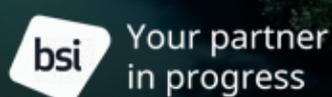


# Freight Crime in Benelux Supply Chains

TT Club, BSI Consulting and TVM

2026



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# Introduction

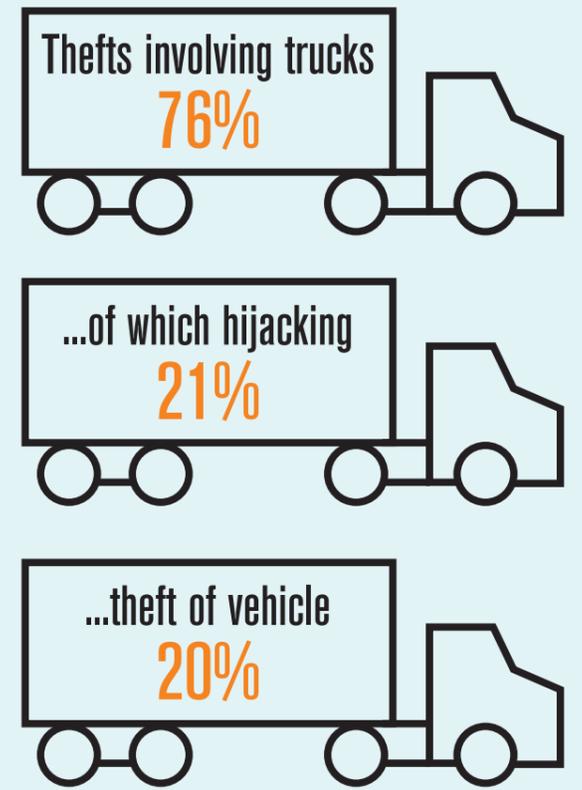
The Benelux region – consisting of Belgium, the Netherlands and Luxembourg – is a critical hub for international trade and logistics. The two busiest European ports by volume of traffic are the Port of Rotterdam in the Netherlands and the Port of Antwerp-Bruges in Belgium. Many transport and logistics companies work in the region to service commercial traffic to and from these ports.

Road cargo crime is a persistent and evolving threat throughout Benelux. With its strategic location and extensive transport infrastructure, the region has become a prime target for both opportunistic and organised criminal groups.

The [2024 Cargo Theft Report](#) by BSI Consulting and TT Club, published in April 2025, highlights the growth in strategic theft in the Benelux region – defined as theft involving deception, fraud and advanced planning. Criminals now routinely use forged documents, impersonation and even artificial-intelligence-generated credentials to gain access to cargo. The report notes that globally 76% of thefts involved trucks, with 21% being hijackings and 20% involving the theft of entire vehicles, including trailers.



## 2025 Global Theft Data



Source: BSI

The report also highlights the increasing role of cyber-enabled crime and insider collusion. Criminals are using digital platforms to spot vulnerabilities in the supply chain, while insiders provide critical information about routes, schedules and security protocols.

This report reviews these and other strategies used by criminals, identifies the crime hotspots in Belgium and the Netherlands, and discusses the legal and insurance pitfalls of cargo theft. It then looks at potential solutions, including security measures for trucking companies and cargo facilities, the benefits of international collaboration, a model design for secure truck stops and a successful smart monitoring trial.



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# Strategies used by criminals

At the heart of Benelux's freight crime problem lies the vulnerability of cargo trucks, particularly those parked at unsecured rest areas along major highways. Full-truck thefts, pilferage and container thefts are the most common forms of freight crime.

Soft-sided trailers, which are widely used across the European Union, are especially susceptible to a tactic known as 'slash and grab.' In this method, thieves wait for drivers to leave their vehicles unattended before cutting through the tarpaulin sides of trailers to access and steal goods. These thefts are often swift and opportunistic, with criminals able to offload valuable cargo into their own vehicles in a matter of minutes. Despite the simplicity of the method, the financial losses can be big.

