

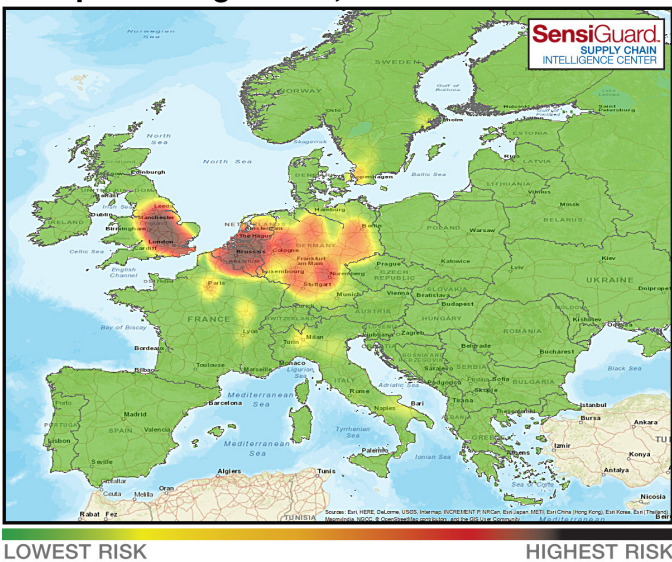
Cargo Intelligence Annual Report

EMEA



Introduction

Europe — Cargo Theft, 2017

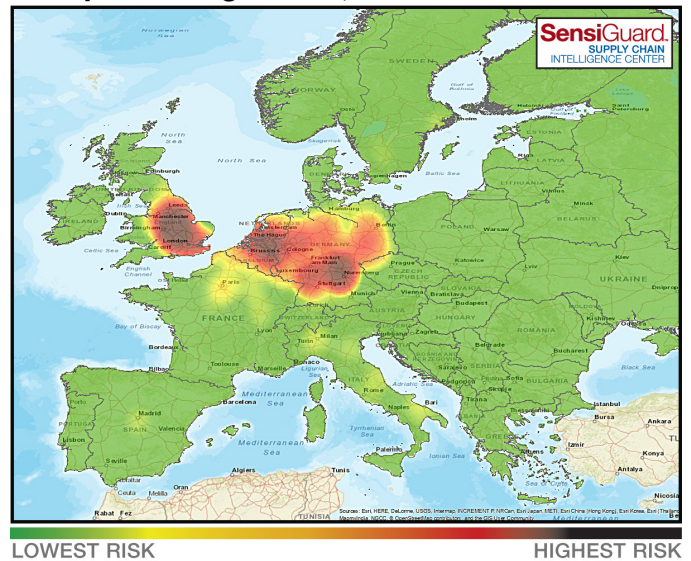


The heat map presented above displays the cargo theft risk throughout Europe for all product types during the year 2017. Like previous heat maps published by the SensiGuard Supply Chain Intelligence Center (SCIC), this heat map shows significant activity in The United Kingdom, The Netherlands, Belgium and Germany. Even though large portions of the map turn up green, this does not mean that these areas can be considered free from cargo crime. They mainly depict the countries where underreporting by the relevant authorities cause a lack of insight in the suspected severity of the problem.

At the end of this year our partners provided us with a significant part of the remaining data, which granted us a much better overview of the trends throughout the region along the year.

Through the willingness to share of our partners in combination with the persistent effort of the SCIC, we can announce that the total amount of incidents that the SCIC was able to record this year was 4,485.

Europe — Cargo Theft, Q4-2017

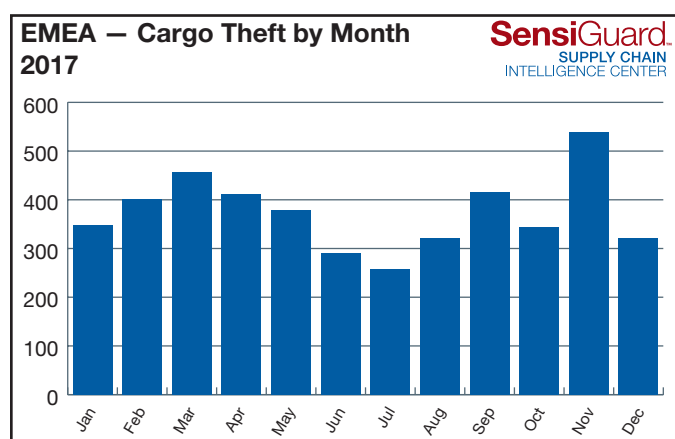


The heat map presented above is the map of Europe for Q4-2017. It shows a rather similar picture as the previous map. The same reasoning therefore applies here when it comes to underreporting and the limited insights this gives in the actual proportion of cargo crime. Nonetheless, we can announce that the total amount of incidents SCIC was able to record with the help of our partners this quarter was 1,203.

Year on Year Comparison of Total Cargo Crime

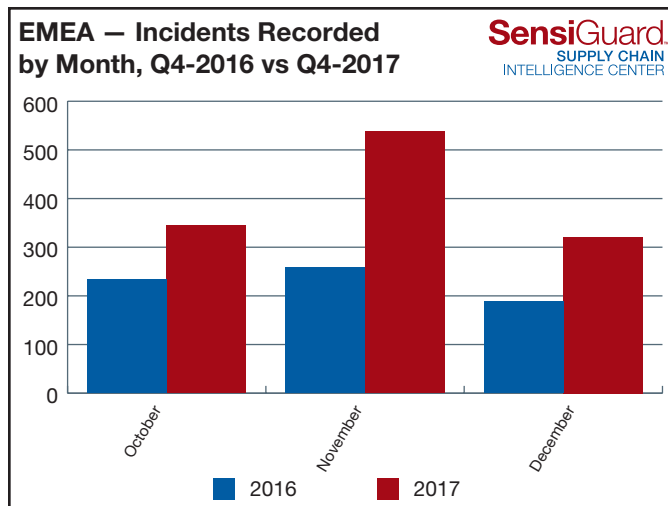
In 2017, Sensitech invested heavily in putting together a full time intelligence team in the EMEA region. This resulted in the recording of 4,485 incidents in just one year. Although this is not the factual number of all the cargo crime committed in the region, which is the result of major underreporting, this is still the highest number recorded in the business.

Because the numbers that were collected by the SCIC in 2016 were significantly lower, it might create a distorted picture of possible trends in the year on year comparison. The SCIC therefore has to stress that the rise in numbers can not only be attributed to the rise in cargo crime, but is also the result of persistent data collection by the SCIC and the sharing of data by our partners.



When looking at the cargo crime numbers by month in 2017, an undulating trend becomes clear. The year started off low, but had a quick rise, then slowed down again during the summer period only to revive back in the winter months. Most of the incidents were recorded in November (538), followed by March (457) and September (415). The least incidents occurred in July, when there were only 257 reports of cargo crime.

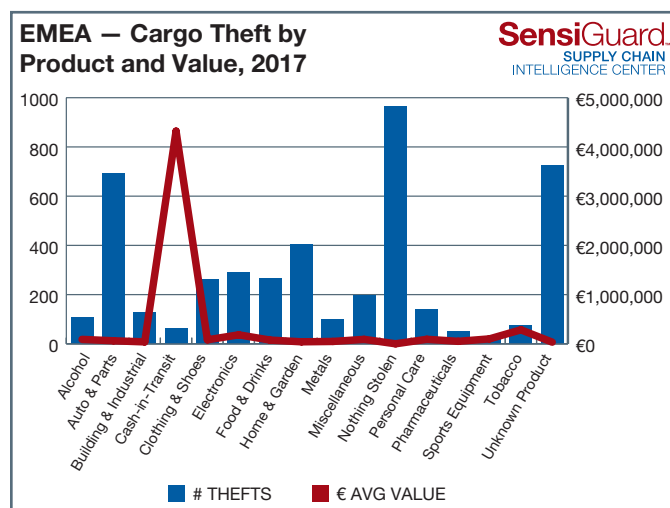
The year 2016 showed a more unsteady trend with most incidents occurring at the end of the year in November (258), October (233) but also in August (220). The lowest number of incidents was recorded in January (120).



In Q4-2017, the SCIC recorded a total of 1,203 incidents, versus 680 in Q4-2016, an increase of almost 77%. In both Q4-2017 and Q4-2016, the highest number was recorded in November, with respectively 538 and 258 incidents recorded.

Looking at the year on year comparison, the same trend is visible in Q4-2016 as in Q4-2017—a rise in cargo crime from October to November, followed by a drop from November to December.

