



WELCOME!



7th of March 2023 - Johannesburg





AGENDA

Time	Speaker	Topic
09.00 - 09.45	Thorsten, Markus	Welcome/What is TAPA
09.45 - 10.30	Busisiwe Mavuso	Crime issues and impact in South Africa
10:30 - 11:00	Coffee Break 1	
11.00 - 11.30	Waheed Mohamed	Threats and benefits of having standards in your operations
11.30 - 12.00	Martin Taylor	Looking at a recent attempted robbery and the contingencies identified
12.00 - 12.30	Craig Pedersen	Cybercrime - The sharp increase in incident a of cybercrime
12:30 - 13:30	Lunch Break	
13.30 - 14.00	General Feroz Khan	Kidnappings and crime in SA
14.00 - 15.00	Brigadier Scott	Secure Supply Chain process/incidents/recoveries
15:00 - 15:30	Coffee Break 2	
15.30 - 16.00	Alida van Zyl	"Customer case" or Multi-site-certification
16.00 - 16.30	Johan Hurter	Crime impacting the Catalytic Converter Industry
16.30 - 17:00	Thorsten & the entire Team	TIS TOOL & Closing of the conferecne



Welcome/ What is TAPA



A 3D rendering of a globe with a white and grey surface, set against a blue sky with white clouds. The globe is encircled by a thick layer of numerous brown cardboard boxes, some of which are stacked on top of each other, symbolizing global supply chain and cargo protection.

PREVENTING CARGO LOSSES & BUILDING SUPPLY CHAIN RESILIENCE IN THE EMEA REGION

THORSTEN NEUMANN
President & CEO

Transported Asset Protection Association
Europe, Middle East & Africa Region



UNDERSTANDING THE CRIMINAL THREAT TO YOUR SUPPLY CHAIN RESILIENCE...



WHY IS...

RESILIENCE
@RISK?



UNPRECEDENTED TIMES = MORE RISK

Supply chains are under greater pressure than ever ...

- Covid-19
- Conflict in Ukraine
- Staff shortages across the end-to-end supply chain
- Disruption to available transport capacity
- Port congestion
- Driver shortages
- Record fuel prices
- Record shipping costs
- Cyberattacks
- Migrant intrusion
- Cost of living crisis
- Fuel thefts



PRIME TARGETS FOR CARGO THIEVES



ALL products onboard trucks are targets for cargo thieves, including:

- Food & Drink
- Tobacco
- Furniture/Household Appliances
- Clothing & Footwear
- Cosmetics & Hygiene
- Car Parts
- Tools/Building Materials
- Phones
- Computers/Laptops
- Pharmaceuticals
- Metal
- Toys/Games
- Bicycles & Sports Equipment
- Cash-in-transit
- Agricultural Materials
- Jewellery/Precious Metals
- + trucks with no loads are frequently reported stolen
- + Fuel thefts



BUSINESS AT RISK



The scale of product losses from supply chains in EMEA is big, growing and still massively under-reported:

- **€8.2bn per annum** – European Parliament study on Organised Theft of Commercial Vehicles and Their Loads in the European Union
- **€2.2bn annually in Germany** – research by 13 leading industry associations in Germany
- **€400m+** – losses reported to the TAPA EMEA Intelligence System (TIS) in 3 years in 90 countries in EMEA in 56 countries in EMEA in 1,000 days
- **x5-7** – the true cost of loss to businesses is x5-7 the cost of the goods stolen

AND... still most cargo thefts are not reported to TAPA EMEA



CRIME FACILITATORS

- Covid disruption caused panic in supply chains due to the sudden drop in capacity – forcing businesses to find new sources of supply and new transport/logistics partners
- Truck driver shortages (100K in the UK alone) are making companies more susceptible to bogus transport offers
- Freight exchange sites offering hundreds of thousands of truck capacity offers a day often present security risks
- The lack of secure parking in Europe for when drivers must take rest breaks (shortage of 2,000 sites/400K parking bays)
- Pressure on supply chain costs and the ‘who pays?’ dilemma
- Pressure of law enforcement resources – is cargo theft seen as a ‘victimless’ crime?
- Often low penalties for cargo crime offenders
- Complacency – ‘it won’t happen to me’
- Lack of due diligence



MORE RISK= MORE OPPORTUNITIES FOR CRIMINALS

We say 'cargo at rest is cargo at risk ... ' because cargo crime is big business and a major revenue stream for Organised Crime Groups (OCGs).

THREATS

- Europol has previously identified some 5,000 OCGs operating at an international level in the EU alone, involving some 180 nationalities
- Individual opportunist criminals
- Internal threat
- Cyber attacks



ABOUT TAPA



The Transported Asset Protection Association (TAPA) is the world's leading supply chain resilience and security Association

- Established 1997 in three regions: the Americas, Asia Pacific, and Europe, Middle East & Africa
- Over 900 member companies in the EMEA region
- Bringing together Manufacturers, Logistics Service Providers, Law Enforcement Agencies, Insurers & Security Service Providers and other supply chain security stakeholders
- Mission: to minimise cargo losses and optimise the resilience of our members' supply chains



WHY BUSINESSES JOIN TAPA



With supply chain resilience now at the forefront of global business agendas, more companies are looking for the benefits TAPA EMEA is able to deliver:

- Improved Operational Security
- Enhanced Loss Prevention
- Greater Awareness of Supply Chain Risks
- Reduced Supply Chain Losses
- Brand Protection & Integrity
- More Customer Loyalty
- Improved Employee Safety
- Optimised Supply Chain Efficiency
- Access to intelligence data
- Relevant security training
- More stakeholder engagement



OUR MEMBERS ... GLOBAL MANUFACTURERS...



... & LOGISTICS SERVICE PROVIDERS



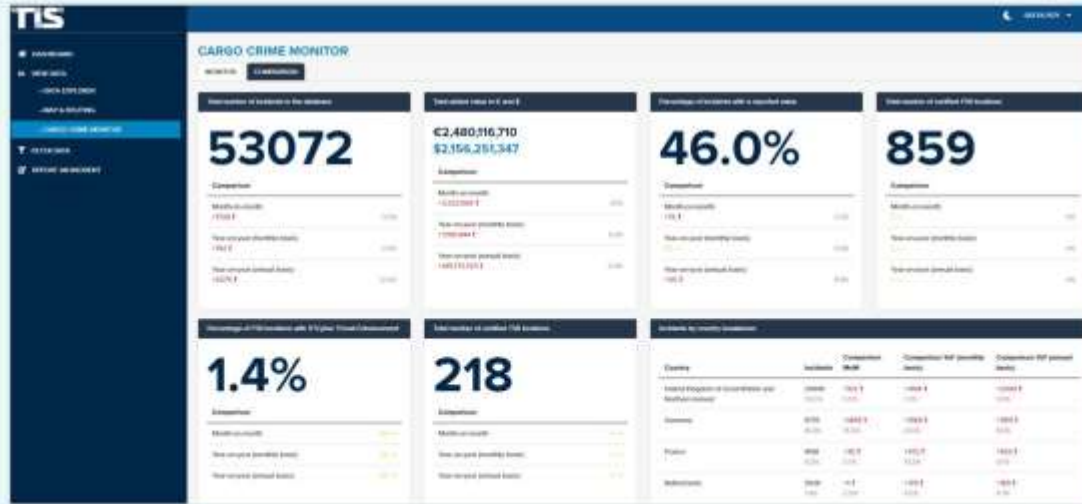
TIS is the Google of cargo crime



TAPA EMEA INTELLIGENCE SYSTEM



INTELLIGENCE = RESILIENCE



CARGO CRIME MONITOR

€231,808

DAILY LOSS FOR 18 MONTHS

11,332

Number of new cargo crimes recorded
in the TIS database in 18 months

78

Number of countries in
EMEA reporting incidents

Most stolen product: Tools/Building Materials - 332 losses



€126,567,613

Total loss for the 1,470 or 12.4% of crimes stating a value

11.4% Or 19 of the recorded incidents took
place in Unclassified Parking Locations

182 – Number of major incidents with a loss value of €100K+

608

Or 5.3% of incidents
reported the M.O. of
Violence or Threat
with Violence

40

Germany recorded
most major cargo
losses of €100,000+

€579,419

Average loss for recorded cargo thefts with a value of €100,000+
reported to the TAPA EMEA Intelligence System (TIS) in 18 months

TYPE OF M.O. - TOP 5		
18 MONTHS (JAN 2021-JUN 2022)		
	INCIDENTS	% OF TOTAL
Unknown	5,435	48%
Forced Stop	2,367	20.9%
Intrusion	2,602	23%
Violent & Threat with Violence	608	5.3%
Internal	169	1.5%
TOP 5 TOTAL	11,181	98.7%
OTHER M.O.		
	INCIDENTS	% OF TOTAL
Deception Other	81	
Deceptive Stop	24	
Theft from Moving Vehicle	24	
Deceptive Pick Up	22	
TOTAL	151	1.3%

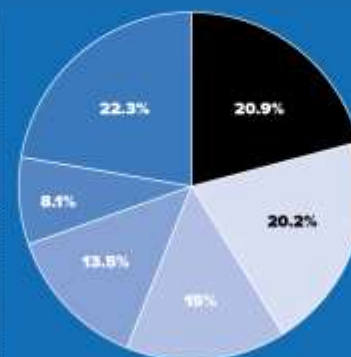
20

Number of TAPA TIS product
categories recording losses
in 18 months.

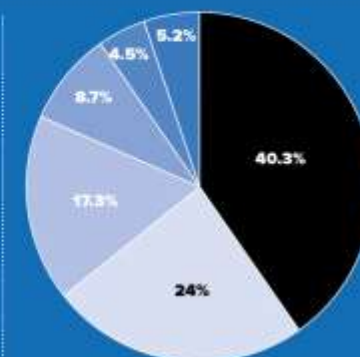
17.3%

Or 1,959 of the recorded
incidents took place
in Unclassified Parking
Locations

€8.8m

Of losses involved cargo thefts
with a value of €50K-€100K

INCIDENTS - TOP 5		
18 MONTHS (JAN 2021-JUN 2022)		
	INCIDENTS	% OF TOTAL
Theft	2,376	20.9%
Hijacking	2,284	20.2%
Theft from Vehicle	1,707	15%
Theft from Trailer	1,529	13.5%
Unknown	910	8.1%
TOP 5 TOTAL	8,806	77.7%
OTHER INCIDENTS		
	INCIDENTS	% OF TOTAL
Theft of Vehicle	758	
Robbery	551	
Fraud	518	
Theft of Trailer	266	
Theft from Facility	218	
Clandestine	109	
Theft from Container	46	
Truck Theft	27	
Theft of Container	17	
Theft from Train	16	
TOTAL	2,526	22.3%



TYPE OF LOCATIONS - TOP 5		
18 MONTHS (JAN 2021-JUN 2022)		
	INCIDENTS	% OF TOTAL
Unknown	4,575	40.3%
En Route	2,722	24%
Unclassified Parking Location	1,959	17.3%
Destination Facility	979	8.7%
Services 3rd Party Facility	514	4.5%
TOP 5 TOTAL	10,749	94.7%
OTHER LOCATIONS		
	INCIDENTS	% OF TOTAL
Origin Facility	445	
Secure Parking Location	36	
Maritime Transportation Facility	32	
Railway Operation Facility	32	
Road Transportation Facility	25	
Authorised 3rd Party Facility	7	
Aviation Transportation Facility	6	
TOTAL	583	5.3%

134

Crimes in EMEA
recorded a loss value
of between €50,000
& €100,000, totalling
over 8.8 million