More sophisticated and organised criminal groups, often originating from Eastern European countries such as Romania, Albania and Poland, engage in full truck thefts. These groups commonly migrate between European countries to avoid detection and conduct theft operations. The gangs are known to use satellite tracking devices to watch the movements of high-value cargo. Once a truck enters a vulnerable location, typically an unsecured parking area or a border checkpoint where delays are common, they strike. The lack of secure parking, particularly near the French border, worsens this issue, as does the EU's relaxed border control system, which allows stolen vehicles to be transported across countries with relative ease.

In certain cases, thieves have disguised themselves as police officers, using blue flashing lights to confuse drivers and enable hijackings. While these incidents are usually non-violent, criminals may carry makeshift weapons such as pepper spray or tyre irons. One tactic that is becoming increasingly common is a 'rollover', where thieves steal cargo while the truck is still in

motion. This has been seen along the E19 and E17 highways, sometimes involving groups of up to five armed individuals. These incidents show the increasing boldness and coordination of freight criminals working in the region.

Cybercrime also plays a role in theft and smuggling at ports such as Rotterdam and Antwerp-Bruges. Hackers working with drug trafficking syndicates have installed key-logging software on port computers to track containers loaded with illegal drugs. Using stolen identities of legitimate companies, these gangs arrange for the early pickup of drug-laden shipments before the authorised carriers arrive. Insider involvement is another critical issue, with some truck drivers and port workers knowingly taking part in smuggling operations.

One of the most pressing challenges is the rise of fake carrier fraud. Criminals are increasingly exploiting freight exchanges and subcontracting arrangements to insert themselves into the supply chain. Once a load is handed off to a fraudulent sub-carrier, the opportunity to recover the cargo diminishes rapidly due to the time lag and lack of traceability. This is particularly problematic in systems where the identity of the sub-carrier is obscured or lost entirely.

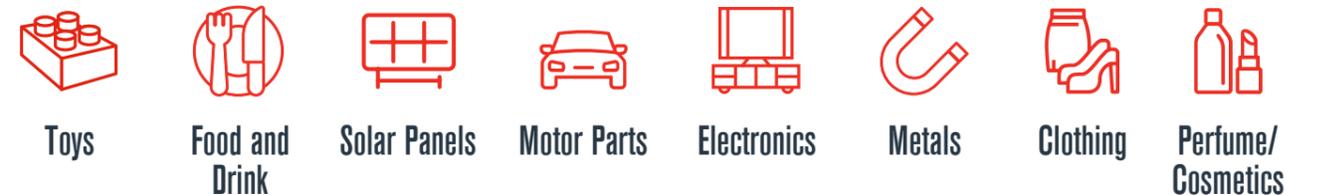
Criminals are increasingly leveraging artificial intelligence to perpetrate sophisticated fraud and cargo theft within supply chains. AI technologies enable the creation of deep-fake identities and forged bills and other transport documents, allowing offenders to convincingly impersonate legitimate drivers, carriers, or shippers. Automated phishing campaigns, powered by AI, target logistics companies and their employees with tailored messages designed to extract sensitive shipment details or manipulate transport instructions. Furthermore, criminal groups use AI-driven data analysis to identify vulnerabilities in supply chain operations, pinpointing weak links and optimal moments to strike. The precision and scale afforded by these technologies mean that logistics processes can be manipulated with unprecedented efficiency, requiring companies to invest in advanced digital security, staff training, and continuous innovation in detection systems to stay ahead of emerging threats."

Stowaway introduction is another concern. Migrants often try to board cargo vehicles near the eastern



Photo credit: TVM

## Top stolen commodities Benelux 2024



Source: TT Club data

border with Germany, aiming to reach ports such as Rotterdam and the Hook of Holland to travel to the UK. Although security measures have reduced the number of incidents, the risk is still there – especially at parking lots along highways leading to these ports.

Security measures employed at facilities in the region tends to be robust and hence theft from facilities is less common. However, criminals have shown the ability to breach perimeter fencing and security systems to steal goods from warehouses and cargo-handling facilities. In some cases, they conduct surveillance to find weaknesses in security protocols before carrying out thefts. Insider involvement has also been reported, with employees providing information about cargo movements.

