SCREEN United Kingdom
Cargo Theft Annual Report 2017

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Supply Chain Risk Exposure Evaluation Network

NaVCIS
National Vehicle Crime Intelligence Service

TABLE OF CONTENTS

This report was published in coordination with BSI and the National Vehicle Crime Intelligence Service (NaVCIS). NaVCIS is a United Kingdom police unit that utilizes vehicle crime intelligence from regional U.K. police forces, as well as European law enforcement agencies, to track freight crime incidents, report criminal trends, and produce effective industry solutions. The U.K. cargo thefts and trends report created in partnership with BSI and NaVCIS seeks to highlight major areas of concern, targeted modalities and commodities, and theft tactics utilized throughout the United Kingdom to help companies stay informed on cargo theft risks in the country, and ultimately provide assistance to prevent freight crimes.

BSI recorded a total of 1,596 cargo theft incidents in the United Kingdom throughout 2017. The counties of Northamptonshire, Leicestershire, and Nottinghamshire saw the highest rates of cargo theft during the year, followed by Kent and Essex. BSI also recorded a significant number of cargo theft incidents in the counties of Bedfordshire, Cambridgeshire, and Derbyshire. For instance, Cambridgeshire was among the top five counties in the United Kingdom for cargo theft in Q1, with cargo thieves targeting freight being transported on various highways that run through the county. Similarly, Bedfordshire was among the top counties for cargo theft during the third quarter, as thieves primarily stole from cargo trucks parked at major rest areas in the county.

UK Cargo Theft in 2017 By Month
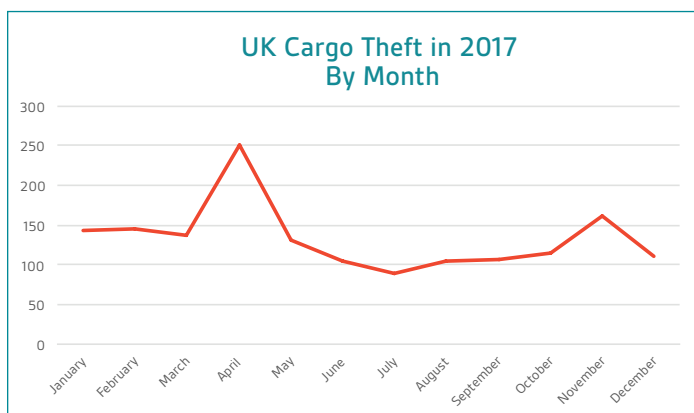
Thieves in the United Kingdom primarily utilized the slash-and-grab tactic to steal cargo, a method that accounted for 71 percent of all recorded incidents in 2017. This tactic involves thieves cutting into the tarpaulins of

parked soft-sided cargo trucks to steal goods. BSI assesses that cargo trucks transporting freight with these types of trailers are most at risk for cargo theft in the United Kingdom due to the ease of accessibility compared to hard-sided trailers or sea containers.

BSI's Advisory Tips For Shipping With Soft-Sided Trailers

BSI's advisory team has several recommendations for shippers utilizing soft-sided trailers to help mitigate the threats of cargo theft. BSI's analysis has identified the use of soft-sided trailers as a key vulnerability throughout Europe. Since soft-sided trailers are one of the most common freight modalities for ground shipments, it can be sometimes be challenging for shippers to utilize more secure hard-sided trailers. It is important to compare the value of goods to the risk of cargo theft, as it could be cost effective to utilize hard-sided trailers for high-value shipments despite the increased cost and likely difficulty in identifying a service provider.

BSI's advisory team suggests that shippers use the following methods to improve the security of soft-sided trailers:

• Using slash-resistant tarps

• Using cables to secure tarpaulins

• Using padlocks on soft-sided trailers

• Installing light sensors inside trailers to alert drivers' of potential thefts.

• Checking the tarpaulins before and after each stop

• List and agree upon secure stopping locations en route

Analysis of 2017 data shows that thieves also stole cargo by breaking the rear locks of trailers, representing an estimated 16 percent of all theft incidents. In addition, thieves targeted cargo vehicles for fuel thefts, and BSI recorded 104 incidents in which thieves stole fuel from the tanks of parked vehicles. These thefts represent the third most prevalent form of theft following slash-and-grab incidents and thefts from hard-sided trailers. Most of these incidents occurred at unsecure off-road locations, such as laybys; however, some thieves stole fuel

from trucks parked at rest areas and parking lots as well. The ability to siphon fuel from parked cargo trucks highlights extant vulnerabilities that thieves could potentially exploit to steal shipments of goods. Thieves in the United Kingdom periodically stole cargo utilizing more sophisticated schemes, including fictitious pick-ups, thefts from in-transit trucks, thefts from rail, and thefts from warehouses. In some incidents, cargo thieves presented fake documentation to cargo truck drivers, warehouse employees, or freight facilities in order to steal cargo.