€17,869,520

Biggest single loss: theft of miscellaneous goods from a supply chain in Norresundby, Denmark, in January 2022



CARGO CRIME BY-COUNTRY



NO. OF INCIDENTS

TOP 10	18 MONTHS	2021	2020
► South Africa	2,670	1,991	105
► Germany	1,934	1,924	1,727
► United Kingdom	1,573	990	3,100
► Netherlands	707	566	199
► Spain	704	539	178
► France	650	406	127
► Russia	452	261	304
► Italy	294	178	114
► Belgium	119	83	50
► Denmark	116	91	101

OTHER INCIDENTS

	18 MONTHS	2021	2020
► Albania	3	2	1
► Algeria	4	1	0
► Angola	6	3	5
► Austria	16	8	17
► Azerbaijan	3	0	0
► Bahrain	1	1	0
► Belarus	9	2	2
► Benin	1	1	5
► Bosnia and Herzegovina	3	0	1
► Bulgaria	35	8	8
► Cameroon	1	1	0
► Congo	5	3	4
► Croatia	8	1	2
► Cyprus	10	6	3
► Czech Republic	54	50	53
► Djibouti	1	1	0
► Egypt	30	0	0
► Estonia	1	0	0
► Finland	2	0	1
► Gabon	1	0	1
► Ghana	5	3	3
► Greece	10	1	2
► Hungary	54	47	54
► Iran	1	1	0
► Ireland	19	14	4
► Isle of Man	1	0	0
► Israel	4	0	0
► Kazakhstan	2	2	0
► Kenya	8	7	9
► Latvia	5	0	4
► Lebanon	8	0	0
► Liberia	1	0	0
► Libya	1	0	0
► Lithuania	6	4	0
► Luxembourg	2	0	2
► Malawi	1	0	1

NO. OF INCIDENTS

OTHER INCIDENTS	18 MONTHS	2021	2020
► Mali	1	1	0
► Mauritius	1	1	0
► Moldova, Republic of	2	0	1
► Montenegro	1	0	0
► Morocco	6	2	2
► Mozambique	2	2	5
► Namibia	4	3	1
► Nigeria	24	14	14
► North Macedonia	1	1	6
► Norway	9	1	12
► Palestine, State of	2	0	0
► Poland	93	61	34
► Portugal	13	5	7
► Romania	96	84	66
► Sao Tome and Principe	4	4	0
► Saudi Arabia	5	0	0
► Senegal	1	1	0

NO. OF INCIDENTS

OTHER INCIDENTS	18 MONTHS	2021	2020
► Serbia	11	5	0
► Slovakia	37	29	29
► Slovenia	12	11	4
► Somalia	1	0	0
► Sudan	4	2	0
► Sweden	45	22	40
► Switzerland	3	0	1
► Syrian Arab Republic	3	0	0
► Tunisia	11	6	2
► Turkey	20	8	12
► Uganda	2	2	0
► Ukraine	38	3	3
► United Arab Emirates	12	8	6
► Yemen	2	0	0
► Zimbabwe	6	2	5
► Unknown	906	906	0



85%

or 9,633 of all recorded crimes took place in the top 10 countries

2,670

South Africa recorded the highest number of incidents in the TIS database, 23.5% of the 18-month total

78

Countries reported cargo thefts in 18 months compared to 56 in 2020

WHAT WE SEE IN SOUTH AFRICA



18 months to 30 June 2022 – cargo crime reported to the TAPA EMEA Intelligence System (TIS):

- **2,670** cargo theft incidents
- **2,236** crimes involving truck hijackings
- **577 million Rand** (€31.7m) of goods stolen from supply chains
- **17,264,794 Rand** (€947,862) – average loss for major cargo crimes of >1.8m Rand (€100K)
- **6,344,897 Rand** (€348,344) - the average loss for incidents sharing financial data
- **Cargo losses in all South African provinces**
- **3.4% - only 3.4%** of cargo thefts reported to TAPA EMEA in South Africa gave a value



WHAT WE SEE IN SOUTH AFRICA

Examples of major cargo theft incidents reported to TAPA EMEA in 2022...

- **€5,994,652** – clothing and footwear stolen from an Origin Facility in Durban
- **€5,458,860** – cobalt hydroxide taken from a warehouse facility in Gauteng province
- **€4,745,897** – theft of car parts en route in Eastern Cape
- **€2,250,000** – trailers/goods stolen from an Origin Facility in Kempton Park, Gauteng
- **€2,161,407** – car parts stolen in Eastern Cape
- **€1,185,824** – 1,540 cases of liquor stolen in a truck hijacking in Western Cape
- **€575,580** – copper stolen in a truck hijacking in Johannesburg
- **€486,316** – another theft of car parts in Eastern Cape
- **€356,350** – 38 tonnes of copper rods and 4 trailers stolen in Ehlanzeni, Mpumalanga
- **€323,908** – fuel taken from an Origin Facility in Limpopo
- **€120,000** – groceries stolen from a truck travelling on the N2 en route to Gqeberha



WHAT WE SEE IN SOUTH AFRICA

Based on data so far received for 2022, with more intelligence still being collated for last year...

- €28.6 million in product losses
- €1,051,742 – average loss value of major cargo crimes

TRUCK HIJACKINGS

- More recorded truck hijackings in South Africa than anywhere else in the EMEA region
- Violent attacks with tragic losses of lives of police officers, security guards, drivers
- Cases of criminals posing as police/traffic officers to stop trucks
- Vehicles taken over by criminals at traffic lights/junctions
- Use of jamming devices to make trucks 'disappear' from monitoring systems
- Incidents reported to TAPA EMEA across South Africa, but the majority of crimes in Gauteng province
- But, on a more positive note, regular reports of arrests and recoveries of stolen goods & products by SAPS



KNOW THE M.O

From the 'inside job' to targeting by Organised Crime Groups, offenders attack supply chains using various modus operandi...

- Slashing truck tarpaulin curtains and roofs
- Breaking open rear door locks of trucks
- Threatening drivers and warehouse staff
- Using 'blue lights' and posing as traffic officers
- Setting up bogus transport companies
- Using fake documentation for drivers and cargoes
- Road blocks to intercept trucks carrying HVTT loads
- Targeting of unattended vehicles
- Theft from Moving Vehicle attacks
- Last Mile deliveries
- Breaking into facilities overnight/at weekends
- Inventing vehicle breakdowns to delay investigations
- Change of delivery address instructions after collection
- Abuse of online freight exchanges
- Gas, pepper spray and rock throwing attacks on trucks/drivers
- Use of 'jammers' to block GPS tracking signals
- truck hijackings
- 'Ram raids' on facilities



FRAUDULENT PICK-UPS

- A big growth area for cargo crime in EMEA, particularly in Russia but also elsewhere across the region
- Drivers and vehicles using falsified identification and documentation
- Offenders often create fake profiles on online freight exchanges and bid low to 'win' shipment deliveries
- Often, loads secured by thieves via online exchanges are then outsourced to legitimate transport providers. Once they collect the goods, the thieves notify the innocent driver of a change of delivery address



€3,000,000 shipment of phones – Aviation Transportation Facility, Amsterdam

Biggest recorded loss involving Fraud in latest *TAPA EMEA Cargo Theft Annual Report*



LAST MILE DELIVERIES



TAPA EMEA is seeing a growing trend of criminal attacks on Last Mile deliveries...

- Criminals know drivers frequently leave vehicles unattended
- Smaller transport vehicles often have less security
- Loss values are lower due to the volume of goods onboard, up to €100K
- Regular incidents of vehicles being targeted in slow moving traffic in heavily populated areas, in and around cities/major towns
- Targets frequently include cigarettes/tobacco, food & drink, clothing & footwear, cosmetics & hygiene products



ANATOMY OF A CARGO CRIME



Earlier this year, a Czech bike manufacturer highlighted its first-ever cargo theft as a warning to others:

- Truck en route in Germany
- Carrying expensive OEM finishing kits
- Parts for 10,000 e-bikes and bikes
- Driver gassed during a rest break
- The truck was emptied but for 9 boxes of parts
- Fire extinguisher set off in truck to hide evidence
- Causing a delay in production for some models of 12 months
- Impact exacerbated by parts shortages
- Loss estimate – millions of euros

COMPANY STATEMENT

'No insurance cover can compensate us for the loss and especially the reputation for late delivery.'



MITIGATING SUPPLY CHAIN LOSSES

**From a cargo theft prevention perspective...
some things to think about:**

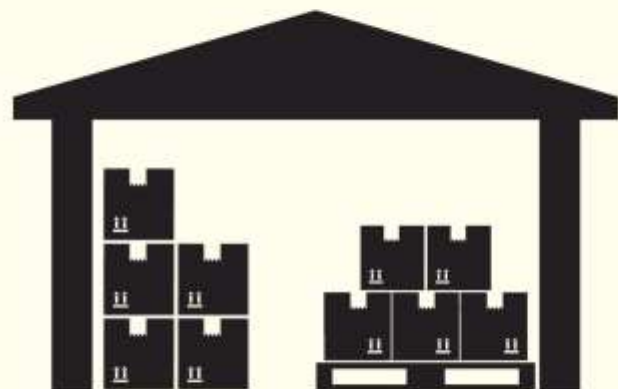
- What security systems & processes are in place at your own & supplier facilities?
- Are these security standards fit-for-purpose and measurable?
- Do the facilities you're using have any independent security accreditation?
- Have you carried out sufficient due diligence on your suppliers?
- Have you vetted personnel correctly?
- Have you prevented outsourcing by your transport & logistics suppliers?
- Have you carried out a risk assessment on your supply chain routes?
- Do you know where criminals are most active on these routes?
- Are you planning to use a secure truck parking location?
- Are your front-line personnel aware of the M.O.'s used by cargo thieves?



INDUSTRY STANDARDS



In EMEA, TAPA offers x3 industry standards - minimum security standards which are independantly auditted and reviwed every 3 years to address new threats...



**FACILITY SECURITY
REQUIREMENTS**



**TRUCKING SECURITY
REQUIREMENTS**



**PARKING SECURITY
REQUIREMENTS**



2022 A YEAR OF GROWTH

Thanks to the outstanding support of our members, partners & suppliers in EMEA, last year saw us achieve...

- 📍 Record incident intelligence data in our TAPA EMEA *18-month Cargo Theft Report*
- 📍 Record trainings
- 📍 Record FSR certifications
- 📍 Record TSR certifications
- 📍 Record PSR/parking places in our secure parking database
- 📍 Record participants in TAPA EMEA events
- 📍 Record membership growth

... and in 2023, we are doing even more to support the resilience of our members' supply chains...



LESSONS LEARNED

- In a connected world, all goods moving in supply chains are at risk
- Organised Crime Groups see supply chains as easy and lucrative targets
- OCGs are becoming smarter and increasingly sophisticated in their attacks
- Opportunist offenders also remain a significant threat
- Many crimes are caused by a simple lack of due diligence
- Don't wait to be a victim of supply chain crime, be proactive
- Industry standards and cargo crime intelligence are available to improve supply chain resilience
- Report all cargo crimes to increase awareness of the problem and aid loss prevention



HOW YOU CAN HELP US TO HELP YOU...



- Join the TAPA EMEA Family
- Send us cargo crime incident data – tisteam@tapaemea.org
- Adopt our security standards
- Share cargo risk and security intelligence

WE ARE STRONGER WHEN WE WORK TOGETHER





THANK YOU...