Value of Cargo Theft

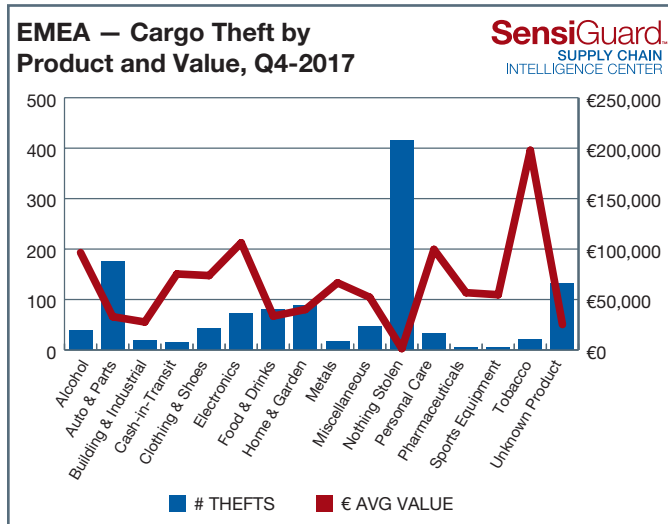


The total number of incidents in 2017 in which the SCIC was able to record the value was 1,939. Compared to the total amount recorded (4,485), this adds up to less than half (43%). The overall value of products stolen in 2017 was €168,846,172. The average value of products stolen ended up at €87,079.

The graph shows that one of the lowest number of incidents involved *Cash-In-Transit*, however, this accounted for the largest

amount of average value stolen. In addition, *Auto & Parts* was the most stolen product type, but the average value recorded was relatively low, especially when compared to *Tobacco*, for which a reasonably low amount of incidents were recorded, but still accounted for a relatively high amount of average value.

In 2016 the SCIC was able to record 542 incidents that had a value attributed. The overall value of these products was €104,444,800, and the average value added up to €192,703. Therefore, even though the actual value in 2017 was higher compared to 2016, 2016 still had more than double the average value of products stolen.

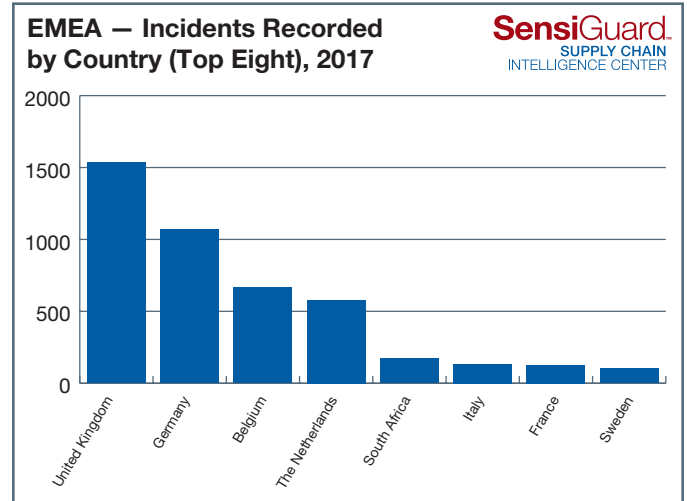


Of the 1,203 incidents recorded by the SCIC in Q4-2017, there was a value attributed to just 489 (40%) of the incidents. Of these incidents, the total value of the cargo stolen was €23,642,304, while the average value added up to €48,348.

What stands out is the significant average value stolen for the product type *Tobacco* in this quarter even though it was one of the least stolen product types. The second highest stolen product type value was *Electronics*, followed by *Personal Care*.

In Q4-2016 the total value of stolen products (where the SCIC was able to record a value) was higher than in Q4-2017, €38,340,967, while the average value added up to €236,673. This indicates that there was a considerable drop in value stolen in Q4-2017 for the products of which the value could be determined by the SCIC.

Cargo Theft by Country



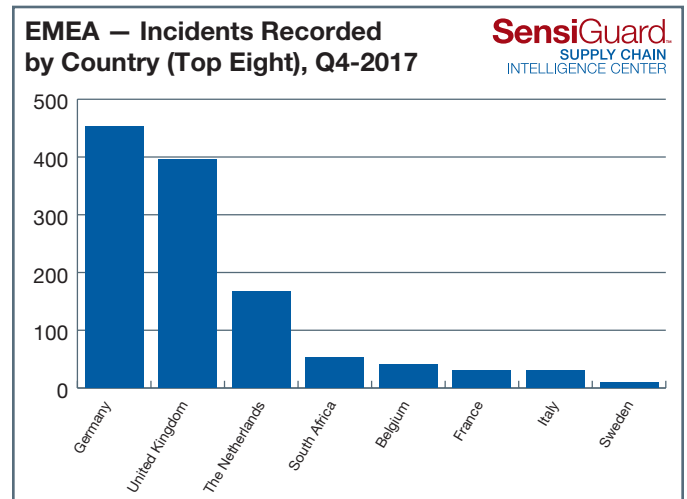
When looking at all recorded incidents in 2017, the top five countries where most incidents took place were:

1. **United Kingdom** (1,533)
2. **Germany** (1,070)
3. **Belgium** (665)
4. **The Netherlands** (579)
5. **South Africa** (172)

Even though most of these countries also featured in the top five list in 2016 as well, the order of rank was significantly different:

1. **Belgium** (745)
2. **The Netherlands** (465)
3. **United Kingdom** (378)
4. **Germany** (291)
5. **Italy** (128)

It also becomes clear that the amount of incidents increased significantly in 2017. This is due to the tremendous investment by Sensitech in putting a full time intelligence team in place, to collect and analyze the available data to support the industry with relevant, accurate and actionable analysis.



In Q4-2017 the top five countries with the highest number of recorded incidents were:

1. **Germany** (453)
2. **United Kingdom** (395)
3. **The Netherlands** (167)
4. **South Africa** (53)
5. **Belgium** (41)

In Q4-2017 Germany led for most incidents recorded with 453 incidents. In Q4-2016, Germany ranked at the third place, with just 86 incidents recorded. At that time, first place was occupied by Belgium.

In second place came The United Kingdom with 395 incidents recorded, versus just 82 in Q4-2016. The reason for this increase is the great collaboration between the SCIC and *National Vehicle Crime Intelligence Service* (NaVCIS), that collects cargo crime data in the U.K.

The Netherlands had the third highest number recorded in Q4-2017 with 167 incidents. This is a slight drop compared to Q4-2016 that had 200 incidents recorded, which placed The Netherlands in second place last year.

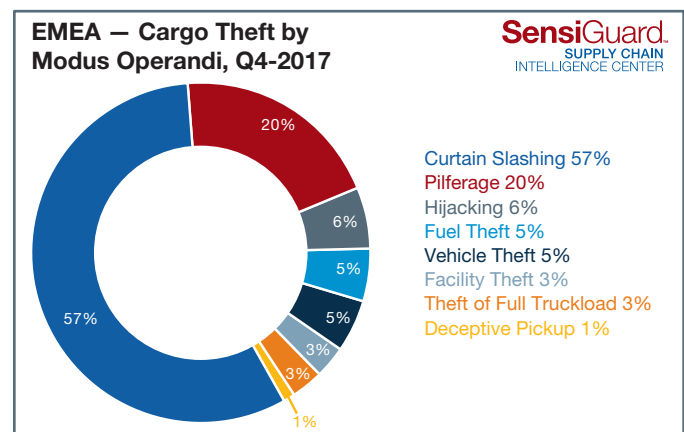
South Africa held the fourth place with 53 incidents recorded in Q4-2017, whereas in Q4-2016 there were only 6 incidents recorded, placing it seventh in the ranking.

The last spot on the list is for Belgium with 41 incidents recorded, which is much less than Q4-2016, when there were 222 incidents recorded in this country. This is most likely due to the fact that the Belgian Police will not collect the data of the last four months of 2017 until a later time. The data is therefore not yet complete and the number will most likely rise, when all the information has been analyzed.