In 2017, most cargo theft incidents occurred at highway rest areas and unsecure off-road locations, known as laybys, followed by industrial estates. BSI assesses that cargo thieves in the United Kingdom often operate in repetitive and identifiable patterns, typically targeting the same rest stops, roadways, or industrial estates multiple times to steal goods. Throughout 2017, BSI noted that the insufficient quantity of secure parking in the United Kingdom is a major contributor to cargo truck drivers utilizing unsecure laybys for overnight rest, which in turn increases the vulnerability of their trucks to theft. Although the M1 motorway, which is a critical transit route for freight that runs north-south through the United Kingdom, has numerous rest areas for overnight rest, ground freight transporters have expressed concerns about the lack of secure parking on other major roadways and highways, such as the A1 roadway near Nottinghamshire, and A20 roadway near Folkestone Harbour.

Top Ten U.K. Counties For Cargo Theft in 2017.

County	Cargo Theft Loss Value
Northamptonshire	£9.3 million ($13.3 million)
Leicestershire	£ 5.7 million ($8 million)
Bedfordshire	£4.4 million ($6.2 million)
Essex	£4.2 million ($5.9 million)
Nottinghamshire	£ 3.2 million ($4,6 million)
Kent	£2.7 million ($3.8 million)
Derbyshire	£1.7 million ($2.4 million)
Cambridgeshire	£1.7 million ($2.4 million)
Buckinghamshire	£1.3 million ($1.9 million)
Oxfordshire	£701,400 ($979,740)

The M1 motorway experienced the most cargo theft incidents across all quarters last year. Nearly 326 cargo theft incidents occurred on this major route, representing 33 percent of all highway freight thefts in the country. The A14 and A1 roadways saw the second and third highest number of thefts in 2017, respectively. Other roads and motorways targeted for theft include the M25, M40, A43, and A2.

Case Study: Parking Challenges in Kent

In October of 2017, several cargo truck drivers attempted to challenge a ban on cargo trucks parking at laybys and some industrial estates over the weekends on the A20 in Ashford, Kent. Cargo truck drivers initiated a petition to challenge the ban after authorities put clamps on nearly 250 cargo trucks in the area. Drivers indicated that laybys were used a last resort for overnight rest due to the limited capacity at other rest areas and secure parking lots in Ashford. Transporters are often forced to rely on unsecure off-road locations for overnight rest in order to comply with driving restrictions, which only allow transporters to drive for eleven hours straight. BSI identified Kent as major area concern for potential thefts in previous reports, and off-road laybys are where most freight crimes occur in this county.

Consistently throughout 2017, most cargo theft incidents occurred during the middle of the week on Wednesdays and Thursdays. Conversely, Saturdays and Sundays experienced the fewest thefts over the course of the year. BSI attributes this trend primarily to weekend driving restrictions in the United Kingdom, which limit travel hours for weekend commercial driving. BSI assesses that the greatest number of cargo theft incidents occurred during the month of April, but decreased significantly afterwards. Security measures by the East Midlands Freight Crime Task Force serve as a factor for the decrease in theft after April, as these efforts helped to mitigate cargo theft threats at major hot-spots. Additionally, there was a notable rise in cargo thefts during the final quarter of 2017. BSI evaluates that this is likely due to an increase in the volume of freight transiting the country due to the winter holidays, increasing the opportunity for thieves to steal cargo.

Companies lost over an estimated £54 million ($76 million) due to cargo theft in 2017. This equates to an average of £34,700 ($48,500) per cargo theft incident in the United Kingdom. The highest-value single cargo theft incident in 2017 occurred in Solihull, West Midlands, in which thieves stole £4.5 million ($6.4 million) of luxury car engines from a loaded trailer parked at an automotive factory.