Finally, fuel theft is once again on the rise, driven by the energy crisis linked to the war in Ukraine. As diesel prices have soared, thieves have begun siphoning fuel from truck tanks more often, adding another layer to the freight crime landscape.



**At the heart of Benelux's freight crime problem lies the vulnerability of cargo trucks, particularly those parked at unsecured rest areas along major highways.**



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# Areas of highest risk

## Belgium

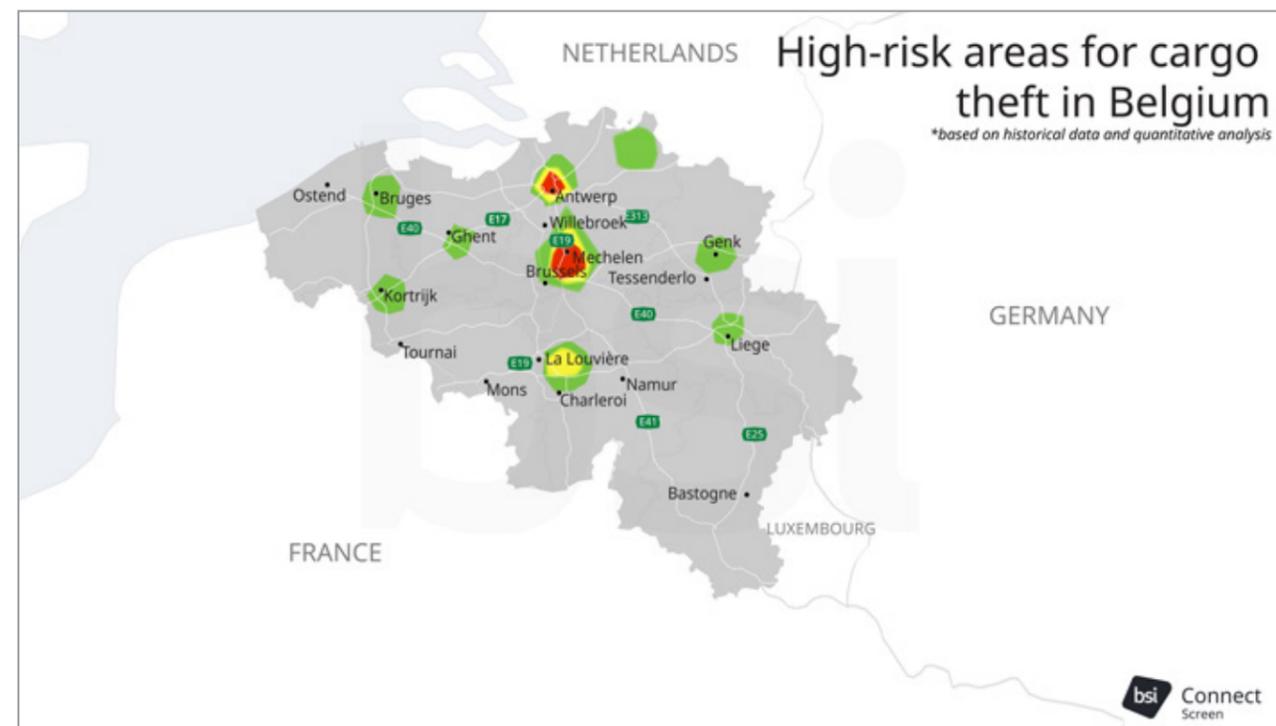
The Port of Antwerp-Bruges, the second largest in Europe, is a hotspot for cargo-related crime, particularly drug trafficking. The port has become the top European entry point for cocaine, with traffickers employing a range of sophisticated methods to smuggle drugs. These include hiding cocaine in shipments of fruit, using stowaways to transport smaller quantities of drugs and exploiting corrupt port employees. In some cases, drug gangs hijack trucks carrying concealed drug shipments shortly after they leave the port. These hijackings are often violent, with perpetrators armed with automatic weapons.