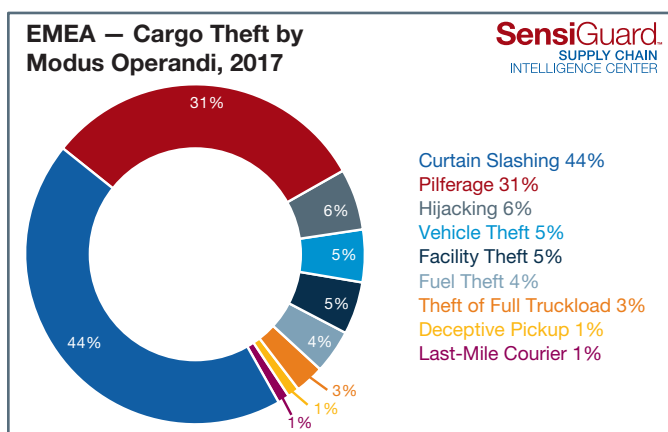
Throughout 2017 the most preferred *modus operandi* (M.O.) by criminals was *Curtain Slashing*, which was the case in 1,977 (44%) of the incidents recorded. This was followed by *Pilferage*, which happened in 1,409 (31%) of the cases. In third place came *Hijacking*, which occurred in 250 (6%) of the incidents. Over half of the *Hijackings* occurred in South Africa with 136 (54%) incidents recorded, followed by Italy with 40 (16%). Even though this high number is not unusual in Italy, it can be considered as fairly high for the European part of the region, where there are rarely reports of *Hijackings* in other countries.

The top three M.O.'s in 2016 were *Pilferage* (77%), *Facility Theft* (9%), and *Theft of Full Truckload* (8%).

When zooming in on the M.O. *Deceptive Pickup* in 2017, it becomes clear that it is one of the least recorded incidents that year, adding up to only 1% of the grand total. The SCIC was able to record 33 incidents in which *Deceptive Pickup* was used. Most of these incidents took place in The Netherlands (17 incidents) and the U.K. (13 incidents). On top of the incidents collected by the SCIC, our counterpart Wim Dekeyser, of Wim Dekeyser International Loss Adjusters, provided the SCIC with data of an additional 24 incidents with *Deceptive Pickup* as the M.O. applied. It is most likely that the actual number is much higher, but like all of the cargo incidents, this type of theft is highly underreported.



Cargo Theft by Modus Operandi



The preferred M.O. by criminals in Q4-2017 is listed as follows:

- **Curtain Slashing**
- **Pilferage**
- **Hijacking**
- **Fuel Theft**
- **Vehicle Theft**
- **Facility Theft**
- **Theft of Full Truckload**
- **Deceptive Pickup**
- **Last Mile Courier**

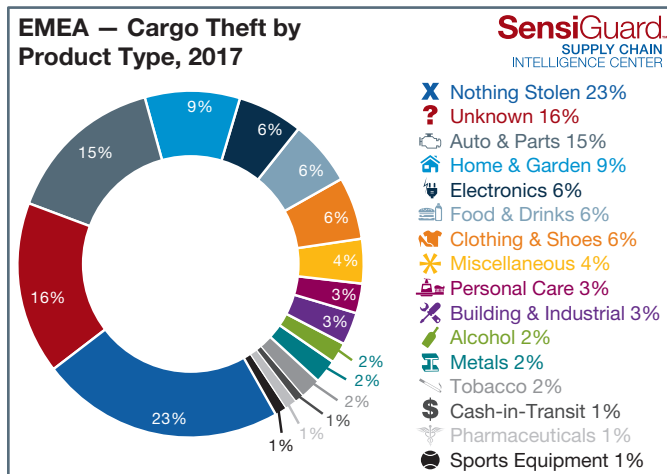
As seen throughout 2017, the M.O. that was most commonly used in Q4-2017 is *Curtain Slashing*. This was the case in over half of the total (57%), adding up to 692 incidents recorded.

Unfortunately, the SCIC is not able to compare this data to the numbers of Q4-2016, since this M.O. is only recorded since 2017.

The second most used M.O. in Q4-2017 was *Pilferage*, with 239 incidents recorded (20%). Q4-2016 had a much higher number of incidents in which *Pilferage* was used, being 518. Reason behind this is the fact that in 2017 the SCIC diversified the single category *Pilferage* into three separate categories, adding *Curtain Slashing* and *Fuel Theft*. This minimized the actual number for *Pilferage*.

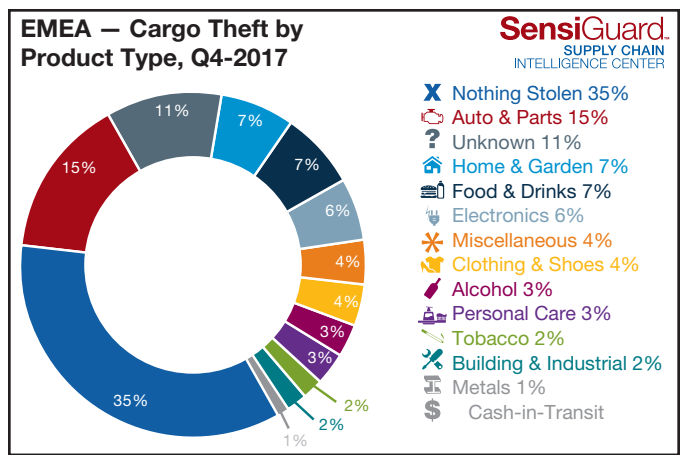
In third place in Q4-2017 came *Hijacking*, which occurred in 70 (6%) of the incidents recorded. In Q4-2016 this third ranking was destined for *Facility Theft*.

Cargo Theft by Product Type



In 2017 the largest amount of thefts were either reported as *Nothing Stolen* (23%) or the stolen product type was *Unknown* (16%). Of the thefts in which the product type stolen was known, the SCIC could determine that the most stolen product type was *Auto & Parts* (694 thefts) with 15% of all recorded thefts, followed by *Home & Garden* (404 thefts) at 9%, then *Electronics* (289 thefts), *Food & Drinks* (265 thefts), and *Clothing & Shoes* (261 thefts), each at about 6%.

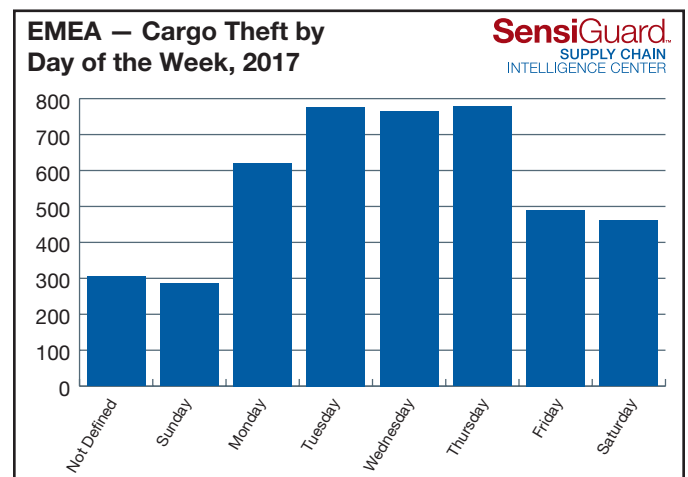
In 2016 *Auto & Parts* (287 thefts) was listed as the biggest product type stolen with 13% of recorded incidents, which followed immediately after the category *Unknown Products* (401 thefts) at 18%. *Auto & Parts* was closely followed by *Electronics* (248 thefts) with 11% of recorded incidents, followed by *Nothing Stolen* (223 thefts) and *Clothing & Shoes* (217 thefts), each with 10%.



The most known stolen product type in Q4-2017 was *Auto & Parts* (175 thefts) with 15% of the recorded thefts. Second in line were both *Home & Garden* (88 thefts) and *Food & Drinks* (81 thefts), each with 7% of the total. Last in the top three was *Electronics* (73 thefts) at 6%. The category *Nothing Stolen* (416 thefts) and *Unknown Product* (131 thefts) combined for 46% of all recorded thefts.

In Q4-2016, the top three known stolen product types were *Electronics* (90 thefts) with 13% of the incidents. *Auto & Parts* and *Home & Garden* each had 74 thefts, or 11% of the total. *Clothing & Shoes* (57 thefts) was at 8%, therefore last in the top three. *Nothing Stolen* (62 thefts) and *Unknown Product* (150 thefts) accounted for 31% of thefts in that quarter.