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United Kingdom Cargo Theft Analysis

Distribution of Cargo Theft

- Northamptonshire 22%
- Leicestershire 14%
- Nottinghamshire 9%
- Kent 9%
- Essex 7%
- Other 40%

Cargo Theft by Day

Day	%
Sunday	4.0%
Monday	11%
Tuesday	19%
Wednesday	23%
Thursday	19%
Friday	18%
Saturday	7%

Cargo Theft by Type

- Slash and Grab 71%
- Theft from Truck 16%
- Other 9%
- Theft of Truck 2%
- Theft of Trailer 2%

Top Commodities Stolen

Commodity	%
Consumer Goods	16%
Food and Beverage	8%
Apparel	7%
Electronics	5%
Alcohol and Tobacco	5%
Unknown	49%
Other	10%

Top Highways for Theft

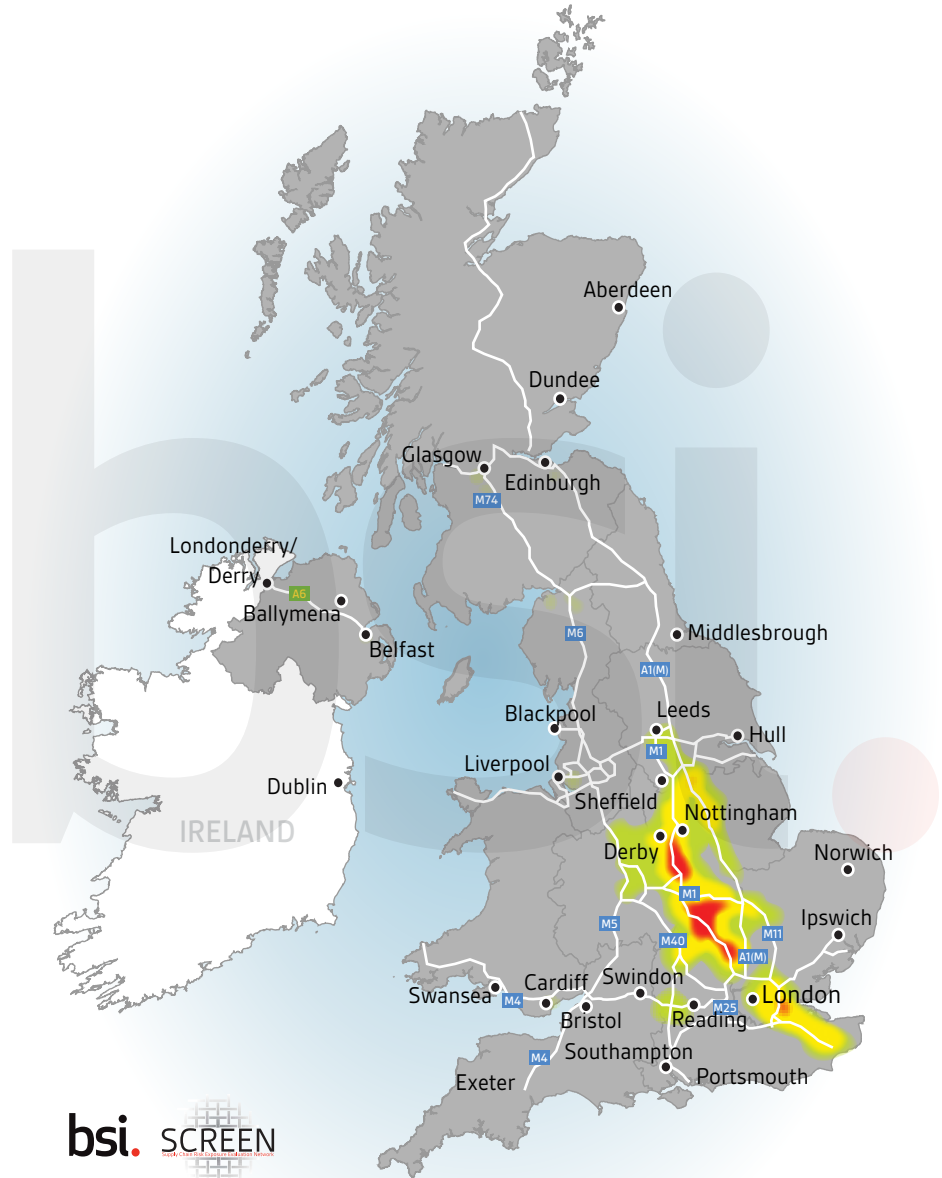| Highway	%
M1	33%
A14	11%
A1	9%
M25	4%
M40	4%
Other	40%

High Risk Areas for Cargo Theft in the United Kingdom
Based on historical data and qualitative analysis in 2017