The northern Belgian provinces of Antwerp and East and West Flanders are particularly affected by cargo theft. Specific towns such as La Louvière, Liège, Tessenderlo, Willebroek, Antwerp and Mechelen have been identified as high-risk areas. Rest areas along the E17, especially those near the French border, are often targeted due to inadequate security and limited parking availability. These vulnerabilities are further compounded by the presence of migrant communities

near highway parking lots, which has led to an elevated risk of stowaway introductions and, in some cases, violence against truck drivers.

Belgian authorities have responded with a range of mitigation strategies. These include overnight parking bans for cargo trucks at high-risk rest areas, particularly along the E411, E40 and E17 highways. Enhanced security measures such as improved lighting, fencing and video surveillance have been implemented at several rest stops. A three-point plan has also been introduced to combat stowaway risks, involving increased surveillance at motorway parking lots, more frequent police inspections at railways and ports, and the deployment of a specialised police taskforce focused on human smuggling.

The Port of Antwerp-Bruges has also taken steps to counteract the sophisticated tactics used by traffickers. An information-sharing network has been set up to allow police to issue alerts about suspicious activity. Despite these efforts, the port is still a high-risk area due to the sheer volume of cargo and the ingenuity of the criminal networks.



## Netherlands

Rotterdam, home to Europe's largest port, is a focal point for freight crime. The port is a major trans-shipment point for illegal drugs, particularly cocaine, and the Netherlands is also a significant producer of synthetic drugs such as amphetamines and methamphetamines. As at Antwerp-Bruges, drug gangs often hijack trucks carrying hidden drugs shortly after leaving the port.

The Netherlands government has responded by increasing penalties for unauthorised access to port facilities and partnering with neighbouring countries and shipping companies to enhance port security. Authorities have also dismantled numerous drug laboratories and storage sites, but the scale and sophistication of production continue to grow. Cannabis is also produced and exported illegally, despite its decriminalised status within the country.

The southern provinces of Noord-Brabant and Limburg, as well as Zuid-Holland and Noord-Holland, are hotspots for cargo theft. Cities such as Rotterdam, Amsterdam, Eindhoven, Venlo and Breda experience higher-than-average levels of cargo-related crime. The A67 and A2 highways, particularly between Eindhoven and Venlo, are key risk areas where thefts often occur at truck stops. Similarly, the A58 and A16 highways near Breda and the Belgian border are targeted routes, with the Hazeldonk parking lot being a known hotspot.

To combat theft threats, the Netherlands authorities have implemented several security measures. Closed-circuit television monitoring has been introduced along key highways. Industry groups have also worked to increase the availability of secure parking areas along highways. At Schiphol Airport, authorities offer security escorts and high-security warehousing for air freight, particularly for shipments vulnerable to theft during transit.

Despite all these efforts, cargo-related crime often goes unreported in the Netherlands. Drivers may choose not to report thefts due to time constraints or a belief that the police are ill-equipped to handle such incidents. To address this, a cargo theft hotline has been set up to encourage reporting and improve law enforcement awareness.

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# Legal and insurance issues

Cargo theft claims can be complex and challenging to defend, particularly given the disparities across Benelux's courts and those of its neighbours. It is therefore important for transport and logistics businesses operating across the region to be aware of the different approaches taken by the courts in each country, which can often lead to different decisions.

The Convention on the Contract for the International Carriage of Goods by Road (CMR) governs contracts for international carriage of goods by road. Apart from a few exceptions, CMR applies to every contract when the place of taking over the goods and the place designated for delivery are in different countries, of which at least one is a contracting state.

CMR provides a framework for many aspects of the contract of carriage. These include the documentation to be issued, the responsibilities of the parties (including sub-contractors) and the liability regime – including defences, what compensation is recoverable, limits of liability, how such limits can be broken, notification, time-bar periods and how these periods can be suspended.

## The importance of jurisdiction

CMR also provides a framework for deciding which country's courts can hear a cargo theft claim. Article 31 states this can be any country agreed between the parties, the country where the goods were taken over by the carrier, the country where the goods were to be delivered or the country where the contract was concluded. The claimant may choose to bring the action in any of these.