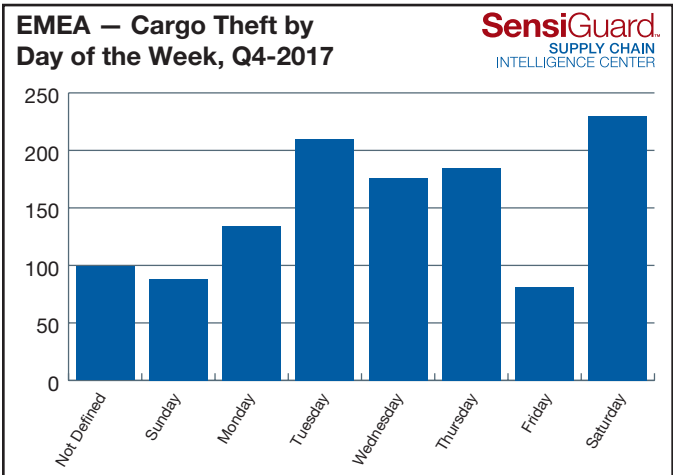
Cargo Theft by Day



In 2017 the preferred days for cargo crime were subsequently Thursday (779), Tuesday (777) and Wednesday (766). All these days are fairly close together when it comes to the number of incidents. As expected, the numbers begin to drop on Friday,

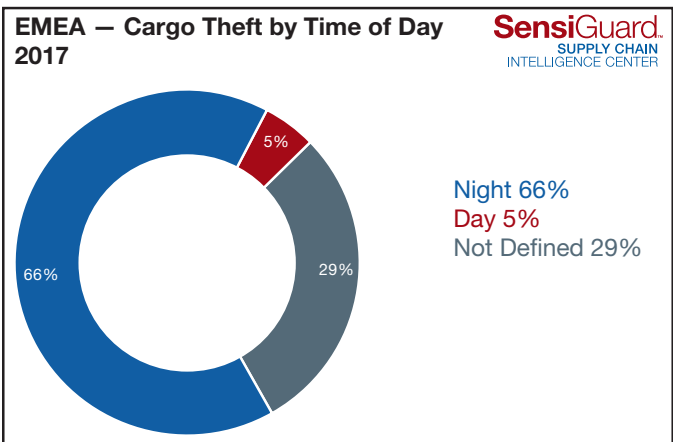
which continues all through the weekend. This is due to the fact that in many countries in Europe, trucks are not allowed on the road during this period in designated areas.

The list of preferred days is similar in 2016 except that the order is different, with Wednesday (448) being the day with most incidents, followed by Thursday (434) and Tuesday (391). In addition, the same applies to the weekends as mentioned above.



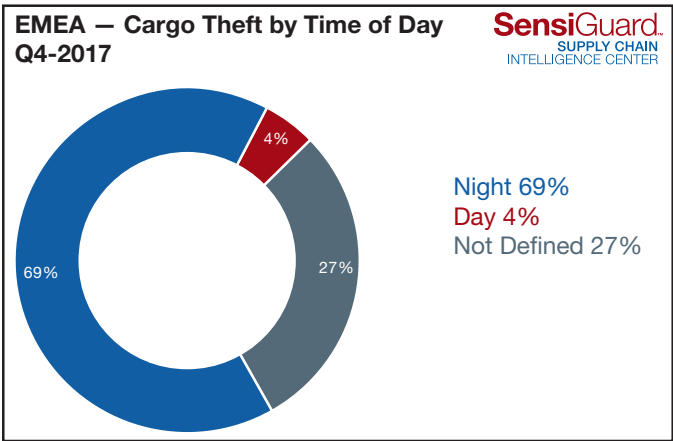
When looking at the graph for Q4-2017 what is striking is that most theft occurred on Saturdays. This is out of the ordinary, since there are fewer trucks on the road during the weekend, as mentioned above. This out-of-character phenomenon is not seen in Q4-2016, where everything is on trend.

Cargo Theft by Time of Day



The year 2017 did not break with the trend of most incidents happening during nighttime, which accounted for 66% of the incidents recorded. In 29% of the incidents, the SCIC was not able to determine the time of day; 5% were committed during the daytime.

In 2016 the division between the time of day and the incidents in which the time was not defined was evenly distributed. The nighttime had 34% and the daytime 33% of the incidents recorded, like the undefined incidents.



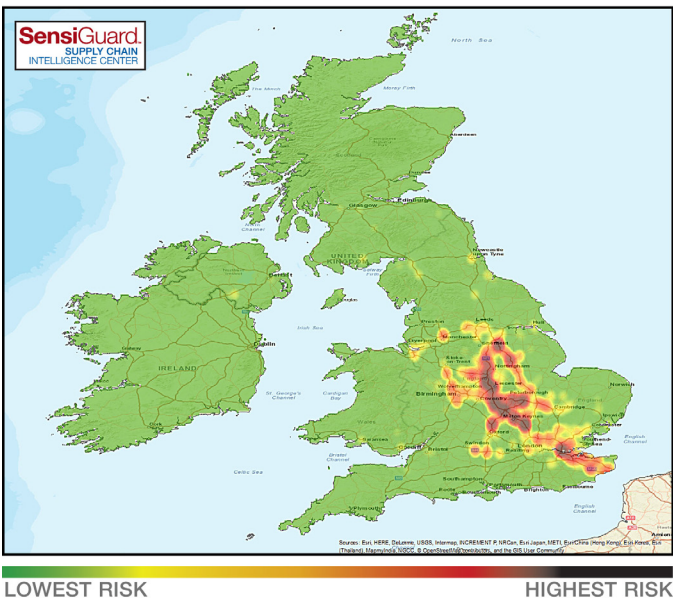
As always, the preferred time for criminals to carry out their acts is by night. This is no different in Q4-2017, with 69% of the incidents in which the time of day was available. In 27% of the cases, the SCIC was not able to record the exact time of day; 4% of the incidents occurred during daytime.

Q4-2016 displayed the same even distribution between all parts, as seen in the annual numbers.

Cargo Crime by Country (Top 5)

United Kingdom

U.K. — Cargo Theft, 2017



Total

When looking at the numbers for 2017, it becomes clear that the U.K. had the highest number of incidents recorded. This is predominantly due to the excellent reporting of the *National Vehicle Crime Intelligence Service* (NaVCIS). Thanks to their help, the SCIC was able to record 1,533 incidents in 2017. In 2016, without the assistance of NaVCIS, this was a dismal 378 incidents.

Provinces

The three provinces that endured most of these incidents in 2017 in the U.K. were:

1. **East Midlands (754 incidents)**
2. **East England (296)**
3. **South East England (264)**

The targeted provinces in 2016 were nearly the same, except for the third place which was taken by the province West-Midlands.

Location

The vast majority of these incidents happened at *Unsecured Parking* (92%), with 1,407 incidents recorded. The second most targeted area is *Company Yard/Premises* (6%) with 99 incidents. The rest of the locations being *Warehouse/DC*, *In-Transit*, and *Airport, Seaport and Rail*, had (less than) 1% of the incidents. Thefts at *Unsecured Parking* have risen severely in the U.K. compared to 2016. However, this can most likely be attributed to better reporting.

The most targeted location in 2016 was, like in 2017, *Unsecured Parking* (74%); in second place came *Warehouse/DC* (17%), followed by *In-Transit* (6%).

M.O.

Curtain Slashing happened in 1,054 incidents (69%) in 2017. The next most used M.O. was *Pilferage* (17%) with 262 incidents and in third place came *Fuel Theft* (7%) with 112 incidents.

The numbers for 2016 were *Pilferage* (78%) with 295 incidents recorded, *Facility Theft* (11%) with 41 incidents, and *Theft of Full Truckload* (6%) with 21 incidents. The big difference in the number for *Pilferage* can be explained by the fact that this category was split up into several others starting from 2017.

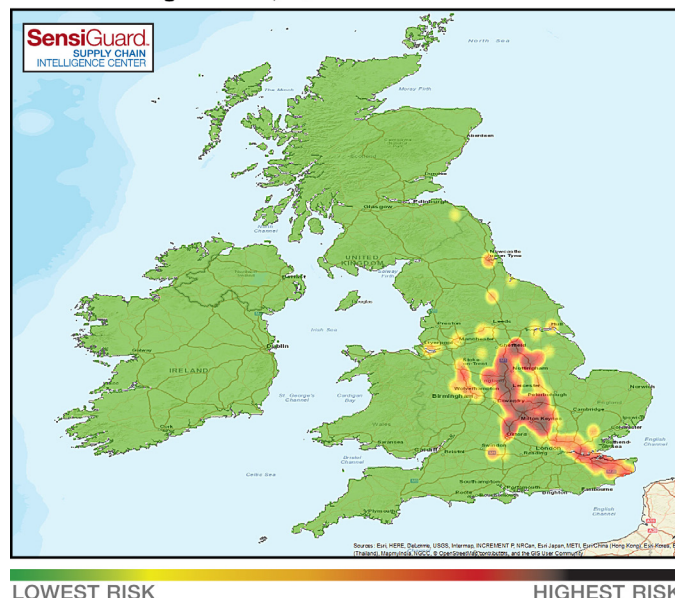
Product Type

In most cases in 2017, it was unknown what product type was stolen. In the cases in which it could be defined, *Auto & Parts* (15%) was the most stolen type with 226 incidents. The second most known stolen product type was *Home & Garden* (10%) with 154 incidents, followed by *Food & Drinks* (7%) with 113 incidents. In 217 cases there was *Nothing Stolen* (14%). A distinct fact is that most of the targeted product types do not fall under luxury goods as one would expect, now the economy is rising.

