliance with a defined set of requirements: vetted procedures, trained and background-checked staff, approved vehicles and equipment, and established protocols for high-risk routes and parking.

A **non-certified carrier** may have none of these in place, and the moment the shipment transfers, the security baseline that the shipper contracted for can no longer be guaranteed.

Added to this are the risks of reduced shipment visibility, interrupted tracking, and the absence of a structured incident response procedure - all of which make it significantly harder to detect, react to, and investigate any security event along the way. Of course, it is in the best interest of the subcontracting certified LSP to ensure that all TAPA TSR requirements of the applicable level are met by the subcontracted non-certified carrier.



Beyond the operational risks, subcontracting without proper documentation and approval also creates serious contractual and liability exposure.

There are cases where subcontracting is only documented in approved orders/ offers missing required security measures and insurance coverage details. If the subcontracted carrier causes a loss or breach, the primary carrier may find itself fully liable to the shipper while having limited legal recourse against the subcontractor.

Insurance coverage may equally be called into question if the original contract terms were not observed. And if it later emerges that a shipment was handed to an unvetted carrier without the shipper's knowledge, the reputational consequences for the primary

carrier can be just as damaging as the financial ones.

Freight crime investigations are also uncovering more cases where criminals have posed as a legitimate transport company and offered a low transportation price to win a delivery assignment. A well-known next step is to then outsource the job to a legitimate and innocent subcontractor to collect the goods, which – after collection – will then be contacted by their 'customer' and advised of a change of delivery address for the shipment. After being delivered, it disappears. Insurers have pointed out incidents of this nature, which clearly illustrates the growing scale and creativity of these criminal methods – and the relative ease with which they can target loads of goods with a value of hundreds of thousands of euros, and, sometimes, seven-figure shipments.

This makes it increasingly difficult to maintain visibility across the entire transport chain, as criminals can easily and deliberately exploit complex subcontracting structures by involving qualified and well-known subcontractors who are unaware of the fraud in progress. These developments show that cargo crime is taking on a new level of sophistication and creativity, and more threats are on the horizon as AI tools can be used to add a further level of authenticity and 'disguise' for crime groups targeting supply chains.

The risk of scale and speed

The very high number of transactions handled through online freight exchanges every day, for example, means the potential risk associated with subcontracting through platforms should not be underestimated. Freight exchanges can be efficient tools for quickly identifying available transport capacity, but they can introduce a higher level of uncertainty regarding the actual identity, reliability, and security standards of the carrier offering the service.

One of the main risks is the limited transparency regarding who is ultimately responsible for the shipment. Criminal actors may create seemingly legitimate profiles, offer highly competitive prices to secure a transport order, and then either disappear after collecting the goods or involve additional parties that were never properly vetted. In such cases, the shipment can easily move through multiple hands before the original contracting party realises that control has been lost.



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Control Tower Manager
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To mitigate or eliminate this risk, it is essential to apply strict verification and due diligence procedures before accepting any subcontracted transport through an online freight exchange. This should include verifying the legal identity of the carrier, confirming operational capabilities, reviewing insurance coverage, validating contact details independently, and ensuring that security requirements equivalent to the applicable TAPA TSR level are clearly defined and contractually binding.

Certified Carrier Exchange

A formidable new entrant in transport security and supply chain resilience is the new Certified Carrier Exchange, developed by Trans.eu Group, European leader in freight tech and fintech for the transport sector, and powered by TAPA EMEA Standards & Intelligence. This is the first freight exchange platform built entirely on verified TAPA TSR (Trucking Security Requirements) certification and is underpinned by Trans.eu's advanced risk prevention architecture, comprehensive rating systems which already support a digital ecosystem reaching over 44,000 carriers, freight forwarders, and shippers across the European region.

Trans.eu's strict security protocols mean it already rejects 2 out of every 3 carriers during vetting. The Certified Carrier Exchange adds another layer of protection by giving transport buyers the security and reassurance they need to safeguard high-value deliveries across Europe by partnering with a TSR-certified carrier.

This aligns with TAPA EMEA's advice that a carrier sourced via an online freight exchange to transport high-value theft targeted (HVT) cargo must have undergone a thorough verification process, and that, in general, the safest approach remains to work with pre-approved and

regularly audited subcontractors within a controlled and transparent network. The Association highlights the importance of robust verification, due diligence, and transparency when subcontracting transport services

Structured subcontractor selection



One of the very real challenges in subcontracting is the risk of encountering fraudulent carriers - operators who present themselves as legitimate but lack the credentials, equipment, or intent to handle a shipment

securely. To help carriers navigate this risk, the **Subcontracting Guidance** includes dedicated sections on structured subcontractor selection procedures, providing practical criteria and checks to help distinguish legitimate operators from those that are not what they claim to be.