Learn more about TAPA at
www.tapaemea.org

**...ANY
QUESTIONS?**



Crime issues and impact in South Africa

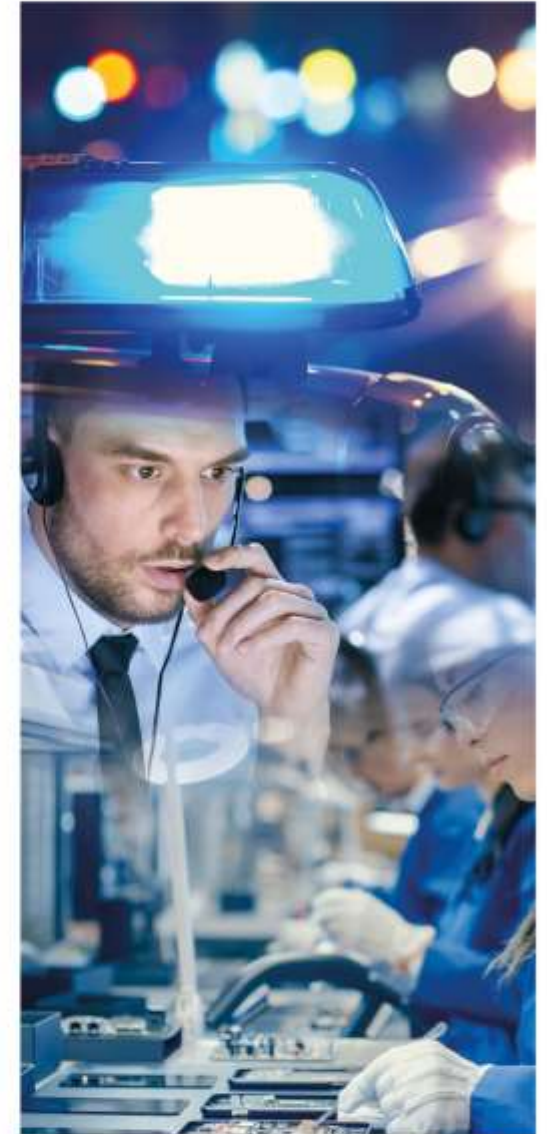


Coffee/Tee break from 10.30 – 11.00 am
Take a breath and enjoy, network and visit our
Exhibitors Area !



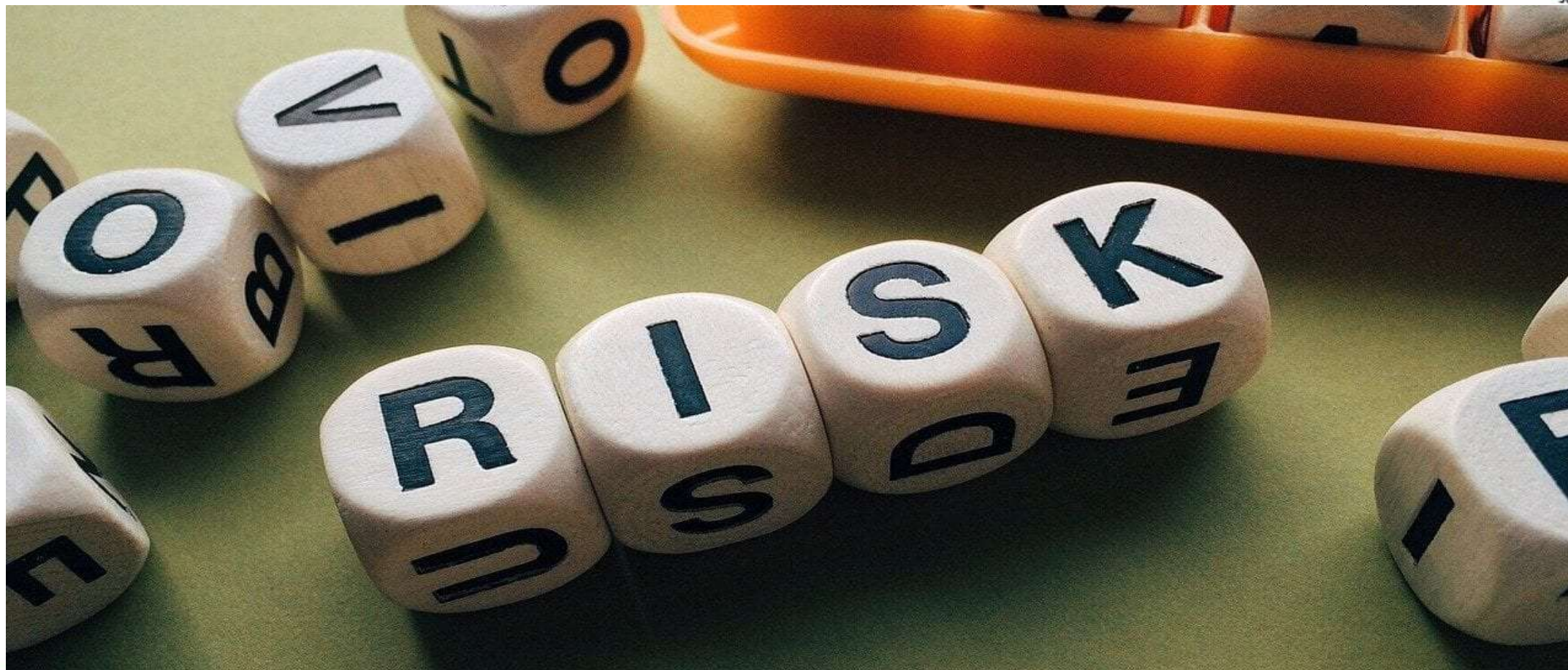


Threats and benefits of having standards in your operations





RISKS/THREATS AND BENEFITS OF STANDARDS





- ❖ INVESTMENTS
- ❖ CARGO THEFT
- ❖ AIR FREIGHT COSTS
- ❖ PLANNING



INVESTMENT/FINANCIAL RISKS





RISKS IN AIR CARGO

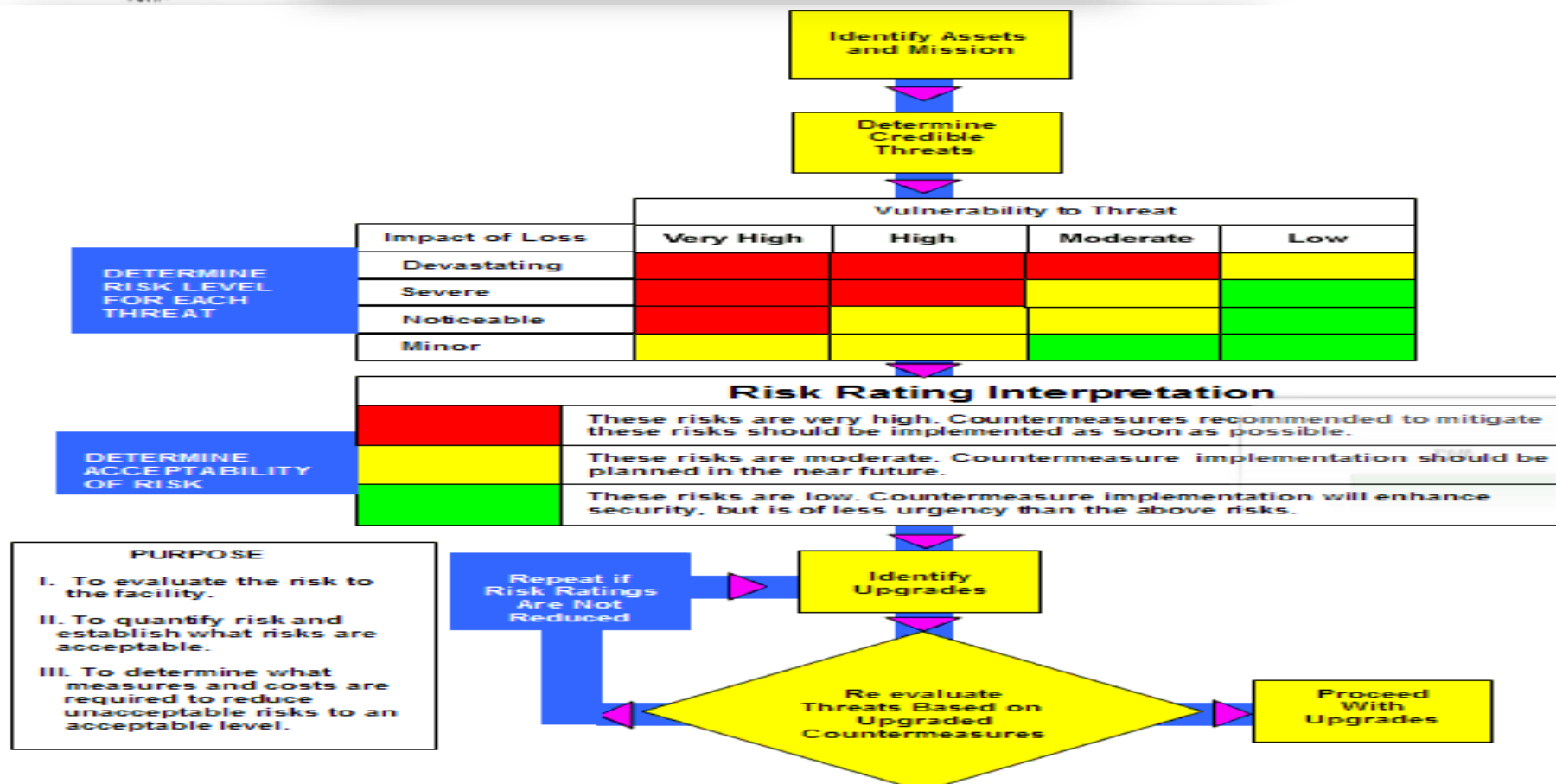
- ❖ ORGANISATIONAL RISKS
- ❖ CUSTOMERS
- ❖ SECURITY / PART 108/109/110 INCLUDING DANGEROUS GOODS
- ❖ INFORMATION RISKS