Looking at 2016 the most stolen known product group was *Electronics*, which occurred in 13% of the incidents recorded. This was followed by *Home & Garden*, *Clothing & Shoes* and *Auto & Parts*, all in second place (12%). Last in the top three was *Alcohol* (10%).

Q4-2017

U.K. — Cargo Theft, Q4-2017



Total

The total amount of incidents recorded in Q4-2017 was 395, while in Q4-2016 this amount was no higher than 82 incidents.

Provinces

The three most targeted areas in Q4-2017 in the U.K. were:

1. **East Midlands (206 incidents)**
2. **South East England (75)**
3. **East England (58)**

The most targeted provinces in Q4-2016 were East Midlands (47%), followed by East-England (16%), and West-Midlands (13%). This is just a slight change of targeted areas from the following year.

Location

When looking at locations in Q4-2017 in the U.K., most incidents by far occurred at *Unsecured Parking* (93%), followed by *Company Yard/Premises* (6%) and *Warehouse/DC* (1%).

Comparing this to Q4-2016, the list is also topped by *Unsecured Parking* (79%) as the most targeted location. This is followed by *Warehouse/DC* (15%) and *In-Transit* (3%). Therefore, there was a slight increase in incidents in Q4-2017 at the targeted locations.

M.O.

The prime M.O. used in the U.K. this quarter was *Curtain Slashing* (65%), followed by *Pilferage* (15%) and *Fuel Theft* (13%).

The list of preferred M.O.'s in Q4-2016 entailed *Pilferage* (80%), while *Facility Theft* and *Theft of Full Truckload* both shared the second place (9%). This was followed by *Curtain Slashing* and *Last-Mile Courier*, each with (1%). However, the number for *Curtain Slashing* is that low due to the fact that this category only just was added starting in 2017. The few incidents that were recorded for 2016 were received and added afterwards.

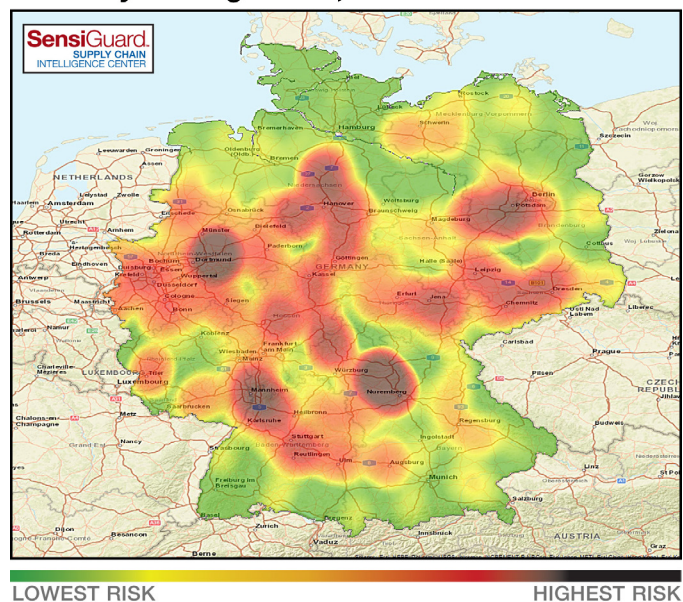
Product Type

When it comes to product type in Q4-2017, the most known stolen product type was *Auto & Parts* (20%). This was followed by both *Home & Garden* and *Food & Drinks* (11% each). The third place was shared by *Electronics*, *Alcohol*, and *Clothing & Shoes* (all with 6%). A combined 28% of incidents were in the categories *Unknown Product* (17%) and *Nothing Stolen* (11%). Q4-2017 also reveals the relative lack of luxury goods being targeted.

The top three list of most known stolen products in Q4-2016 were *Electronics* and *Home & Garden* (18% each). This was followed by *Auto & Parts* (16%) and *Clothing & Shoes* (14%). Only 13% of the incidents fell in the category *Unknown*, and in an even smaller percentage (1%) in which there was *Nothing Stolen*.

Germany

Germany — Cargo Theft, 2017



Total

As seen on the heat map, the incidents that occurred in 2017 in Germany ran almost entirely across the country. The total number of incidents that the SCIC was able to record with great effort in 2017 in Germany was 1,070, versus 291 in 2016. This is an increase of 268%.

Provinces

Even though cargo crime prevails in almost the entire country, there were areas that showed significantly more activity throughout the year. The three most targeted provinces in Germany in 2017 were:

1. **Bavaria (206 incidents)**
2. **North Rhine-Westphalia (202)**
3. **Lower Saxony (144)**

In 2016 this top three list consisted of North Rhine-Westphalia (69) in the number one spot, Saxony (40) in second place, and Lower-Saxony (36) in third place.

Location

Most incidents in Germany in 2017 by far occurred at *Unsecured Parking* (82%). This was followed by *Warehouse/DC* (10%) and *Company Yard/Premises* (8%).

The top three list in 2016 for most targeted locations also reveals the number one spot for *Unsecured Parking* (72%), even though the percentage was somewhat lower than in 2017. The second position was *Warehouse/DC* (25%), followed by *In-Transit* (2%).

M.O.

The most used M.O. in 2017 in Germany was *Curtain Slashing* (63%). The second place ranking was *Pilferage* (14%). Diversifying *Pilferage* in 2017 contributed to its low number. The third position was for *Facility Theft* (8%).

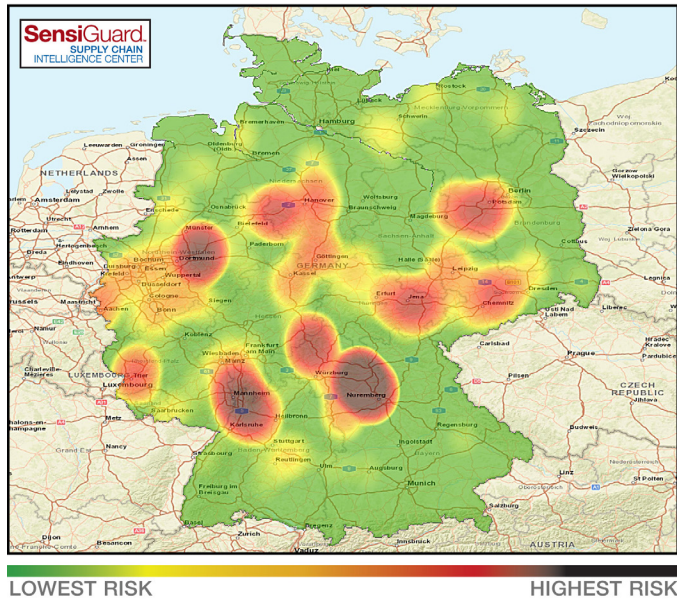
In 2016 the number one most used M.O. was *Pilferage* (70%), followed by *Facility Theft* (17%) and *Theft of Full Truckload* (12%).

Product Type

Of all known stolen product types, the number one stolen in Germany in 2017 was *Auto & Parts* (19%), followed by *Home & Garden* (8%) and *Building & Industrial* (5%). In most incidents that took place in Germany, there was *Nothing Stolen* (41%). In 6% of the incidents, the stolen product type was *Unknown*.

The top three list in 2016 was *Auto & Parts* (22%) ranking at number one, succeeded by *Electronics* (17%) and *Home & Garden* (14%) came in third.

Germany — Cargo Theft, Q4-2017



Total

The heat map of Q4-2017, as pictured above, presents a less daunting picture than the annual version. The total number of incidents that ran across Germany in Q4-2017 was 453, versus a modest 86 incidents in Q4-2016. This is an increase of 427% year on year.

Provinces

The most targeted provinces in Germany in Q4-2017 were:

1. **Bavaria (151 incidents)**
2. **North Rhine-Westphalia (64)**
3. **Baden-Württemberg (56)**

The top three in Q4-2016 were North Rhine-Westphalia (32), followed by Lower Saxony (10) and Saxony (9).

Location

Even though it is known that *Unsecured Parking* is the most preferred location of criminals to commit their crimes, the amount of crimes at these locations in Germany was quite staggering with 89% of the grand total—a far cry from *Company Yard/Premises* (8%) and *Warehouse/DC* (3%). There were no other locations recorded by the SCIC in Germany this quarter.