It also clearly defines verification steps before any transport activity is assigned to a non-certified carrier, covering subcontractor vetting criteria, audit processes, and compliance confirmation mechanisms, to ensure that the security standards achieved by certified primary carriers are genuinely extended to every party handling a shipment. It also includes a subcontracting case study in which a TSR-certified LSP seeks to subcontract to a non-certified carrier, illustrating the practical steps that should be taken prior to any subcontracted transportation operation.

This has been developed with insight from experienced logistics service providers, security professionals, and industry experts who deal with subcontracting and

carrier selection daily, and is based on a security-driven, standards-based framework specifically designed to protect HVT cargo, placing great emphasis on:

- structured subcontractor selection
- contractual security requirements
- verification of vehicles and personnel
- tracking and monitoring requirements
- clear incident-response procedures

TAPA's recommendations are aligned with established security standards such as TSR, ensuring that the security level achieved by a TAPA-certified logistics service provider is maintained even when transport is subcontracted.

Finally, the document includes a best practice section that brings together a list of key topics and requirements that should be formally addressed whenever cargo transportation is subcontracted to a non-certified carrier - providing certified LSPs with a clear and actionable proposed framework to manage subcontracting responsibly and in line with the spirit of the TSR Standard.

A genuine security priority

The lack of visibility into who is actually carrying a shipment at any given point in the chain - one of the core problems that subcontracting without proper oversight creates - makes it very difficult to identify root causes and take corrective action.

This is one more reason why structured guidance on subcontracting is not just a procedural document, but a genuine security priority. Better oversight of subcontracting chains reduces vulnerability.

Where to download...

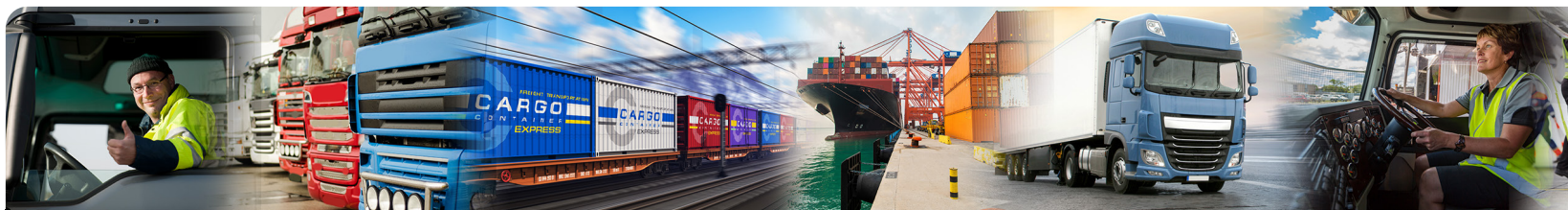
The TAPA **Subcontracting Guidance** is available to download in the TSR section of the TAPA EMEA website. Published in English, it is located under the English language section.



Authors:

Special thanks to Markus Prinz, Director, Standards & Training, and Panayiotis Laimos from TAPA EMEA's Standards & Training Services team for sharing this review of the new TAPA **Subcontracting Guide**.