SECURITY



SECURITY RISK MANAGEMENT



CARGO THEFT



CLIENTS



LIABILITY/INSURANCE



DANGEROUS GOODS



RISK MANAGEMENT



What Is the Process of Risk Management

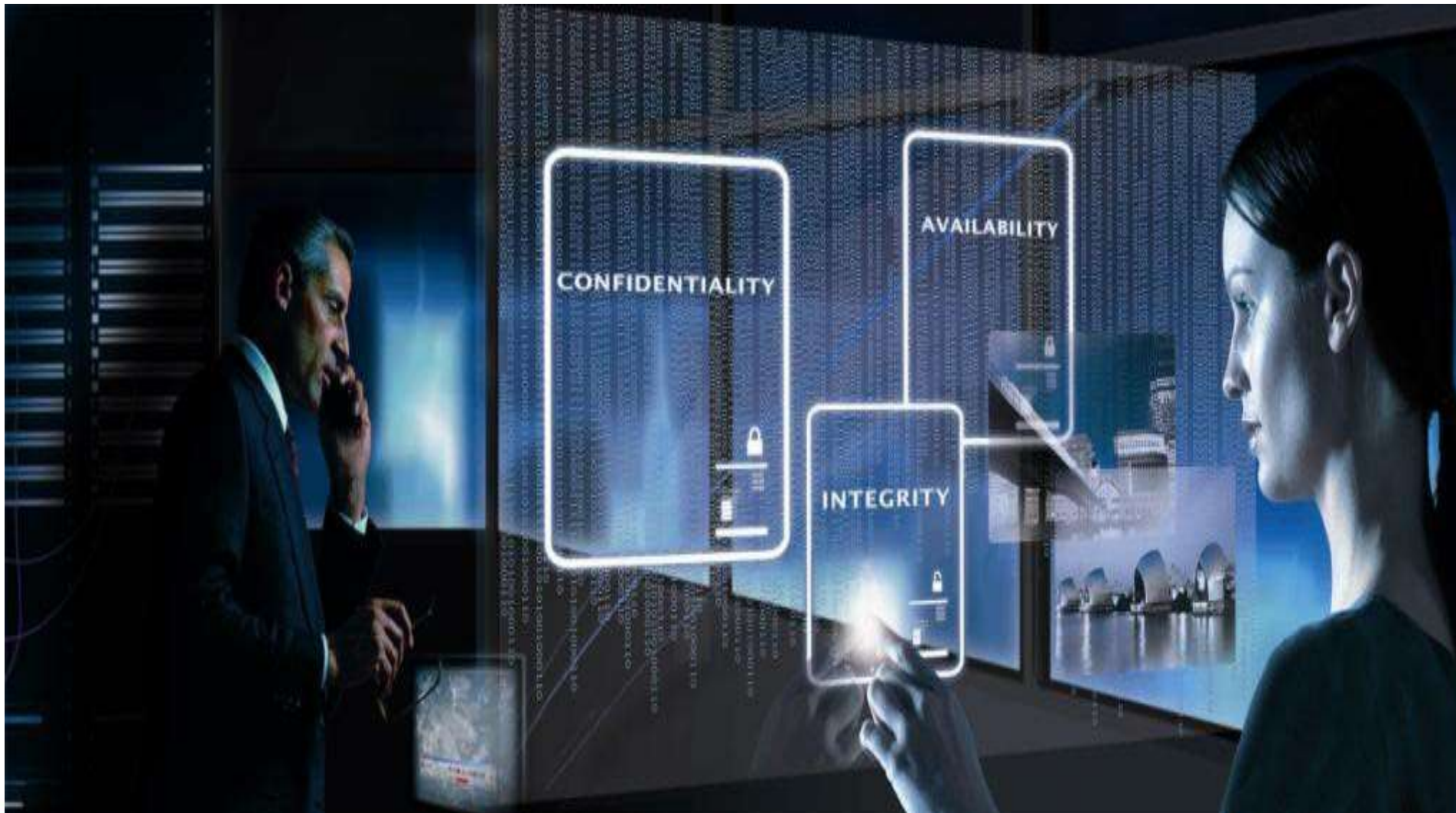


RISK EXPOSURE

❑ Identify and evaluate in quantitative terms:

1. Types of risk or loss that can affect the assets
2. Estimate the probability of occurrence
3. Quantify or prioritize loss potential (measure the impact or severity of the risk if a loss does occur or risk becomes an actual event)

CYBER THREATS



JOB SECURITY





BENEFITS OF TAPA STANDARDS



Achieve a level of security recognized throughout the high tech industry



Show your clients that you exceed industry security requirements



Become part of a growing global trend



Gain a lead against the competition with a neutral audit seal



Reduce risk of company liability with documented safety standards

BENEFITS OF CERTIFICATION





Looking at a recent attempted robbery and the contingencies identified





How crime impacting the Catalytic Converter Industry



TAPA 2023

CYBER CRIME



By: Craig Pedersen
CFE (FP)SA CCCi

TCG Digital Forensics



COUNTING THE COST

AND UNDERSTANDING THE MITIGATION

TAPSA 2023

INTRODUCTION



By: Craig Pedersen
CFE (FP)SA CCCi

TCG Digital Forensics





WHAT IS THE AGENDA?

01

UNDERSTANDING CYBERCRIME

Let's understand the dynamics around Cyber Crime, the definitions and why they're important.

02

ORGANISED CYBERCRIME

Where there is crime and profit – so too will there be organizational structure and the need for laundering of funds.

03

IMPACT ASSESSMENT

What is the potential impact to your business unit of cyber crime and/ or organized Cyber Crime

04

RISK MITIGATION

What should you be doing to mitigate the threat posed by Cyber Crime to your business unit and operations?

05

THE WAY FORWARD

What does the future hold and how can we build cyber resilience and forensic readiness?

CYBERCRIME IN SOUTH AFRICA

WHY IT MATTERS TO YOU, YOUR BUSINESS AND YOUR CLIENTS



CONTACT v.s CYBER CRIME

Is there a difference between contact and cyber crime? If so what is it?



COMPARITIVE RISK

Evaluation of the risk of committing contact crimes v/s cyber crimes



DETECTION & PROSECUTION

Can SA Investigate and prosecute Cyber Crimes successfully?

LET'S TALK ORGANISED CYBERCRIME

If you're doing it once – you may as well do it a **dozen** times



SOCIAL ENGINEERING

Call center style use of breach data – individual and company level risk.



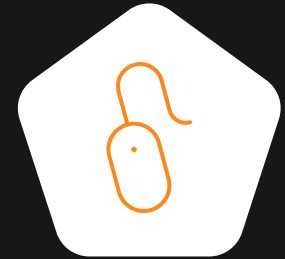
INVOICE INTERCEPTION

The big money lure to organized crime in South Africa



INDUSTRIAL ESPIONAGE

The outsourced breaching of networks by OC



RANSOMWARE/ BREECHES

The ultimate parting gift behind breaches and hacks

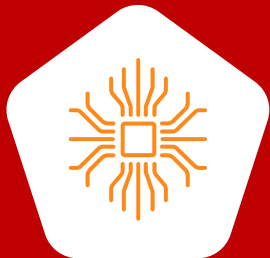
PIG BUTCHERING

THE RISK AND IMPACT IS REAL



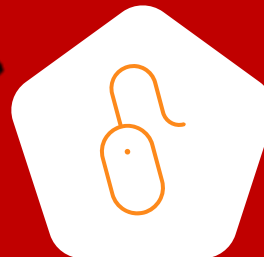
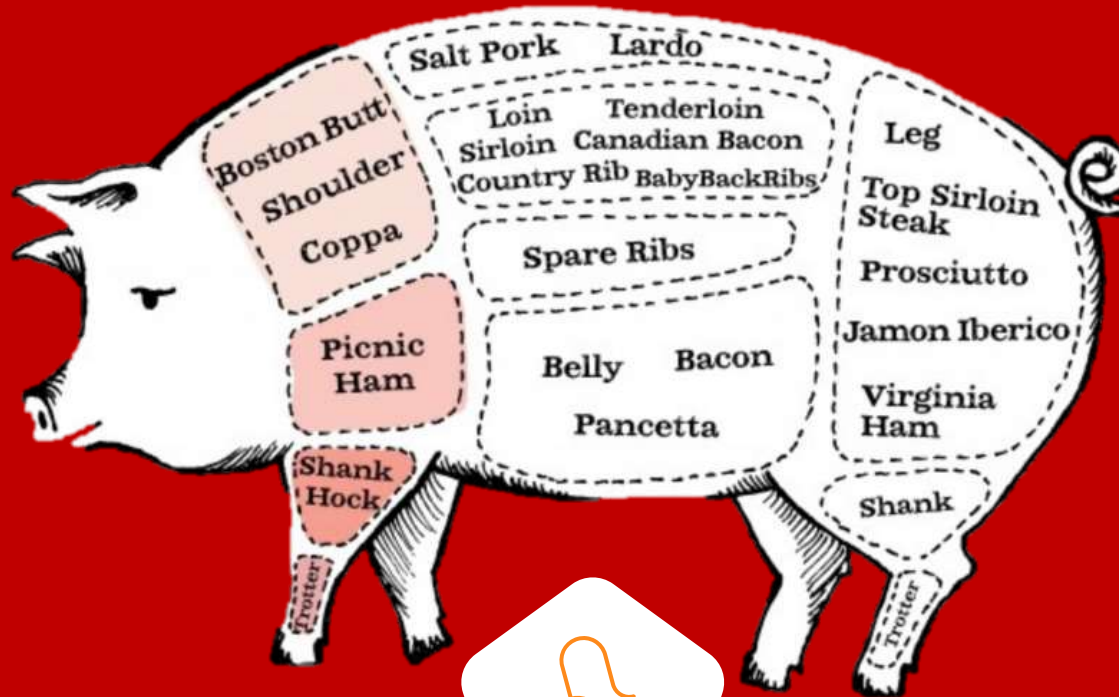
PHISHING

Widely used as an entry point to individual and organisations data structures.



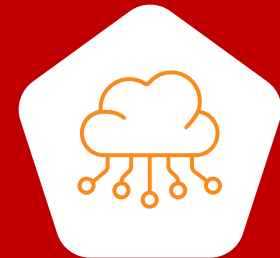
SOCIAL ENGINEERING

With data in hand from phishing, a little social engineering can extend the game significantly



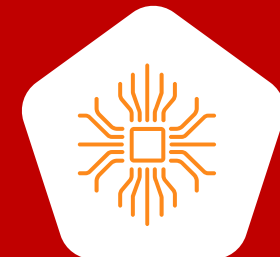
BREACH DATA 4 SALE

With data/ network or individual access the criminal may as well sell whatever data is there.



INVOICE INTERCEPTION

The data acquired during breach is perfect for setting up interception scams as well as fake invoice scams.

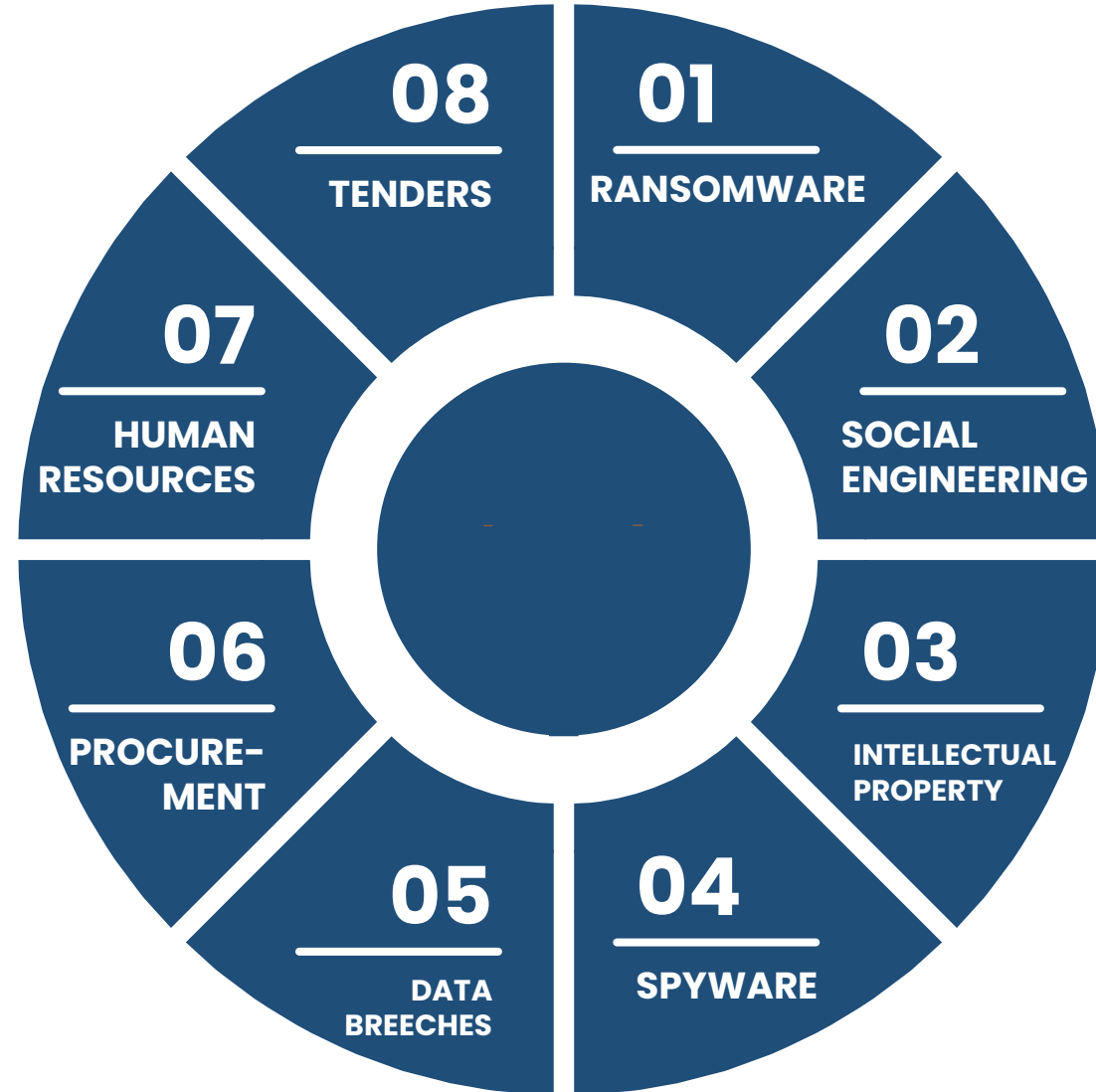


RANSOMWARE

Leaving ransomware behind is a great way to extend profit from a crime and hide the tracks of what was done/ taken.