In Q4-2016 as expected, most of the incidents happened at *Unsecured Parking* (56%) as well. However, this number is significantly lower than in Q4-2017. This is followed by *Warehouse/DC* (40%) and *In-Transit* (3%).

M.O.

As known, the easiest and therefore most preferred M.O. by criminals in Germany is *Curtain Slashing* (78%), which was thus the case in Q4-2017. *Pilferage* was remarkably a small part of the M.O.'s used (12%). Last on the top three list is *Vehicle Theft* (3%).

Because of the lack of diversification, which was only applied by the SCIC starting from 2017, the amount of *Pilferage* in Q4-2016 was significantly higher (51%). *Facility Theft* also accounted for almost a third (32%) of the incidents, followed by *Theft of Full Truckload* (16%).

Product Type

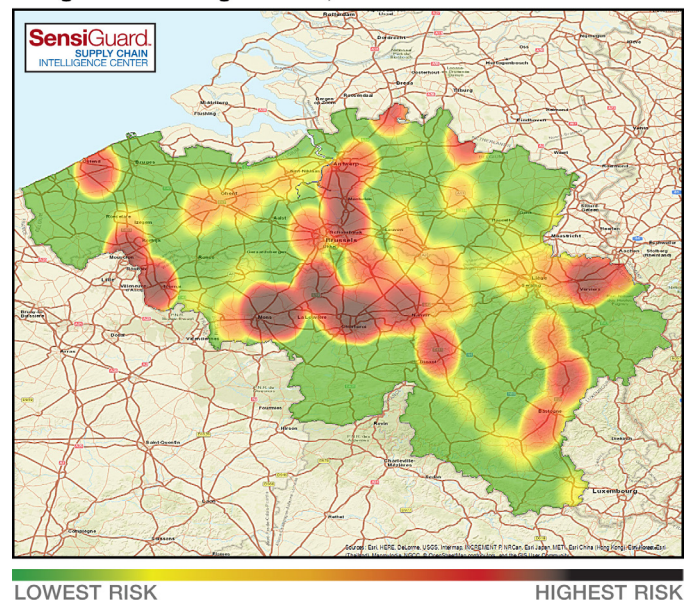
The biggest category by far in Q4-2017 was *Nothing Stolen* (61%). *Unknown* product type accounted for 6% of the total.

Of the product types that could be identified, the biggest category was *Auto & Parts* (10%). *Home & Garden* and *Electronics* were the second largest known product types stolen (4% each). Last on the list were *Food & Drinks* and *Miscellaneous* (3% each).

The year on year comparison with Q4-2016 shows *Auto & Parts* as the biggest group (26%), followed by *Electronics* (21%). Further down the line in third position came *Building & Industrial* (13%).

Belgium

Belgium — Cargo Theft, 2017



Total

With the help of our partners at the Belgian Police, the SCIC was able to collect a total of 665 incidents in Belgium in 2017. Due to the fact that not all data of the entire year is available at this point, the total is somewhat lower than the total of 2016, which was

745 incidents. Although the heat map above shows significant activity in Belgium, expectations are that the final outcome will be much more dramatic, once all the data is collected.

Provinces

The provinces that were most effected in Belgium in 2017 were:

1. **Hainaut (224 incidents)**
2. **Liege (69)**
3. **Antwerp (65)**

In 2016 this list was slightly different, with Hainaut (345) also being in the first position, but it was followed by Namur (110) and Antwerp (79).

Location

The Belgian Police mostly records cargo incidents that occur *In-Transit* or at *Unsecured Parking* locations. Other locations are not taken into account in their dataset; this does not entail that these are the only locations where cargo crime actually occurs in the country, however.

In 2017, the most incidents by far were recorded at *Unsecured Parking* with a staggering amount of 99%. The remaining 1% of the incidents recorded occurred at *Warehouse/DC*.

In 2016 the numbers were even less diversified with all incidents recorded occurring at *Unsecured Parking*.

M.O.

The fact that there are limited recorded locations has an effect on the type of M.O. that is registered. Also, our partners at the Belgian Police do not register *Curtain Slashing* as a specific category. In 2017, the number one M.O. recorded was *Pilferage* (97%). This was followed by a small number of *Hijackings* (2%). Nonetheless, this made Belgium the only West-European country of the top five countries where this M.O. is in the top three. In third place came *Facility Theft* (1%).

In 2016, there were even less different types of M.O. recorded in Belgium. Again, *Pilferage* held the first position (99%), followed by *Hijacking* (1%).

Product Type

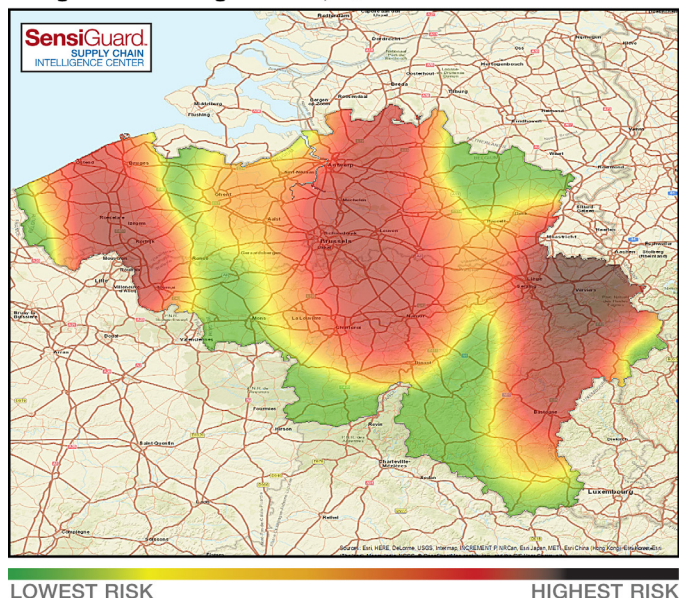
The number one known stolen product type in 2017 is *Home & Garden* (12%), followed by *Clothing & Shoes* (10%) and *Personal Care* (8%). In 19% of the incidents, there was *Nothing Stolen*; in 16% of the incidents, the stolen goods were *Unknown*.

In 2016 the top three list of known product types stolen was slightly different. The number one position was for *Clothing & Shoes* (13%), followed by *Home & Garden* (10%) and *Auto & Parts* (9%).

The category *Nothing Stolen* had 23% of the incidents listed; incidents in which the product type was *Unknown* were 14%.

Q4-2017

Belgium – Cargo Theft, Q4-2017



Total

The heat map above shows that cargo crime in Q4-2017 occurred all throughout the Belgian Kingdom, with minimal areas that stayed unaffected by the phenomenon.

In Q4-2017 the total amount of incidents recorded for Belgium was just 41 incidents, a decrease of 81% compared to Q4-2016. As mentioned before, not all numbers are in at this point in time. Therefore, the amount will most likely be adjusted in the near future and will end up being higher. In Q4-2016 the SCIC was able to record 222 incidents with the help of the Belgian Police.

Provinces

The top three provinces that were most affected in Belgium in Q4-2017 were:

1. **Liege (12 incidents)**
2. **West Flanders (7)**
3. **Flemish Brabant (6)**

The affected provinces might change once all the numbers for Belgium are collected. The top three order of rank in Q4-2016 for the provinces most affected by cargo crime in Belgium were totally different provinces: Hainaut (102), Antwerp (26), and Walloon Brabant (20).

Location

As mentioned above, the Belgian Police records only limited locations where cargo incidents occur, being mostly at *Unsecured Parking*. This also shows in the numbers that were collected in Q4-2017, where 98% of the incidents occurred at *Unsecured Parking* and the remaining 2% happened *In-Transit*.

In Q4-16 the numbers only came up for one specific location, *Unsecured Parking* with 100% of all incidents recorded.

M.O.

As previously seen in the data of the entire year, the data for Q4-2017 shows a limited variation in types of M.O. The number one spot is *Pilferage* (83%), followed by *Hijacking* (12%) and *Fuel Theft* (3%). This is an anomaly compared to all the other numbers for M.O.'s used in Belgium, since the amount of Hijackings is relatively high this quarter.

In Q4-2016 the numbers are more in line with what is normally seen in Belgium with 99% of the incidents recorded being by *Pilferage* and just 1% was covered by *Hijacking*.