Northamptonshire

Northamptonshire has remained the top county for cargo theft in the United Kingdom throughout 2017, with 352 theft incidents being recorded in this county. This figure represents 22 percent of all incidents recorded in the U.K. during the year. Companies lost nearly £9.3 million ($13 million) due to theft in Northamptonshire, representing 17 percent of the total value of goods stolen in the United Kingdom last year. Theft incidents dropped significantly after the month of April due to the implementation of stronger security measures at rest areas along the M1 motorway, likely deterring some thieves from conducting cargo theft.
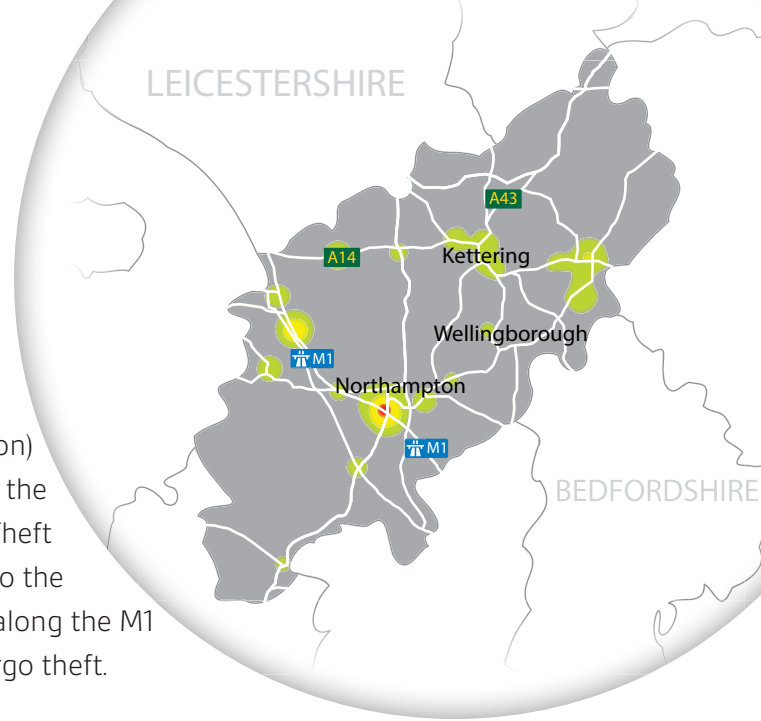
Areas of Concern

The cities of Northampton, Kettering, and Watford experienced the most theft incidents in Northamptonshire in 2017. BSI analysis indicates that the cities of Northampton and Watford experience a significant number of theft incidents due to the presence of major rest areas off the M1 highway, one of the United Kingdom's primary transportation routes for north-south transit. In the city of Kettering, cargo thieves frequently target cargo trucks parked along the A14 roadway. Annual data indicates that the M1, A14, and A43 are the highways at most risk for cargo theft in Northamptonshire.

BSI assesses that Northamptonshire continues to experience the greatest amount of cargo theft for several reasons. Northamptonshire has a notably high crime rate relative to the rest of the United Kingdom, exposing trucks traveling through this county to criminal activity. Additionally, the county experiences a large volume of cargo throughput due to the presence of numerous major roads, including the M1 highway and A14 roadways, providing organized criminal groups with ample opportunity to carry out cargo thefts.
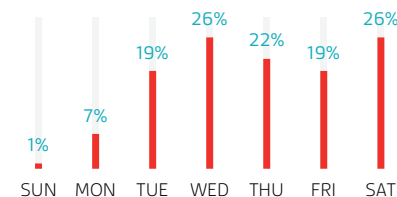
Methods and Locations of Thefts

Thieves primarily stole cargo using the slash-and-grab method, in which thieves cut the tarpaulins of soft-sided trailers to steal goods. This modus operandi continued to be the primary method for thieves to steal goods in Northamptonshire in 2017, representing 78 percent of all recorded incidents in the county. BSI has also recorded incidents in which thieves stole cargo by breaking the rear locks of trailers. In Q1 and Q2, BSI recorded a few incidents in Northamptonshire in which thieves used violent tactics to steal from cargo trucks in this county. For instance, thieves assaulted and injured a cargo truck driver during a theft attempt at an industrial estate in Northampton last June.

Thieves in Northamptonshire targeted rest areas and unsecure off-road laybys most frequently dfuring 2017. During the first two quarters of 2017, thieves most frequently targeted rest areas, particularly along the M1 motorway, for theft operations. BSI recorded a considerable decrease in thefts at highway rest areas during the third quarter, citing increased police efforts at highway rest areas to

prevent freight crime as a driving factor of the change. For instance, the East Midlands Freight Crime Taskforce installed CCTV cameras at major M1 rest stops throughout Northamptonshire. This led cargo thieves to shift activities to target cargo trucks parked at unsecure locations to avoid police detection. This trend continued into Q4, as laybys remained the top location targeted by thieves for cargo thefts.