DOES THIS AFFECT YOU IN ANY WAY?

ARE YOU REALLY SURE?



SO WHAT?

“I’M NOT A COMPUTER PERSON” – DOES IT MATTER?

THE COST

2.4 Billion Rands per year to cyber attacks – and that’s only the reported incidents.

PRE-EMPTIVE COSTS

External Pen Testing, Red Team Testing, OsInt, SocMint and key figure profiling.

THE RISK

Operational downtime, loss of critical data. Cost to remediate, investigative cost & reputational harm

DOWNTIME

Staff cost divided by/ 165
Is the base-downtime-cost. Reputational risk is difficult to asses.

THE SOLUTION

You can do whatever you want, go a impress your audience with an amazing presentation

LEARNING

Learn, teach, rinse wash repeat – until everyone is cyber savvy.



CYBER RISK MITIGATION

ANALYSE – ASSESS – MITIGATE / ACCEPT / UNDERWRITE



PENETRATION TESTS

Know the minimum standards and what they need to cover.



RED TEAMING

If you do not stress test appropriately you will fall short – don't test politely.



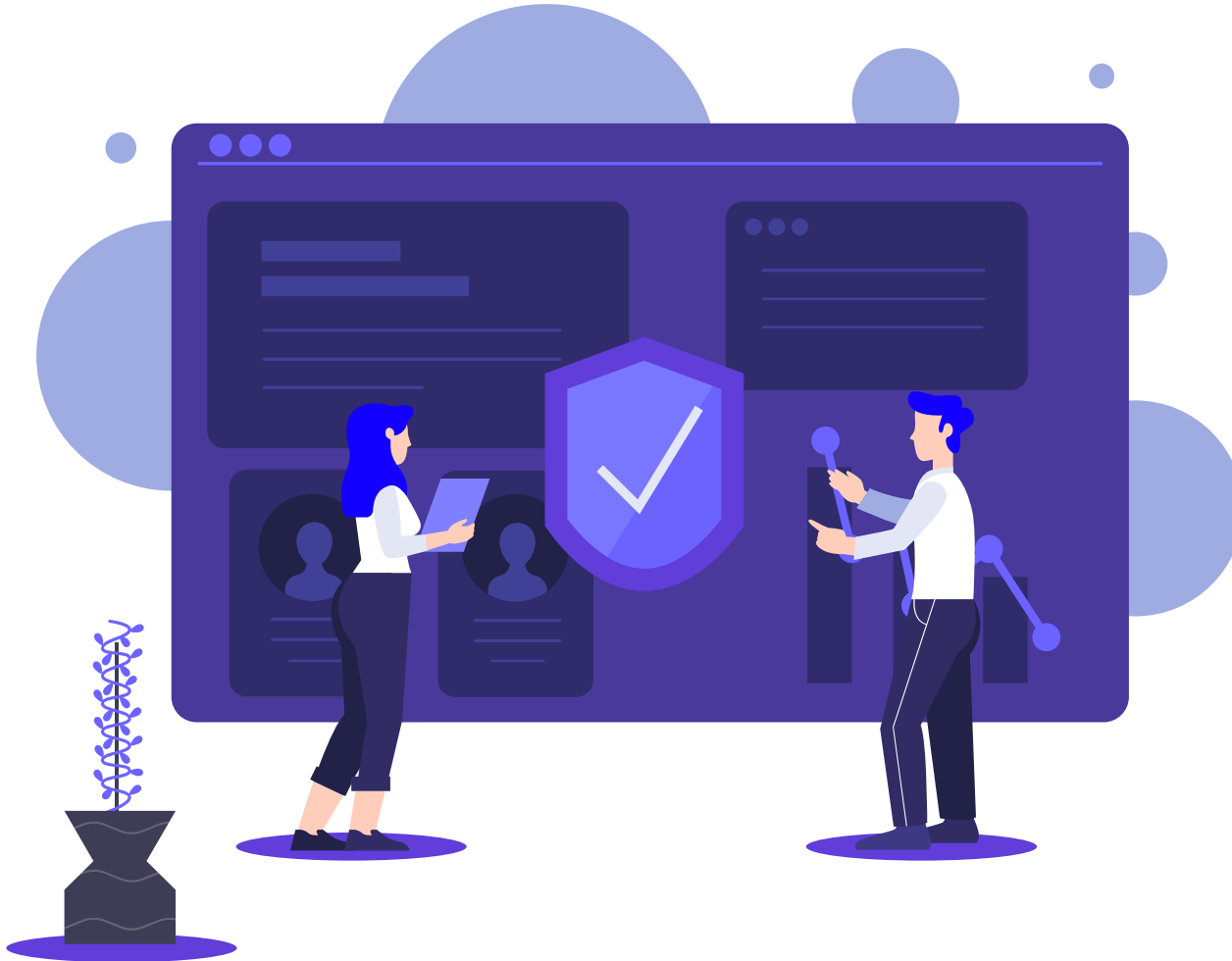
DIGITAL FOOTPRINTING

Without knowing your digital footprint and that of the organization you cannot protect it.



TRAIN, TRAIN AND TRAIN

You are always as exposed as the weakest cyber-savvy staff member in the organization.



CYBERCRIME IN SOUTH AFRICA

WHY IT MATTERS TO YOU, YOUR BUSINESS AND YOUR CLIENTS



CONTACT v.s CYBER CRIME

Is there a difference between contact and cyber crime? If so what is it?



COMPARITIVE RISK

Evaluation of the risk of committing contact crimes v/s cyber crimes



DETECTION & PROSECUTION

Can SA Investigate and prosecute Cyber Crimes successfully?

THE ROUTE FORWARD

Make a big impact with our professional slides and charts

ASSESS

Understand the threat landscape and potential disruption to business that Cyber carries.



ANALYSE

Test and test again externally for all vectors and all vulnerabilities.



MITIGATE

Have a structured mitigation strategy and realistic TESTED crisis response plan.



ACCEPT

Know the risk, accept the risk and underwrite it Internally. Revise regularly



Why is an OsInt Specialist on stage?

01

OSINT AS MITIGATION

If you don't understand your top tier executive and company footprint – you can't protect against it.

02

OSINT FOR INVESTIGATION

Where are you going to investigate a Cyber Crime? On the streets? You cannot investigate a cybercrime if you're not active in the Cyber Landscape

03

FORENSIC READINESS

If your organization is not following readiness standards your outcomes to a forensic investigation will be sub-standard.

04

INSIGHT

You need to be able to generate insight into variables affecting the business and active insight to their impact (Impact Analysis)

05

THE WAY FORWARD

Train your investigative teams to work in the Cyber Space. Gain control of information and information flow. Upskill, train, test and do it again – and again.



THANK YOU

CYBER SECURITY
CRAIG PEDERSEN
CFE (FP)SA CCCi

 Cape Town | Pretoria  craig@tcgforensics.co.za  +27 21 551 6222

FIND ME ON LINKED ON



Lunch break between 12.30 – 13.30 H

Take a breath and enjoy your lunch and visit our Exhibitors !





Kidnappings and Crime in South Africa

General Feroz Khan



CRIME AND KIDNAPPINGS IN SA



INTRODUCTION

BACKGROUND

MODUS OPERANDI



PREVENTION OF KIDNAPPINGS

INVESTIGATION OF KIDNAPPINGS

SUCCESSSES ATTAINED THUS FAR



GENERAL CHALLENGES

CRIMES LINKED TO NATIONAL KEY POINTS

CRIMES SPECIFICALLY TARGETED AT CARGO FACILITIES

CURRENT STATE OF AFFAIRS. Eg Load shedding.



KIDNAPPINGS IN THE TRANSPORTATION INDUSTRY

TRUCK HIJACKINGS

TAKING PEOPLE HOSTAGE FOR RANSOME

COMMON STYLE OF KIDNAPPINGS / DUMPING OF VEHICLES



INSIDER THREAT/ RISKS INVOLVED

CROSS BORDER

IMMIGRATION CHALLENGES

SAPS CHALLENGES



QUESTIONS

FINAL WORDS ON SENSITIVE STATISTICS



Secure Supply Chain – process/ incidents/ recoveries



Coffee/ Tee breack between 03.00 – 03.30 pm
Take a breath and enjoy your breack and visit our
Exhibitors !





“A customer case” or Multi-site-certification



DHL EXPRESS SUB-SAHARAN AFRICA



Deutsche Post DHL

Deutsche Post 

The postal service
for Germany



The logistics company
for the World



Post & Parcel Germany

A broad spectrum of mail and parcel services. In addition, we are an expert in dialog marketing.



EXPRESS

In the Express division, we transport urgent documents and goods reliably and on time from door to door.



GLOBAL FORWARDING, FREIGHT

International air and ocean freight as well as European overland transportation services.



SUPPLY CHAIN

Standardised warehousing, transport and value-added services that can be combined to form customised supply chain solutions.



DHL eCommerce Solutions

Worldwide portfolio of parcel and e-commerce services.