TAPA'S LATEST FSR, TSR & PSR STANDARDS' CERTIFICATIONS

SECURITY LEADERS

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

MONTHLY STATISTICS

**TOTAL
NUMBER OF
CERTIFICATIONS**

47

**NUMBER OF
COMPANIES
CERTIFYING**

29

**COUNTRIES IN
EMEA RECORDING
CERTIFICATIONS**

16

TAPA EMEA
Transported Asset Protection Association

FSR – EUROPE, MIDDLE EAST & AFRICA REGION

	COMPANY NAME	CITY	COUNTRY	CLASS
FSR	CTDI Spain, S.L	Getafe	Spain	A
FSR	DHL Express	Vigra	Norway	A
FSR	DHL Express	Hommelvik	Norway	A
FSR	DHL Express	Klecany	Czech Republic	A
FSR	DHL Express	Mosnov	Czech Republic	B
FSR	DHL Express	Casandrino	Italy	A
FSR	DHL Express	Kyiv	Ukraine	A
FSR	DHL Express	Lviv	Ukraine	A
FSR	DHL Freight Germany Holding GmbH	Eindhoven	Netherlands	C
FSR	DHL Supply Chain Limited	Cork	Ireland	C
FSR	DSV A/S	Sandton	South Africa	A
FSR	Ekol Lojistik A.Ş.	Kocaeli	Turkey	B
FSR	Emirates Group Security	Dubai	United Arab Emirates	A
FSR	Emirates Group Security	Dubai	United Arab Emirates	A
FSR	Emirates Group Security	Dubai	United Arab Emirates	A
FSR	Emirates Group Security	Dubai	United Arab Emirates	A
FSR	Emirates Group Security	Dubai	United Arab Emirates	A
FSR	Emirates Group Security	Dubai	United Arab Emirates	A
FSR	Farmavenix Logistica, S.A.	Marchamalo	Spain	A
FSR	Gebrüder Weiss Gesellschaft m.b.H.	Tbilisi	Georgia	A
FSR	Nassau Sneltransport B.V.	Breda	Netherlands	A
FSR	Nippon Express Italia S.p.A.	Segrate	Italy	A
FSR	Poste Italiane S.p.A.	CD Alba Adriatica	Italy	C
FSR	Poste Italiane S.p.A.	Viterbo	Italy	C
FSR	Poste Italiane S.p.A.	Massa	Italy	C
FSR	Poste Italiane S.p.A.	Bracciano	Italy	C
FSR	Poste Italiane S.p.A.	Tolmezzo	Italy	C
FSR	Poste Italiane S.p.A.	Verona	Italy	A
FSR	SuperMarioCouriers LTD t/a Proceatransport	Swords	Ireland	C
FSR	trans-o-flex Express GmbH & Co. KGaA	Klipphausen	Germany	C



...HELPING TO IDENTIFY LEADERS IN SUPPLY CHAIN SECURITY



TSR – EUROPE, MIDDLE EAST & AFRICA REGION

	COMPANY NAME	COUNTRY	LEVEL
TSR	Agetrans Demetrio e Hijos SL - Totana	Spain	Level 3 / Category - Large
TSR	Cargo Transport Sp. z o.o. - Wolomin	Poland	Level 1,3 / Category - Small
TSR	DSV A/S - Sandton	South Africa	Level 1 / Category - Medium
TSR	JLM Trans SP. z o.o. - Rzeszow	Poland	Level 1 / Category - Small
TSR	Ovicrist SRL - Bosanci	Romania	Level 1 / Category - Small
TSR	Öz Erkan Lojistik Otomotiv Petrol Gıda Ürünleri SAN. VE TİC. LTD. ŞTİ. - Yenişehir/Mersin	Turkey	Level 1 / Category - Medium
TSR	Passannanti S.r.l. - Bentivoglio	Italy	Level 1 / Category - Medium
TSR	SAS Deret Transporteur - Saran	France	Level 1 / Category - Small
TSR	Small Truck Mariusz Michalak - Łuków	Poland	Level 1 / Category - Small
TSR	SuperMarioCouriers LTD TA Proceatransport - Swords	Ireland	Level 3 / Category - Small
TSR	Transmec Ro Srl - Oradea	Romania	Level 3 / Category - Large
TSR	Trasporti Demat S.r.l. - Treviso	Italy	Level 1 / Category - Small
TSR	Trasporti Internazionali Transmec Spa - Campogalliano	Italy	Level 1 / Category - Over-Large
TSR	Vio Transgrup Srl - Dambovita	Romania	Level 1 / Category - Large

PSR/PPD – EUROPE, MIDDLE EAST & AFRICA REGION

	COMPANY NAME	CITY	COUNTRY	PSR / PPD
PSR/PPD	MFT Commercial Ltd	Walsall	United Kingdom	PPD
PSR/PPD	Norpetrol SL	Vitoria-Gasteiz	Spain	Level 2
PSR/PPD	Truckparkings Rotterdam Exploitatie B.V.	Deventer	Netherlands	Level 2



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Every year, TAPA EMEA's work to support members using our supply chain security standards, the development of our training programme, the growth of our supply chain intelligence platform, and our networking events and security insights, are delivered with the support of our *Premier Partners*, all leading providers of supply chain security products and services – and all strongly committed to advancing the resilience of our members' supply chains.

We thank all our 2026 *Premier Partners* for their support and for being TOTALLY TAPARIZED.



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