But courts in different CMR contracting states can take different approaches to interpretation, with some countries being more carrier friendly and others favouring cargo interests. For example, in the Netherlands it is extremely difficult for cargo interests



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to break the CMR limitation limits, whereas it is easier to do so in Germany. Also, where there is a theft of tobacco products or alcohol, the excise duty payable on such cargo is recoverable as compensation in England and Wales but not in the Netherlands. As the excise duty is often significantly higher in value than the cargo itself, ending up in a different jurisdiction can be costly.

So, whenever a cargo theft claim arises, the parties involved (and their insurers) must decide which country is more advantageous to their case. Cargo interests always have a right to start legal proceedings to seek compensation for the stolen cargo. In some countries, the carrier can start legal proceedings too, seeking 'negative declarations', where it asks the court to declare it is not liable or can limit its liability.

Note too that while parties can agree on a particular country's courts to hear the dispute, under CMR this choice cannot be exclusive. As mentioned above, the parties are free to start proceedings in the country where the goods were taken over by the carrier, where the goods were to be delivered or where the contract was concluded. The only way parties can agree to an exclusive country is to insert an Article 33 arbitration clause into the contract, stating a specific arbitration tribunal and that it must apply CMR when deciding the claim.

Given the limited ways in which CMR can be varied by contract, it is vital that operators liaise with their insurers as soon as a claim arises so that steps can be taken to ensure the most favourable country's courts are used. In the absence of a valid arbitration clause in the contract, this will usually mean issuing legal proceedings first and in the friendliest country.

## Risk of outsourcing

When cargo theft results from a carrier or its subcontractor unknowingly outsourcing transport to criminals, CMR articles 3, 17 and 29 can make the lead carrier fully liable for the actions of its sub-carriers. Outsourced transport can be co-insured on a carrier's liability insurance but, if the insurer includes Institute Cargo Clause G23 in its policy conditions, there will be an increased deductible and damage cap applied if the carrier cannot prove the applicable security requirements were met.

Furthermore, the liability insurance of sub-carriers in Eastern Europe is often limited to around €100,000 instead of the usual €2.5 million, and outsourced transport and identity fraud are often not covered. This severely reduces the scope for recovery of the loss. Proper control and screening of sub-carriers and their supply chains is therefore of great importance for carriers.



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# Recommended security measures

A comprehensive set of security measures is recommended to mitigate road freight crime. For trucking companies, these include the use of security escorts, satellite tracking, hard-sided trailers and kingpin locks for unattended trailers. Naming specific stop areas, employing team drivers and thoroughly vetting transportation partners are also recommended.

For ports, warehouses and cargo-handling facilities, recommended measures include installing security cameras, access controls, physical barriers, high-value cages and alarm systems. Employee background checks and training in cargo security awareness are also essential components of a robust security strategy.

To combat the risk of illegal cargo being introduced into containers – particularly drugs – BSI recommends carrying out seven-point container inspections, using high-security seals and locks, and implementing enhanced seal control procedures. These include issuing seals non-sequentially, recording seal numbers for each shipment and verifying them on delivery.

To mitigate the risk of being defrauded by rogue sub-carriers, carriers should use only fully vetted subcontractors. Sub-carriers should have a credible company website, use emails linked to this website and not have extra letters or symbols in their e-mail addresses. Emails with Gmail, Hotmail, Mail, Yahoo addresses require more investigation. Sub-carriers should also be registered in national trade registers and

with NIWO, and have a transport permit, VAT number and DUNS number. Where sub-contractors are used, it is preferable to repeatedly make use of the same pool of fully vetted carriers. It is important to stay abreast of changes in ownership of carrier used, as criminal groups often attempt to infiltrate supply chains by purchasing businesses that form part of the supply chain.

Carriers' subcontracts should clearly show all rights and obligations of the parties, including prohibiting further outsourcing via online freight exchange platforms. Carriers should also avoid outsourcing the transport of any goods from risk category IV, including cigarettes, electronics, perfume and spirits.