220

Countries &
territories served

120,000

Employees

3.0 M

Customers

111,800

Service points

3,400

Facilities



18.4 K

Tons flown per day

2,200

Flights per day

286 M

Time Definite
Shipments annually

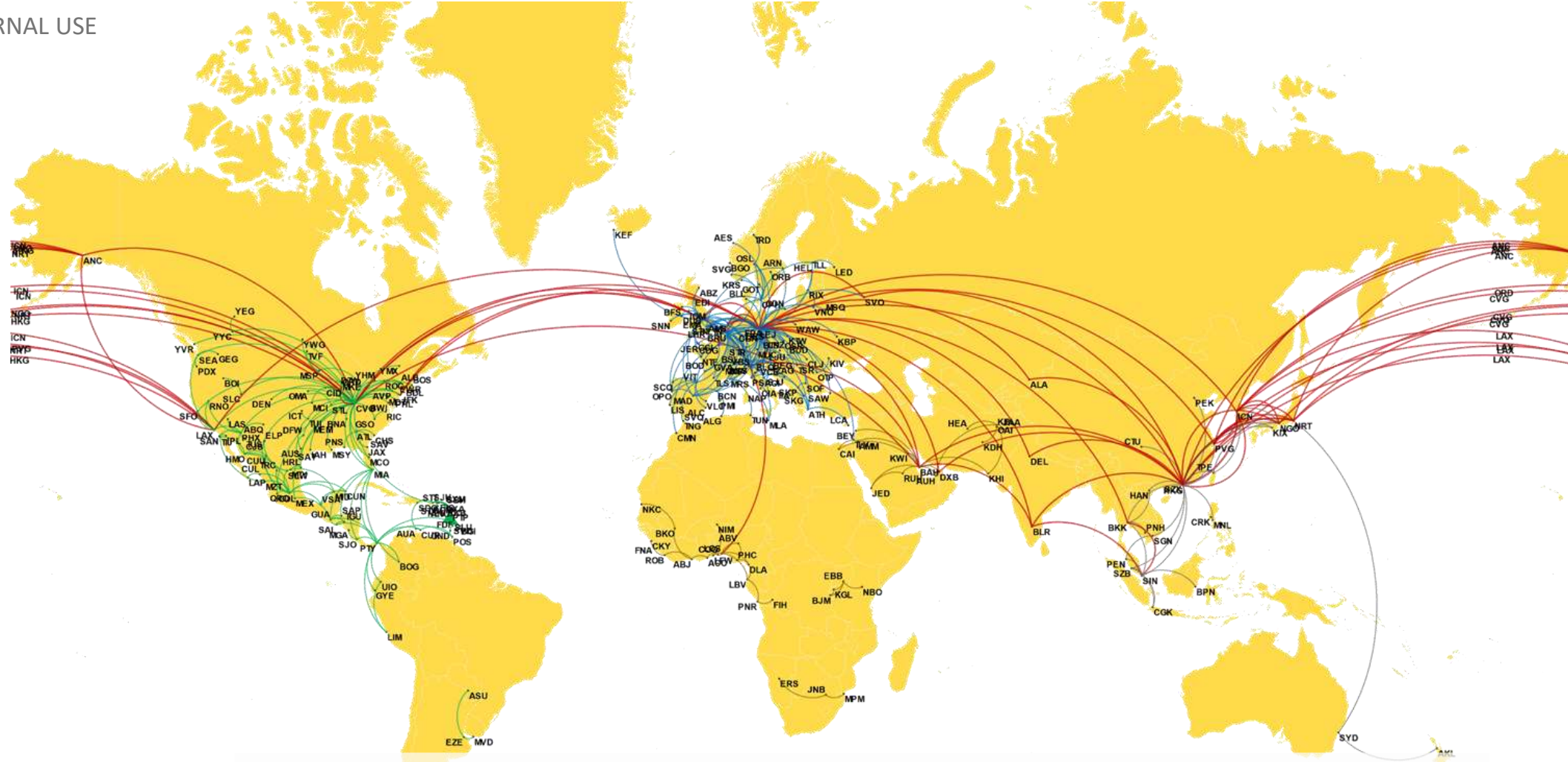
405

TAPA A Certified
Facilities

37,700

Vehicles





>280
Dedicated
Aircraft



500
Airports



21
Air Hubs



The International Specialists in Sub-Saharan Africa

1978

Established in SSA as the
Express Industry Pioneer

12+

Dedicated Aircraft



50+

Gateways



300+

Flights daily in/out
of SSA

2950+

Retail Outlets

3500

Certified International
Specialists

750

Vehicles

50+

Countries and
territories served

+15K

Active Customers

150

Service Points

17 Facilities certified by
Transported Asset
Protection Association
(TAPA)

* Based on Global MI surveys 2010, 2013 and 2016: 2019 are estimates based on published revenue growth



Standardization through multi-site certification

As the global leader in terms of number of facilities certified to TAPA's FSR Standard, DHL constantly evaluates the most effective and efficient methods to increase security standardization to provide our customers with the most secure supply chains. TAPA Multisite certification was found to be "fit for purpose" as it provided the following benefits:



Cost efficient



Increased compliance through Quality Assurance checks



Evidence presentation is standardized through the TEAMS platform



Continuous improvement on security and equipment



One of the best improvements/advantages observed was the involvement of the facility representatives in the process, completing daily inspections. We are now living our slogan: "Security is Everyone's responsibility"



Security is a mindset



Create buy-in



Small scale test phase – create buy-in from all stakeholders via online meetings

Built the TEAMS platform



Establish Oversight Function through

- 1. TAPA Management
- Angola
- Benin
- Botswana
- Cameroon
- Congo
- Cote d'Ivoire
- Ethiopia
- Gabon
- Ghana
- Kenya
- Madagascar
- Mauritius
- Mozambique
- Namibia
- Nigeria
- Reunion
- South Africa
- Tanzania
- Uganda
- Zambia

Daily inspections



Self-assessments and performed gap analysis

No major gaps were identified due to site's previous TAPA Certification.



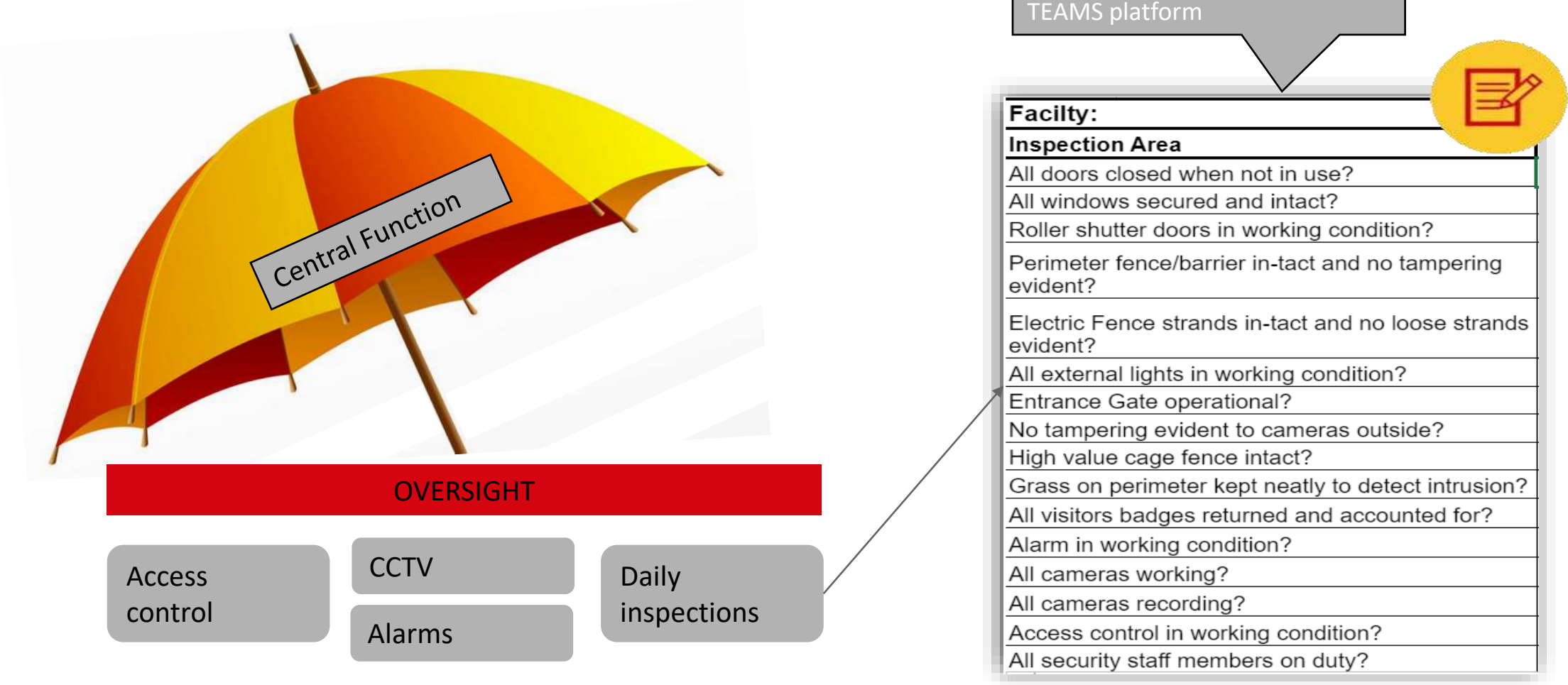
- ❖ Online Self Assessments – verified IAB
- ❖ Outcome 100% pass



IAB Conducted 10% site audits



The Central Function – Daily Inspections oversight



MULTIPLE LAYERS

Multi-layered approach = Target hardening

The 4Ds

DETER - DETECT - DELAY - DENY



SECURITY CULTURE

- Ensure all procedures are documented
- If you say you, do it, you have to do it!
- Teamwork is the key
- Build a security culture
 - Consistent repetition of security standards
 - Continuous enforcement of security standards creates a security mindset
 - Security mindset results in heightened awareness, compliance and “owning” security
 - Encourage good behavior/practices

ALL HANDS-ON DECK



THANK YOU

WE ARE



**WORLD'S BEST
WORKPLACES™ 2022**
FOR THE 2ND YEAR RUNNING





How crime impacting the Catalytic Converter Industry





Crime Impacting Catalytic Converter Industry- South Africa



About IPA

www.ipa-news.com

- IPA is a non-profit association of the leading mining, production and fabrication companies in the global Platinum Group Metals (PGMs) industry.
- IPA was founded in 1987 and is based in Munich, Germany.
- IPA acts as a platform for discussion and information exchange.
- IPA's objectives are to generate and promote factual information on PGMs and to represent the common interests of the PGM industry.
- Security related topics are covered by IPA Security Committee (SecCom).



Platinum Group Metals (PGMs)



Platinum



Palladium



Rhodium



Ruthenium



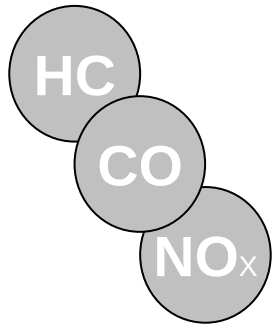
Iridium



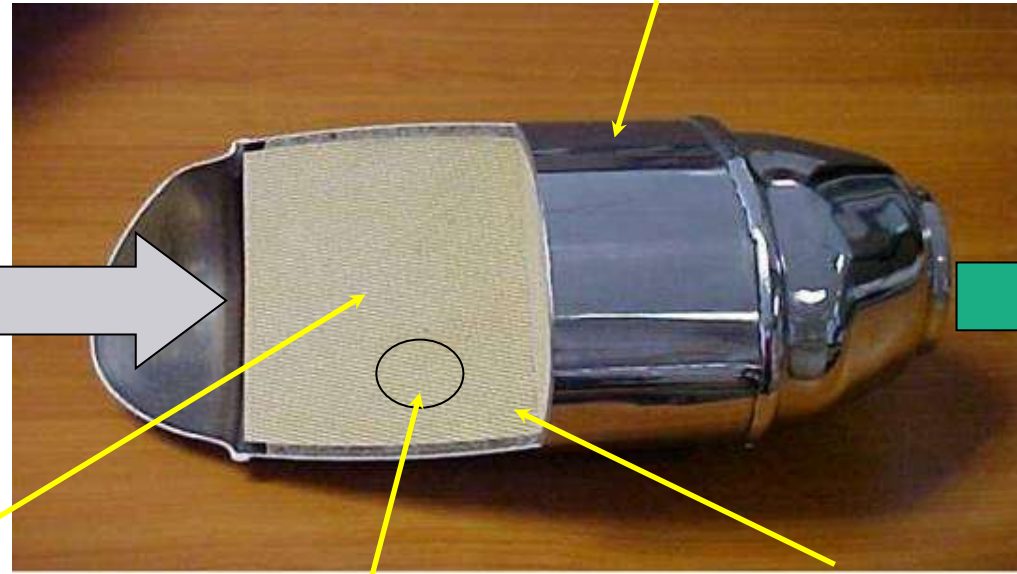
Osmium

What is a Catalytic Converter?