Product Type

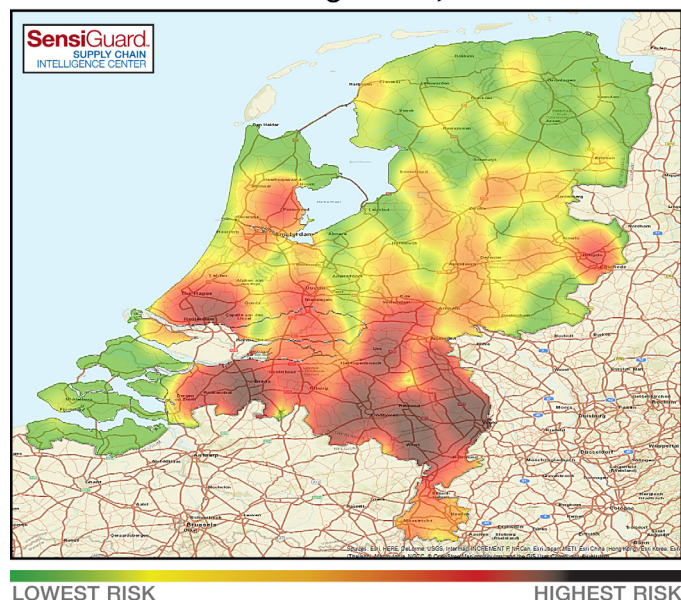
In Q4-2017 the list of known product types stolen was led by both *Auto & Parts* and *Clothing & Shoes* (10% each), followed by *Personal Care* (7%), then *Electronics*, *Food & Drinks*, and *Home & Garden* (5% each). The category *Nothing Stolen* was the biggest product type in this quarter with 32% of the incidents recorded. In 7% of the incidents the product type was *Unknown*. This is a rather diverse group of categories compared to the other countries in the top five.

In Q4-2016, the number one spot was for *Home & Garden* (13%), followed by both *Personal Care* and *Clothing & Shoes* (9% each), then *Auto & Parts* (6%)

The categories *Nothing Stolen* (24%) and *Unknown* (23%) had the top rankings with a combined 47% of the incidents recorded.

The Netherlands

The Netherlands – Cargo Theft, 2017



Total

Thanks to the help of the Dutch police, the SCIC was able to record a total of 579 incidents, an increase compared to the 2016 which had 465 incidents recorded. Due to the excellent investigation of the Dutch police, they were able to apprehend a gang that was devoted to committing cargo crime by making use of the *Rolling Theft* method. Even though there was a decrease seen in certain forms of cargo crime, the Dutch police could not attribute this to a certain trend or occasion, since the crime scenes were too dispersed.

Provinces

As seen on the heat map, large parts of the Netherlands are affected by cargo crime incidents. The three provinces where most incidents were recorded in 2017 were:

1. North Brabant (219 incidents)
2. Limburg (135)
3. South Holland (79)

In 2016 the first two provinces were the same as in 2017, respectively with 41% and 22% of the incidents recorded. However, in third place came Gelderland with 13% of the incidents recorded.

Location

Like many countries, the most targeted location by criminals in the Netherlands in 2017 was *Unsecured Parking* (70%), followed by *Company Yard/Premises* (22%) and *Warehouse/DC* (7%).

In 2016, only two locations were recorded in the Netherlands: *Unsecured Parking* (75%) and *Warehouse/DC* (25%).

M.O.

In 2017 the top two spots were very close, consisting of *Pilferage* (38%) and *Curtain Slashing* (37%). *Vehicle Theft* followed far behind (17%).

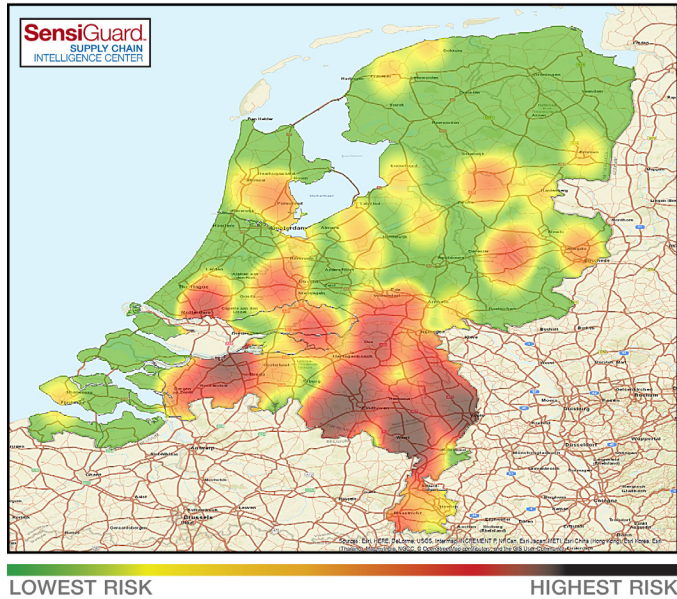
Looking at M.O.'s in 2016, *Pilferage* (82%) accounted for a much higher number, since at that time it was not split up into multiple categories. *Theft of Full Truckload* (14%) and *Facility Theft* (3%) followed in second and third, respectively.

Product Type

Of all the known product types that were stolen in 2017, the biggest group was *Auto & Parts* (20%), followed by *Electronics* (11%) and *Home & Garden* (9%). *Nothing Stolen* (28%) was the biggest group of the recorded incidents. In 11% of the cases, the product type was *Unknown*.

When making a comparison to 2016, the top three list was almost the same as the following year. However, *Auto & Parts* and *Electronics* both shared the number one spot (15%), followed by *Home & Garden* (7%) and *Clothing & Shoes* (6%).

The Netherlands – Cargo Theft, Q4-2017



Total

The total number of incidents recorded in the Netherlands in Q4-2017 was 167, versus 200 in Q4-2016, a decrease in the number of incidents. The heat map shows significant activity in the Southern parts of The Netherlands.

Provinces

The top three provinces that were affected most were:

1. North Brabant (66 incidents)
2. Limburg (51)
3. Gelderland (15)

The difference with the top three in Q4-2016 is that the number three spot was for South Holland (32). The number one and two rankings had respectively 81 and 45 incidents recorded.

Location

In Q4-2017 there were just three targeted locations identified within the recorded incidents: *Unsecured Parking* (72%), *Company Yard/Premises* (27%), and *In-Transit* (1%).

Although Q4-2016 also had only three locations where incidents were recorded, this list was slightly different with *Unsecured Parking* also ranking in the first position (76%), followed by *Warehouse/DC* (23%) and *Airport* (1%).

M.O.

In Q4-2017 the M.O. most used in the Netherlands was *Curtain Slashing* (44%), followed by *Pilferage* (36%). These two M.O.'s remain a major problem in combination with the large amounts

of thefts that occur at *Unsecured Parking*, creating ease and opportunity for criminals. Third place is *Vehicle Theft* (13%).

Q4-2016 shows that *Pilferage* (85%) had the largest number recorded, which was due to this M.O. not being split up into different categories at that time. *Theft of Full Truckload* (13%) followed in second place, and there was a shared third ranking for both *Deceptive Pickups* and *Facility Theft* (1% each). The Netherlands being the only country where *Deceptive Pickup* makes it into the top three ranking.

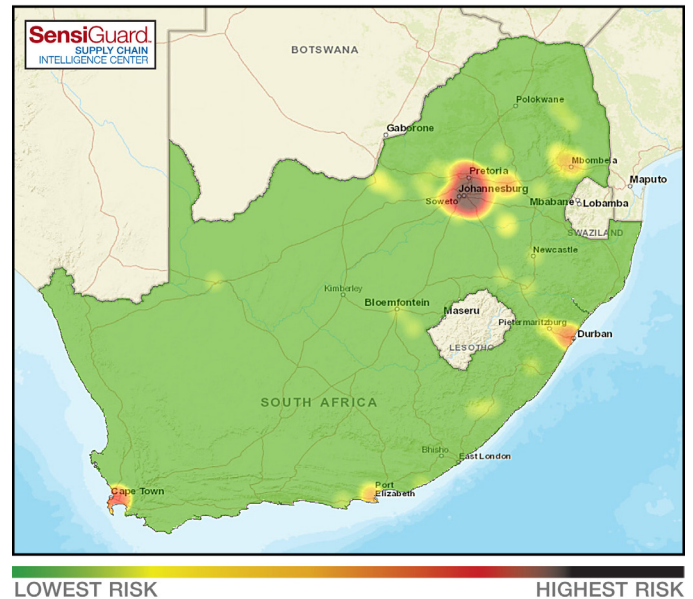
Product Type

The known product type that was targeted the most in Q4-2017 was *Auto & Parts* (16%), followed by *Home & Garden* and *Electronics* (11% each). The next position was a shared ranking for *Personal Care* and *Clothing & Shoes* (3% each). However, the biggest portion was for the category *Nothing Stolen* (43%); in just 3% of the incidents, the product type was *Unknown*.