Perhaps the most effective security measure that businesses can take is to ensure end-to-end communication between all components of the supply chain. For example, forwarders should agree with shippers that goods may only be handed over to a named driver of a truck with a specific licence plate, and that the named driver must provide the loading reference when they report to receive the goods.

To ensure that the driver who arrives to collect the goods is the correct driver, the dispatching site should check the driver's ID is correct and that the vehicle registration matches what they have been told.

Additionally, it is important that inventory control procedures are in place throughout the supply chain. While this activity may fall outside the purview of a forwarder or freight broker, failure by the shipping or receiving sites to exercise control over inventory may mean that theft of cargo is not exposed quickly, leading to large losses. Forwarders should be sure that their supply chain partners have procedures in place to identify when cargo does not arrive in full at its destination.



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# Case study: international collaboration

Theft from trucks and containers is now recognised by the Netherlands government as a gateway to more serious organised crime. The same criminal groups responsible for stealing freight are also deeply involved in drug trafficking, smuggling and violent crime.

In 2022, the government launched the Transport Facilitated Organized Crime (TFOC) programme to address the intersection of logistics and criminal activity. There is a particular emphasis on cross-border collaboration, especially with the UK given it is one of the largest consumers of illicit drugs in Europe. This international collaboration has given rise to a new model of intelligence sharing and proactive engagement between law enforcement and the private sector.

A network of field intelligence officers now operate in the UK and the Netherlands, responding to alerts from logistics companies and helping to coordinate responses to suspicious activity. They are trained professionals who understand the intricacies of logistics operations and know how to ask the right questions when something seems amiss.

The results have been promising. Since the programme began, over 250 seizures have been made following notifications from logistics partners. These alerts often arise when something deviates from the norm, such as an unfamiliar driver, an unexpected route change or inconsistencies in documentation. In many cases, these minor anomalies have led to the discovery of stolen goods or smuggled contraband.

The programme is also educational. Rather than waiting for companies to come forward, the team offer workshops and presentations to raise awareness and build relationships. These sessions are designed to help businesses recognise red flags and understand how to report concerns effectively. Importantly the programme does not rely on traditional policing channels, which can be slow and bureaucratic. Instead, it offers a direct line to trained officers who can act quickly and discreetly.

However, the programme is not without its limitations. There is currently no central hotline or website for reporting incidents, and contact details are not widely distributed to avoid overwhelming the team with non-urgent calls. Most referrals come through personal networks or after first meetings. This shows the importance of building trust and keeping close relationships with key stakeholders in the logistics sector.

The programme also encourages companies to come together to share experiences and strategies. These collaborative forums provide a space to discuss common challenges, such as how to handle situations where a driver is arrested and the cargo is then seized, even if it has no illegal substances. Such incidents can result in significant financial losses and reputational damage, highlighting the need for robust internal protocols and contingency planning.

When drugs are discovered, companies are recommended to contact emergency services at once. For broader discussions about risk mitigation and security improvements, the programme offers a more strategic platform. Through its work with organisations like the Transported Asset Protection Association (TAPA) and the TT Club, the team is helping to shape industry standards and promote best practices.

The group runs under the banner of 'Transport Facilitated Organized Crime – Strong Logistics – Keep Logistics Secure,' and is affiliated with the European Transport Board (ETB). In the UK, the ETB has also explored the idea of a flagging system to name individuals dismissed for misconduct, although this is still a sensitive and complex issue.

The success of TFOC hinges on collaboration. Criminal networks are highly organised and adaptive, and the only way to counter them effectively is through equally coordinated efforts. By fostering a culture of vigilance and shared responsibility, the Netherlands and UK are setting a new standard for how the logistics sector can protect itself, and society at large, from the growing threat of organised cargo crime.