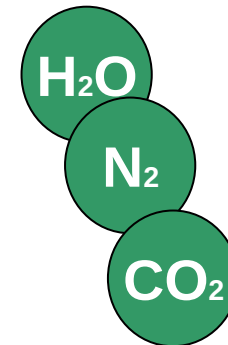
Vehicle engine exhaust gases



Stainless Steel Can

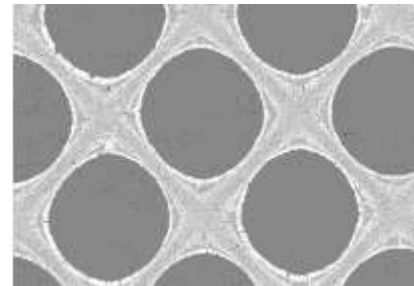


Ceramic Fiber Mat



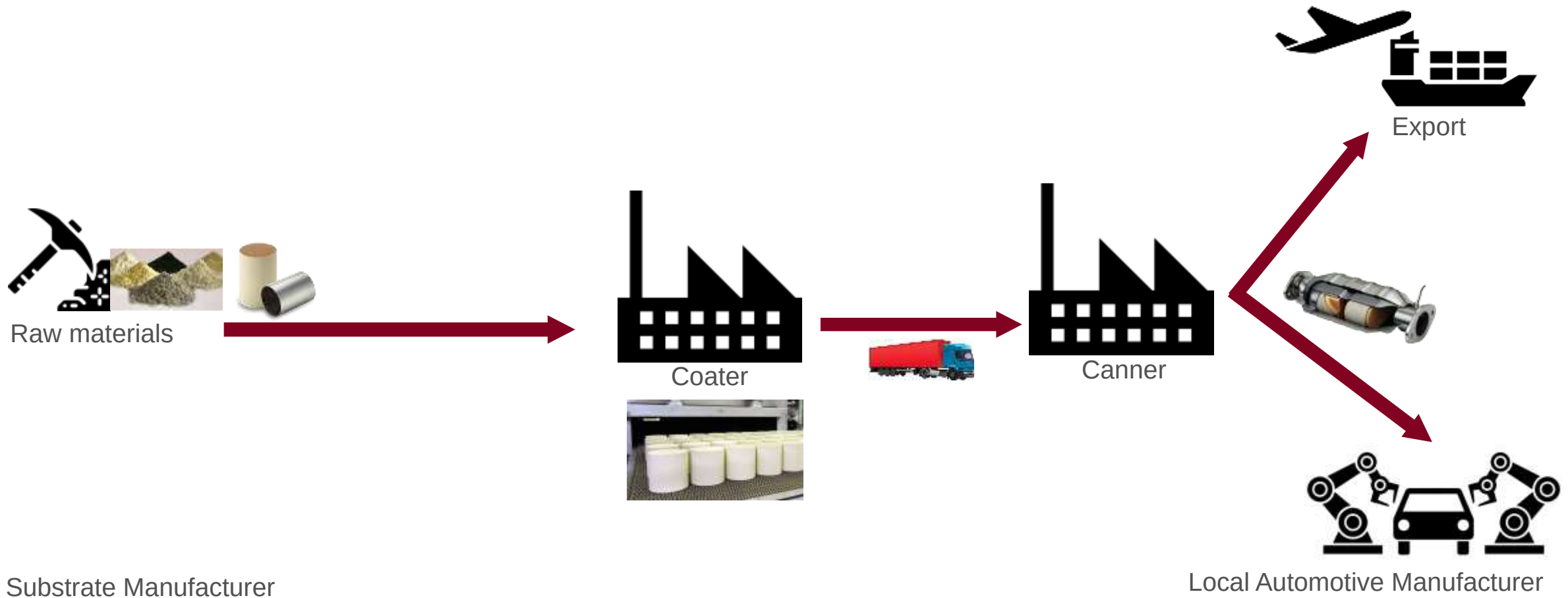
Vehicle tailpipe emissions

Substrate: A ceramic or metallic honey-comb-like structure



“Washcoat” – a slurry of metal oxides containing precious metals - is deposited onto the cell walls of the substrate

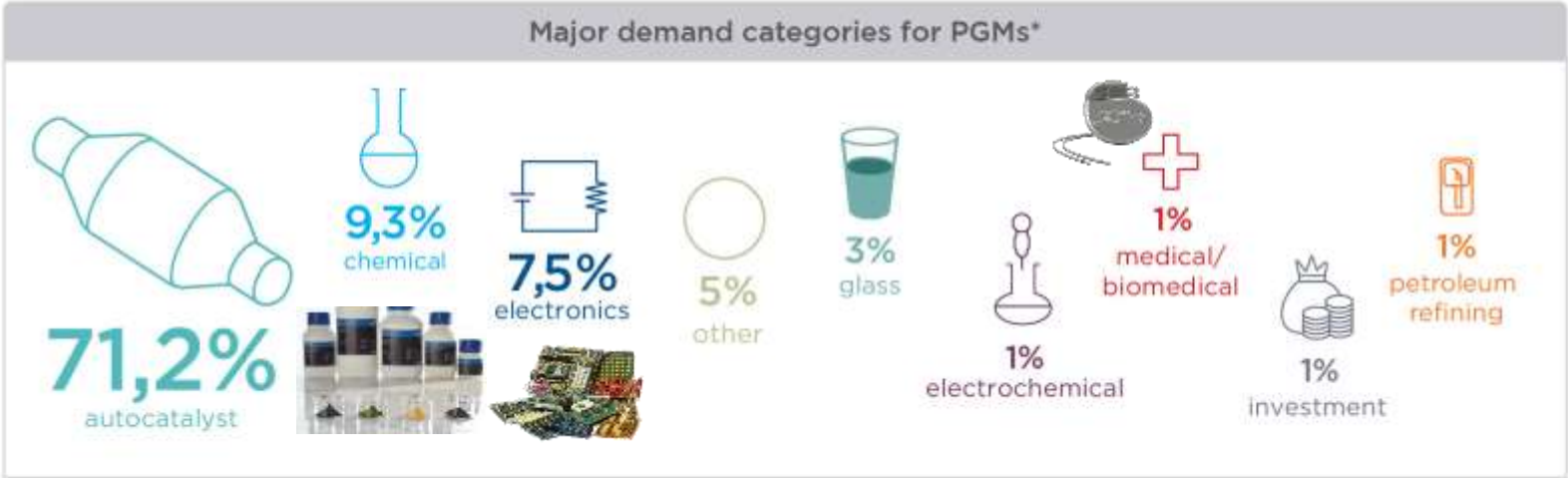
Automotive Catalytic Converter industry *Supply Chain*



Substrate Manufacturer

Demand for PGMs by application & Current prices

Catalysts for the automotive industry (71,2%)



Source: JM PGM Market Report - May 2021, *includes platinum, palladium, rhodium, iridium, and ruthenium

Prices per gram – Jan. 2023

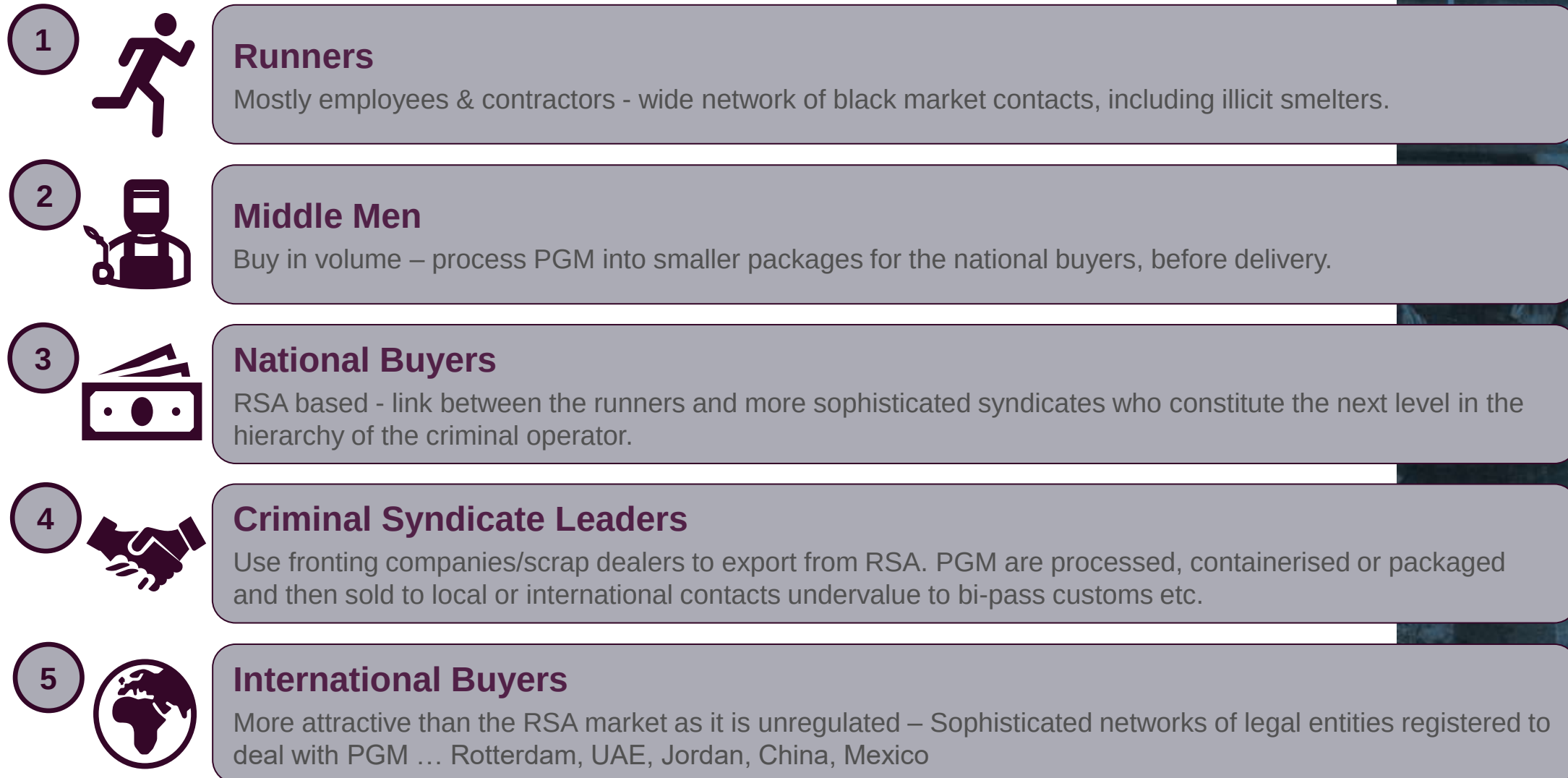
Rhodium	R5 711.00
Palladium	R 813.00
Platinum	R 532.00