The most sought-after product type in Q4-2016 was *Electronics* (17%), followed by *Auto & Parts* (10%) and *Home & Garden* (9%). The biggest category was *Unknown Product* (43%). There were remarkably no incidents in which there was *Nothing Stolen*.

South Africa

South Africa – Cargo Theft, 2017



Total

When looking at the heat map above it becomes clear that large parts of South Africa are colored green. The SCIC would like to stress that this does not entail that these areas are exonerated from cargo crime. There are most likely many more areas in South Africa that are riddled with cargo incidents, however the relevant authorities are yet to communicate these numbers.

Nonetheless, with the help of our partner in South Africa, the SCIC was able to record 172 incidents in South Africa in 2017, versus 35 in 2016.

Provinces

The provinces that were affected the most by cargo crime incidents in 2017 in South Africa were:

1. **Gauteng (105 incidents)**
2. **Mpumalanga (17)**
3. **Eastern Cape (12)**

This top three list of provinces was quite different in 2016 with Gauteng being in the first position back then as well, however with just 19 incidents recorded. This was followed by Kwazulu-Natal (9), then North West Province and Eastern Cape (2 each).

Location

The top location where most incidents were recorded in 2017 was *In-Transit* (88%). This is a structural change in trend when compared to the countries in especially the Western part of Europe, where *Unsecured Parking* causes most of the problems. Following far below *In-Transit* is *Warehouse/DC* (4%), then both *Airport* and *Company Yard/Premises* (3% each).

In 2016, there were just three locations identified where cargo crime occurred. *In-Transit* (72%) had the number one position, followed by *Warehouse/DC* and *Unsecured Parking* (14% each).

M.O.

An extremely noticeable fact in South Africa is the high rate of *Hijackings* that are committed. In 2017 this entailed a staggering 79% of all incidents recorded. Falling far behind are the M.O.'s *Vehicle Theft* (13%) and *Facility Theft* (4%).

Hijacking (66%) also had the top ranking in 2016, but with a slightly smaller percentage than in 2017. *Theft of Full Truckload* took the second spot in 2016 (11%), while *Pilferage* (9%) took the third. Compared to *Pilferage* in the Western part of Europe, this is a very low amount.

Product Type

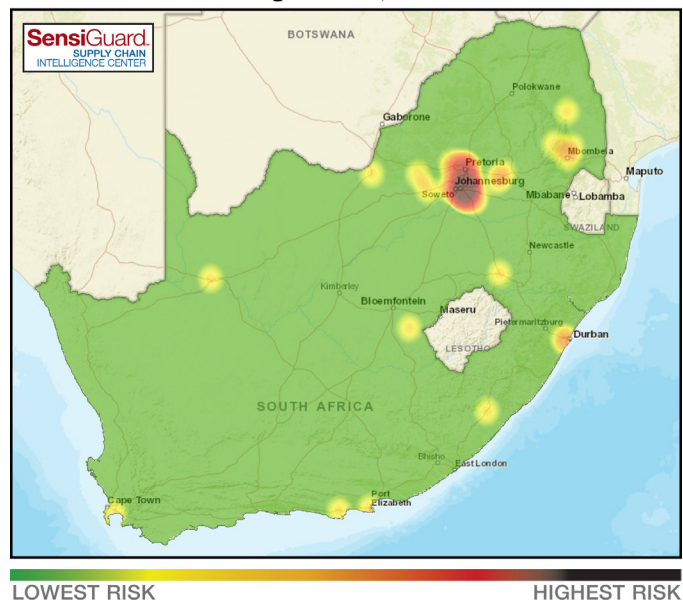
When zooming in on product type, *Cash-in-Transit* (27%) has over a quarter of the incidents recorded. Our partner in South Africa did inform the SCIC that this product type was highly targeted from the Q3-2017. Second place is taken by *Auto & Parts* (18%), followed by *Electronics* (10%). In 12% of the incidents, it was *Unknown* which product type was stolen; in just 2% of the cases there was *Nothing Stolen*. This is a very low percentage, which entails that when a crime against cargo is committed in South Africa, this almost always leads to the loss of product.

Looking at the numbers for 2016, the top three list changes somewhat. The number one position was for both *Electronics* and *Food & Drinks* (14% each), followed by *Tobacco* and *Auto & Parts*

(11% each). The third place is for *Personal Care, Alcohol* and *Home & Garden* (6% each). Of 23% of the incidents recorded, the product type was *Unknown*, and in just 3% of the incidents, there was *Nothing Stolen*.

Q4-2017

South Africa — Cargo Theft, Q4-2017



Total

The heat map of Q4-2017 is relatively similar to the one for 2017, hence the same statement of underreporting applies here.

In Q4-2017 the SCIC was able to record 53 incidents with the help of our counterpart in South Africa. In Q4-2016, this number entailed a mere 6 incidents.

Provinces

The provinces that were affected the most in Q4-2017 were:

1. **Gauteng (33 incidents)**
2. **Mpumalanga & North West Province (5 each)**
3. **Eastern Cape (3)**

This is a distinct contrast compared to Q4-2016, where all incidents that were recorded happened in Gauteng. The reason behind this most likely is the very limited amount of incidents (6) that were reported back then.

Location

The location that was targeted the most by far in Q4-2017 was *In-Transit* (90%), followed by *Company Yard/Premises* (6%), then *Warehouse/DC* and *Unsecured Parking* (2% each), which is a sharp contrast to the Western part of Europe, where *Unsecured Parking* causes the biggest problem when it comes down to location.

In Q4-2016 there were only two locations identified in South Africa: *In-Transit* (67%) and *Warehouse/DC* (33%).

M.O.

Hijacking was and stayed the preferred M.O. to carry out cargo crime in South Africa. This was the case in the amount of recorded incidents in both Q4-2017 (79%) and Q4-2016 (83%). The number two M.O. in Q4-2017 was *Vehicle Theft* (13%), followed by *Theft of Full Truckload* (6%).

Next to *Hijacking*, there was only one other M.O. identified in incidents in South Africa in Q4-2016: *Facility Theft* (17%).

What is also striking in South Africa is the level of violence that is used when criminals commit their crime. They often use weapons, and many truck drivers as well as the drivers of the escorting vehicles frequently get either injured or killed.

Product Type

In 2017 the SCIC was informed by our partner in South Africa that criminals had a heightened preference for *Cash-in-Transit*. This also showed in the Q4-2017 numbers where this product type held the number one position (23%). Second place was for *Auto & Parts* (17%), followed by *Tobacco* (11%). These are mostly products that are either necessities of life or products that can be sold on relatively easy.

In 15% of the incidents recorded it was *Unknown*, in a mere 2% there was *Nothing Stolen*. Therefore, as mentioned before, the loss of product is high in this part of the region.

The targeted product types in Q4-2016 consisted of just two known categories stolen: *Electronics* (50%) and *Personal Care* (16%). Both the categories *Unknown* and *Nothing Stolen* added up to 17% of the incidents recorded.

About SensiGuard Security Services Data



Unless otherwise noted, the theft statistics in this assessment are derived from data collected by the SensiGuard Supply Chain Intelligence Center and other information collected from reliable sources. The Intelligence Center captures cargo theft and supply chain risk data from numerous sources across the globe. These include, but are not limited to, the databases of SensiGuard Security Services, its customers, law enforcement agencies, industry organizations, insurance industry sources, and news reports. This report offers an analysis of the data collected during 2017, providing insight into cargo theft and supply chain risk across the globe.

Please note that cargo theft goes largely unreported; as such, total theft figures for a particular country or region are likely higher than stated. In addition, global cargo theft circumstances and risks change, sometimes frequently and quickly, and in ways that may make the facts and opinions expressed here no longer valid. Therefore, the extent to which organizations rely on the information provided in this assessment should be solely at their discretion.

About SensiGuard Security Services

SensiGuard Security Services is a leading provider of **global logistics security services**, offering tracking and monitoring solutions that provide organizations with cargo security, **transparency** and **supply chain integrity** from origin to destination. Using real-time visibility technology and layered solutions, organizations can actively monitor their cargo anywhere in the global supply chain to mitigate the risks associated with theft, spoilage, counterfeiting and more. With operations across the globe, SensiGuard is uniquely positioned to deliver services regionally across diverse supply chains.

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