**Since the programme began, over 250 seizures have been made following notifications from logistics partners.**



# Case study: secure truck parking

It is widely acknowledged across the logistics industry that there are simply not enough safe and secure truck parking spaces in Europe. The Benelux region, despite being one of the continent's most critical freight corridors, is no exception. Drivers face a chronic shortage of secure rest areas, particularly for longer breaks, and the infrastructure that does exist often lacks the facilities or security measures needed to protect both cargo and driver welfare. While countries like Germany have made notable investments in secure parking, the Benelux region continues to grapple with fragmented networks and high demand.

One operator managing ten dedicated truck parking sites across the Netherlands offers a compelling case study in how to meet these challenges through private investment, technology and a focus on driver safety. [Truckparkings Rotterdam Exploitatie](#) offers eight fully autonomous sites and two facilitated locations, the operator manages approximately 1,500 parking spaces. Most are concentrated around the Port of Rotterdam in the Netherlands, with more sites on the Belgian and German borders at strategic locations that serve key transit corridors.

Security is a defining feature of the facilities. The operator adheres to level 2 of the TAPA certification, a standard chosen over the EU Safe and Secure Truck Parking Areas scheme. The decision stems from practical concerns: the EU standard mandates lighting levels that approach daylight, which interferes with drivers' rest and introduces planning and environmental challenges. Increasing light levels would require more infrastructure, reduce parking space and potentially face resistance from local authorities due to light pollution.

The operator's journey into secure parking began in Calais in 2009, at a time when illegal immigration was a pressing concern. With no government funding, the company invested privately to build a secure site that addressed both cargo protection and, more importantly, driver safety. The success of this model led to the development of three more sites in Rotterdam by 2012, following interest from the port authority.

While the first business case was difficult to justify on a single-site basis, due to high capital expenditure and operational costs, the operator has since achieved



economies of scale. Cleaning, maintenance and driver services are costly, but with a broader footprint, these expenses have become more manageable. The sites are designed to be unmanned, with a central control room watching all locations 24/7. Operators can open and close gates remotely and keep direct contact with police and emergency services. Local police regularly patrol the sites and even collaborate on investigations and security alerts.

Security measures are comprehensive. Entry is restricted to vehicles with valid parking tickets, and pedestrian access is controlled via turnstiles. The system captures images of the front and rear licence plates, the driver and the full vehicle combination. Upon exit, the system cross-references these images to detect any discrepancies. If a mismatch is found, such as a different licence plate, the system flags it for review. This approach has proven effective in deterring theft, with only a few attempted incidents reported, all of which were thwarted with police involvement.

The operator's sites are consistently full, a testament to the imbalance between supply and demand. Despite this, pricing is kept moderate to ensure accessibility, particularly in port areas where affordability is a concern. Rates are adjusted gradually, and the operator notes that they are still significantly lower than those in the UK.

In a region where secure parking is both a logistical necessity and a public safety issue, this operator's experience offers valuable insights. Its model proves that with the right mix of technology, design and collaboration, it is possible to create parking environments that are not only secure but also scalable and sustainable. As the EU continues to grapple with freight crime and driver welfare, such examples provide a roadmap for future investment and policy development.

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# Case study: smart monitoring trial

A few years ago, an initiative called ‘Secure Lane’ was launched in the Netherlands to create a digital and physical test environment where innovative technologies were applied to make freight transport safer. This specifically focused on the Venlo – Eindhoven – Rotterdam route including the A67, A58 and A16 motorways. The parking areas and truck stops along this corridor were among the most unsafe in the Netherlands, including four of the country’s five most unsafe parking areas.

The strength of the initiative lay in its follow-up. The established chain, including reporting points, camera surveillance and prioritisation, led to a reduction of over 90% in the number of incidents (from 74 to 5) within a year. This initiative included a camera tracking system, where automatic number plate recognition cameras and dome cameras were ‘smartly’ linked and monitored by observers under police supervision. Additionally, infrastructure like lighting at parking areas

and industrial zones was improved in collaboration with private parties such as truck stop operators.