Gold	R 1 062.00
Silver	R 12.41

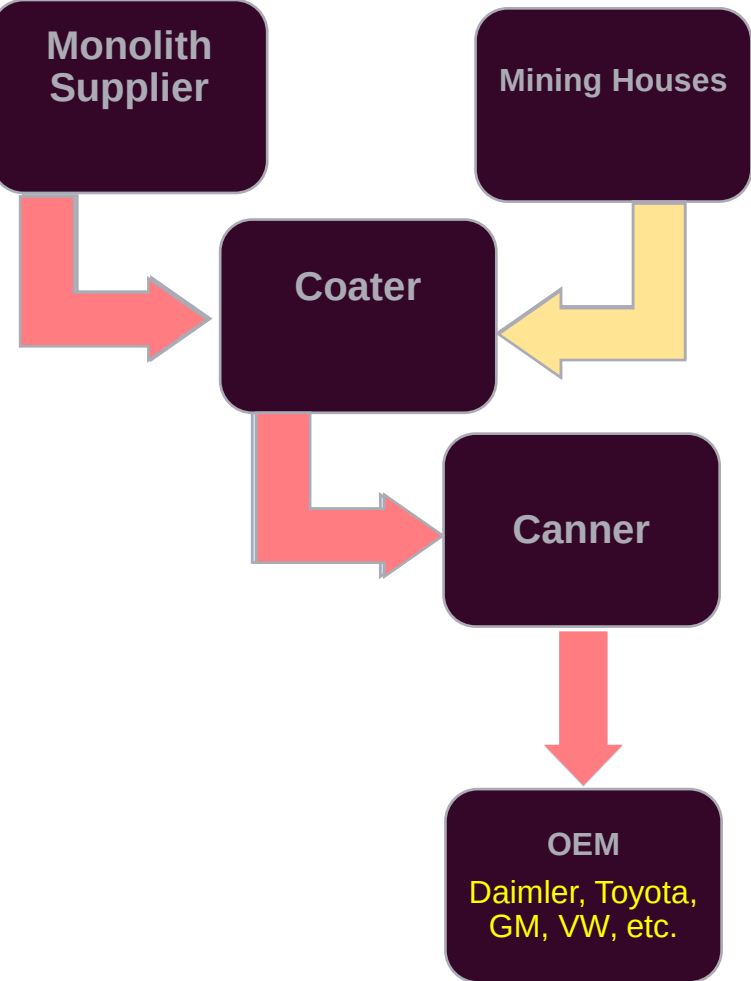


Images - Autocatalyst: Umicore / Electronic scrap: mairec / Catalyst powder: Cataler / Pacemaker: adobe stock

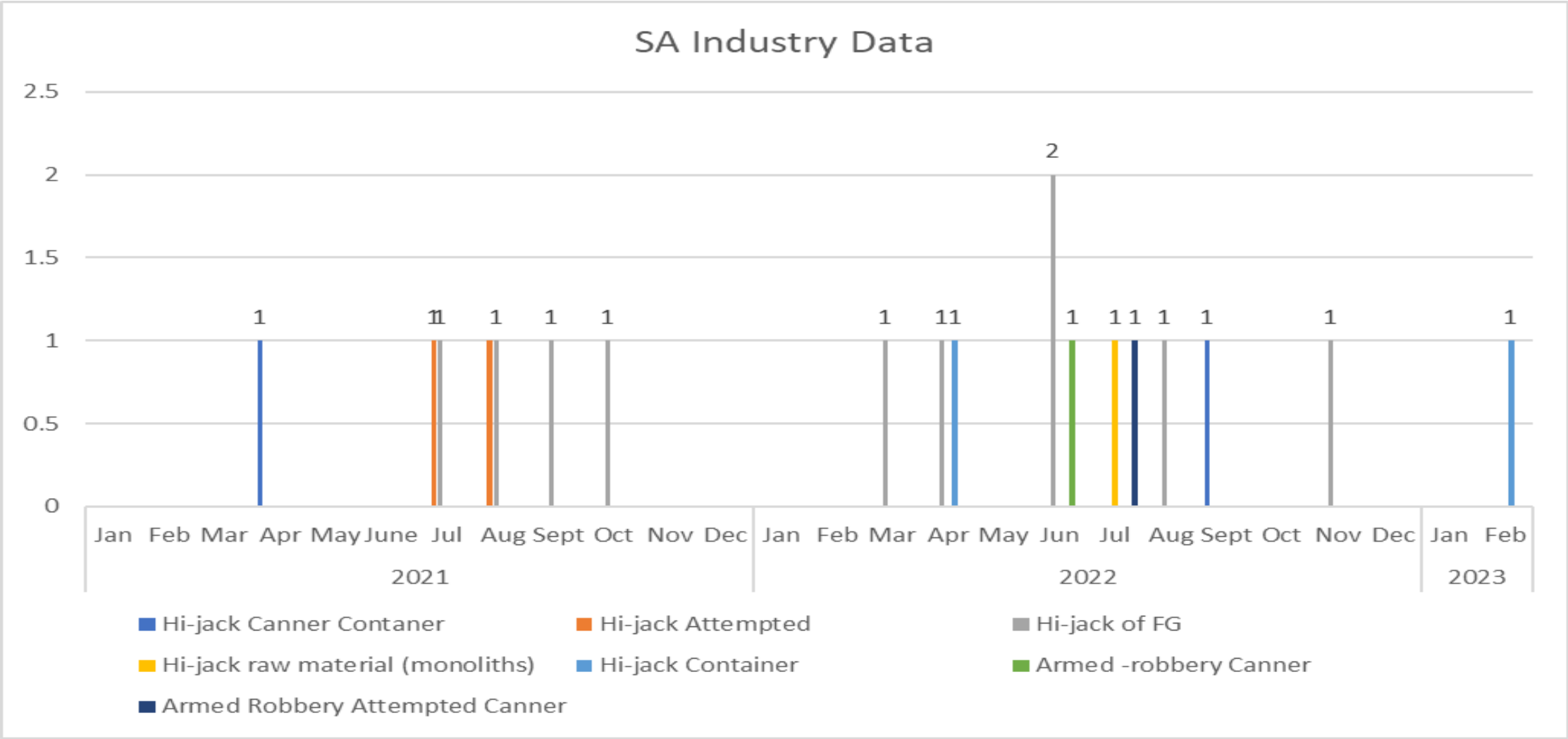
Illicit Market & High Level Supply Chain Overview



Attacks on regional supply chain of the catalytic converter industry



Reported attacks – 21/22/23



Catalytic Converter Theft in South Africa

Violent attacks to steal Catalytic Converters



Theft of automotive catalytic converters as finished products **when in transit.**

Fabricators of catalytic converters require armed escorts



21 January 2021: 8 ton truck hijacked in Port Elizabeth, South Africa. There were other non-PGM goods on the truck as well but robbers only took the PGM containing loads → insider knowledge



Image: lgoatm.co.za



Theft of automotive catalytic converters & PGM containing products **from facilities.**

Recent incidents involving armed robberies at warehouses



Sophisticated intrusions involving armed men in security uniforms, cutting power, taking hostages... Robbers were guided by phone to take only the parcels of PGM containing parts → insider knowledge

Ambush (PE) – 14 Nov 22

- A Logistics truck carrying FG (with armed security escort) was ambushed and hijacked on route from their site to Canner in Despatch at approx. 9am 14th November.
- The armed escort vehicle was split by a car with armed men and ran off-road in an area where another group of armed individuals were waiting in ambush.
- Whilst the escort team were being engaged by small arms fire from a group of around 8 men, the truck carrying FG was unloaded onto another truck and taken away with the driver whom was later dropped in another area.
- R14,400,000 direct loss.
- 1 x casualty – Security Escort broke his arm moving into cover.
- No arrests.
- Cost of security at a premium to secure business sustainability.



WHAT happens to stolen Catalytic Converters?

- **Modus Operandi number 1:** highly likely that catalytic converters will be sold off to scrapyards where no questions are asked.
- **Modus Operandi number 2:** the catalysts stolen in bulk from trucks / production sites are very likely to be immediately crushed and mixed with material from other spent catalyst, and then sold to legal business for further refining.



One big bag with 1,000 kg of scrap spent automotive catalysts can have a value of around 50,000 USD.

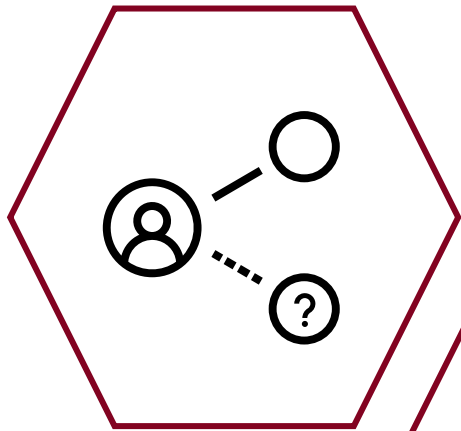
Images - Spent catalyst: clark.com / BigBag: denios.es

International Concerns

- Extracted PGMs can be melted and poured into various forms- non-traceability.
- Illicit material finds its way back into the legitimate market.
- Organized crime relies on a well-established cross-border network through which it can feed illicit goods.
- PGM theft – the perfect crime – untraceable once it has been processed.

Contributing Factors

Criminals can carry out PGM thefts and operate across borders by exploiting



the **insufficient sharing** of incidents within the industry community and law enforcement



the **lack of data** on PGM related criminal incidents and the **insufficient forensic tools**



the **lack of awareness** amongst law enforcement

Conclusion

- PGMs are attractive to international organised crime groups
- Organised & cross-border crime groups exploits lack of information sharing - international law enforcement agencies.
- Local police investigations only focus on local impact.
- Collaboration with all stakeholders are key.
- Lack of awareness with LEA for PGM related crime.

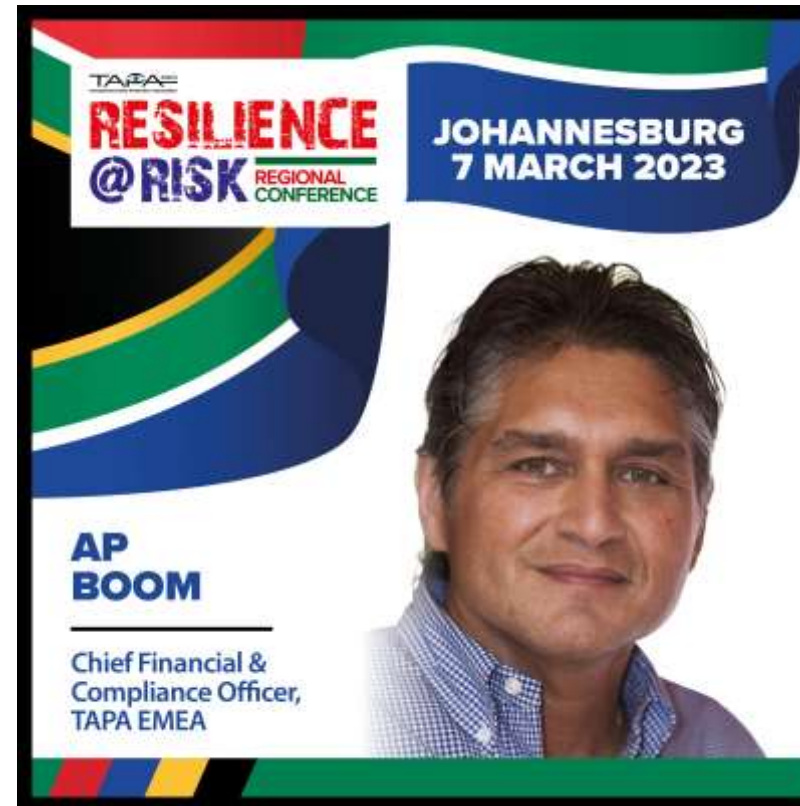


TIS tool Introduction





Closing of the conference





THANK YOU
FOR JOINING US!