

**Technology
Asset Protection
Association
(TAPA)**

**“Securing the Global Supply
Chain”**

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Agenda

- What is TAPA
- TAPA Evolution
- 2004 Strategic Objectives
- TAPA Uniformed Approach
- TAPA Uniformed Process
- Continuous Improvement

What is TAPA?

Technology **A**sset **P**rotection **A**ssociation is an forum of security, insurance and logistics professionals representing high technology companies who have organized for the purpose of addressing the emerging cargo security threats that are common to the technology industry.

What TAPA is NOT

- Forum for “blacklisting” of suppliers
 - Information sharing is done on standards and BKM’s, not on any supplier performance issues
- Forum for comparison of industry/supplier losses
 - All discussion under NDA--\$ = “don’t ask / don’t tell”
- Guarantor of business
 - Supplier compliance to standards gauged independently
 - Certified suppliers to be listed on limited access website--non-certified locations not listed
- **Unreasonable or cost-prohibitive**

Evolution of TAPA

- 1997: Security Professionals meet for first time to address problems they face in regards to high tech components theft:
 - No one is exempt from cargo theft
 - Demand for product peaking
 - Highly liquid components and demand on gray and black markets
 - Conclusion: Establish a Forum dedicated to development of best known protective measures, benchmarking and global implementation

Evolution Continued

■ 1998-2000:

- Development of Standards:
 - Audit Criteria
 - Contractual Security T&C's in form of Freight Security Requirements
 - Scoring Matrix
- 1999 TAPA EMEA formed
- 2000 TAPA Asia formed
- TAPA Worldwide Council developed

Charter of TAPA Asia

- Establish best known security practices in freight transportation and influence their adoption by regulatory bodies
- Promote compliance with identified best practices
- Identify latest technology in protection of assets
- Share information among members

2004 Strategic Objectives

- 1. Continuous Improvement of FSR, Scoring Matrix, Audit Protocol
 - Annual publication of FSR
 - Due 1 January Every Year
 - Develop Worldwide Change Control Board protocol
- 2. Develop Complete Supply Chain Certification Program
 - Trucking Operations
 - Integrator Requirements
 - Airline/Airport/Government Cargo Handling Facility Requirements
 - 3PL Complete Q1, 2003
- 3. Broaden TAPA Scope
 - Shift from high tech to high exposure
 - Pharmaceutical membership

TAPA Uniformed Approach

Putting the **Right** Security Measures in Place

- Classification of facilities in 3 categories--A, B, C--
depending on level of threat
 - As calculated by environmental and historical data and risk aversion level for individual company
 - Highest level classification requires highest level of security
- Applied to trucking operations
- Assessment protocol using 0 - 2 qualitative score--no weighting

V³

PHILOSOPHY

- VALUE
- VOLUME
- VULNERABILITY



FREIGHT SECURITY



FREIGHT SECURITY ELEMENTS

■ Documentation

■ **Freight Security Requirements**

- Specific required security elements, with functional descriptions

■ **Contractual Language**

- FSR as addendum to Logistics contracts

Standard Assessment Protocol

- Standardized audits
- Standardized scoring matrix
- Standardized reports

■ Processes

■ **Consequences**

- Corrective actions
- Termination of contract

■ **Training**

- Internal and Supplier
- Requirements and auditing

■ **Investigations**

- Roles and responsibilities after loss
- Recovery of property and apprehension of thieves

TAPA Uniformed Process



Audit Firms



Assessed Focus Areas

1. Perimeter Security
2. Access Control - Office Areas
3. Facility Dock/Warehouse
4. Security Systems
5. Security Procedures
6. Standard Truck Security
7. Pre-Alerts
8. Enhanced Security Requirements

Audit Criteria

1. Perimeter Security	Preventative Measures	Score	Warehouse Classification	X if not Scored	Total Score
1.2 CCTV Systems	1.2.1 - CCTV external coverage of shipping and receiving yard to cover movement of vehicles and people	0	A		0
	1.2.2 - 100% CCTV external coverage of all dock doors	0	A		0
	1.2.3 - CCTV system able to view all sides of the facility	0	A		0
1.3 Lighting	1.3.1 -Flood lighting of enclosed loading/unloading areas	0	A		0
	1.3.2 - Dock doors illuminated externally at night	0	A		0
	1.3.3. - External and internal lighting levels that support high quality CCTV images and recording	0	A		0
1.4 Perimeter alarm detection	1.4.1 - All facility external doors alarmed & linked to main alarm system	0	A		0
1.5 Perimeter windows, doors & other openings	1.5.1 - Any windows or other openings in warehouse walls must secured by steel bars/mesh and alarmed (or other material that would harden the opening to burglary)	0	A		0
	1.5.2 - Ground floor warehouse windows protected by anti-ram posts or other physical barrier	0	A		0
	1.5.3 - Dock doors of sufficient strength or design to prevent or delay forced entry by use of portable hand tools or ramming by vehicle, interior hinge pins and sealed hardware	0	A		0
	1.5.4 - Reinforced exit doors from warehouse (steel doors & frames or suitable alternative	0	A		0
	1.5.5 - Exterior walls to be designed to resist penetration by removing building fabric, cutting or ramming by vehicle	0	A		0
Section Total:					0
Total Possible:					24
2. Access Control - Office Areas	Preventative Measures	Score	Warehouse Classification	X if not Scored	Total Score
2.1 Office Entrances	2.1.1 - Guard or Receptionist on main office entry points	0	A	0	0
	2.1.2 - Security controlled access points (i.e. Card access & CCTV)	0	A	0	0

Continuous Improvement

Customs Trade Partnership Against Terrorism (C TPAT)



- Supply Chain Security requirements: Factory, Warehouse, Docks, Forwarder/Integrator Facilities
- Shared FSR's, Audit Protocol, and Scoring Matrix with program management, best known methods to date
- Alignment agreement that TAPA security requirements fulfill supplier and manufacturer obligation if certified

TAPA Partners

■ The Infrastructure Security Partnership:

- Cargo Security
- Risk/Threat Assessments in Supply Chain



■ Transportation Security Administration:

- Partnership on development of FTL / LTL trailer load security requirements
- TAPA Standards template for in transit cargo protection



■ National Cargo Security Council

Opportunities

- Partner with Insurance industries, worldwide alliance with TAPA and insurance community...Americas model
 - Invite to London Market to TAPA EMEA and Asia members to TAPA Asia
- Proliferation of TAPA, coverage mandates
- Premium / Coverage Recognition:
 - Suppliers that have facilities certified
 - Manufacturers that have written in TAPA into Logistics contracts

TAPA Asia Website

www.TAPA-asia.org