Unfortunately, the initiative has since been dropped and the theft incidents have returned to earlier levels. This proves, on the one hand, that such an approach is effective, and on the other hand, highlights the urgent need to organise safety in an integrated manner. Stopping the initiative was a political decision due to a shift in priorities but, given the increasing threat level and intensity of crime, restoring a sense of urgency is crucial. This is a societal challenge that requires political will.

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 ”



## Conclusion

**Freight crime in the Benelux region is a complex, multifaceted and evolving threat. From opportunistic slash-and-grab thefts to highly organised drug smuggling operations, fake carrier fraud and cybercrime, the tactics employed by criminals are increasingly diverse and sophisticated.**

While Benelux authorities and logistics operators have made considerable and commendable efforts to enhance security, the persistent vulnerabilities – particularly in unsecured parking areas and at major ports – require ongoing vigilance and investment to protect the region’s critical logistics infrastructure. Ongoing cooperation between government agencies, industry stakeholders, and international partners is also essential to safeguard the integrity of the supply chain.

For logistics professionals operating in or through the region, understanding these risks and implementing comprehensive and robust security measures are crucial to ensuring the safe and efficient movement of goods.

### Key Security Measures

Security measures to include:

- Utilise accredited safe and secure parking areas;
- Limit the use of subcontracted drivers;
- Thoroughly vet transportation partners;
- Limit the use of freight exchanges;
- Consider using hard-sided trailers, security tracking devices, and security locks;
- For high-value cargo, consider using security escorts and live vehicle tracking;
- Ensure effective end to end communication among all legitimate stakeholders

## Our Services: BSI Connect Screen

BSI Connect Screen is an integrated platform that employs a risk-based approach to supply chain risk management programs. It targets the biggest global supply chain threats to help organizations inspire trust and build resilience through data-driven insight. Our platform contains the largest proprietary global supply chain risk intelligence database that looks at more than 20 risk ratings in over 200 countries. BSI Connect Screen provides services and solutions to accelerate your understanding of supply chain risk and gain insight to empower decision making to build a more resilient supply chain.

These services include:

- Custom Intelligence Services
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- Daily Updates and Notifications
- Custom Report Builder
- Supply Chain Incident Database
- Connect Screen Auditing System
- Advisory Services
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## Our Services: TVM

TVM has been the market leader in insurance for transport and logistics for over 60 years. TVM is the leading specialist in transport insurance. As a cooperative, we do more than just insure: we help entrepreneurs manage risks and grow their businesses. By choosing TVM, you benefit from the extensive expertise of our professionals and our in-depth knowledge of the transport sector.

In addition to insurance solutions, we provide services that support transport companies in preventing and mitigating risks such as fake carriers and fraud, including:

- Risk management and prevention advice focused on fraud, identity misuse and fraudulent carriers
- Carrier screening and due diligence of transport partners within the supply chain
- Awareness and training programmes for planners, drivers and logistics staff
- Incident support and claims handling in cases of fraud or cargo theft
- Data analysis and monitoring to detect unusual or suspicious transport activities
- Advice on contracts, procedures and compliance within the logistics chain

In this way, TVM helps entrepreneurs make their logistics operations safer, more resilient and future-proof.



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## About TT Club

TT Club is the established market-leading independent provider of mutual insurance and related risk management services to the international transport and logistics industry. TT Club's primary objective is to help make the industry safer, more secure and sustainable. TT Club's Loss Prevention function is committed to the ongoing development of advice and information underpinning this objective.

This includes:

- Providing support to reduce the risk of claims occurrence
- Promoting 'best practice' opportunities
- Helping to improve risk assessment, mitigation, and control

Theft remains a top five area of claims cost in TT Club's global claims analysis. Analysis of incidents, increased data sharing agreements, collaborations, and widespread dissemination of findings, all serve to improve understanding of the underlying risks. This report demonstrates TT Club and BSI Consulting's shared goal of educating the transportation and manufacturing sectors about the dynamic cargo theft risks present globally.

With enhanced awareness of cargo crime trends, the industry will be able to engage in a proactive approach in preventing cargo crime, while minimising the resulting financial loss and brand reputation damage.



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