Targeted Commodities

Most cargo theft incidents involved consumer goods, followed by food and beverage products and electronics. The food and beverage industry in Northamptonshire recently experienced significant growth, and an overall increase of these products being transported throughout the county likely explains the high rate of theft.

Top Commodities Stolen	
Consumer Goods	17%
Food and Beverage	10%
Electronics	6%
Apparel	6%
Automotive	5%
Unknown	49%
Other	7%

Cargo Theft by Day

SUN	MON	TUE	WED	THU	FRI	SAT
1%	7%	19%	26%	22%	19%	26%

Northamptonshire Cargo Theft in 2017 By Month

Leicestershire

Leicestershire experienced the second most cargo thefts in the United Kingdom during 2017 with 216 recorded incidents, representing 13 percent of all thefts in the country last year. Companies lost an estimated £5.7 million ($8 million) of cargo due to thefts in this county, representing 11 percent of the value of all goods stole in the U.K.
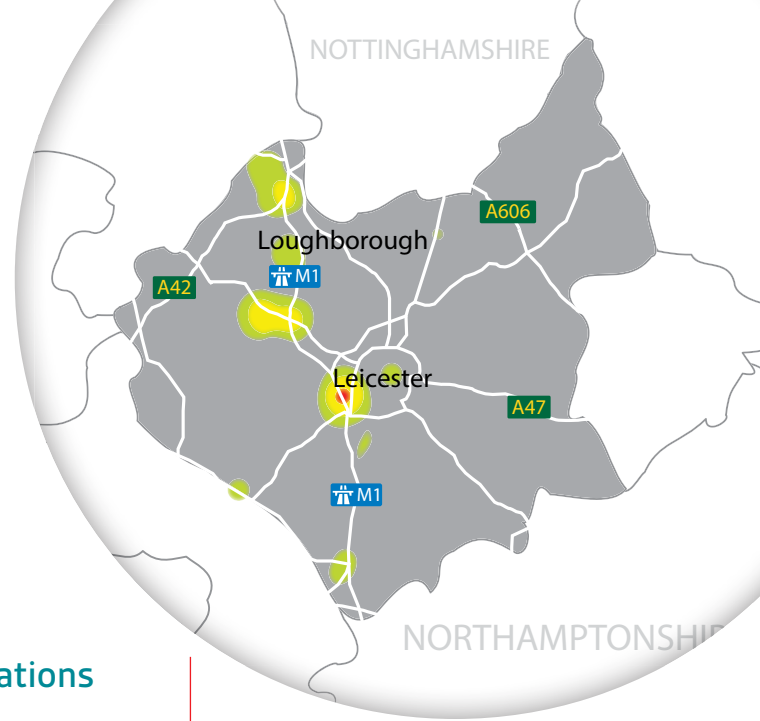

Areas of Concern

The cities of Leicester, Castle Donnington, and Markfield experienced the greatest numbers of cargo theft in Leicestershire, respectively. BSI data indicates that an overwhelming 77 percent of highway cargo theft incidents in Leicestershire occur on the M1 motorway, making cargo transiting this route particularly vulnerable to theft while in the county. Other recorded cities of concern include Bardon, Lutterworth, and Coalville.

BSI reports that Leicestershire continues to be a major county targeted for cargo theft because the county is a major transit hub for freight shipments. The high volume of cargo transiting the M1 motorway, running north-south through the entire county, as well as through East Midlands Airport, which is the second greatest air freight recipient in the United Kingdom following Heathrow Airport, provides criminals with ample targets for theft. Leicestershire also hosts several major retail and cargo distribution companies to accommodate cargo flows moving through the county, thus increasing opportunities for cargo theft.

Cargo Theft by Day

1%	11%	20%	27%	20%	13%	8%
SUN	MON	TUE	WED	THU	FRI	SAT
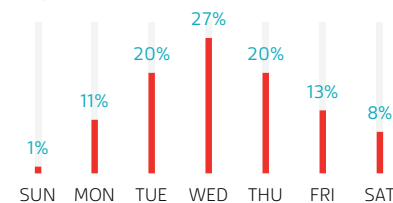
Methods and Locations of Thefts

Thieves in Leicestershire primarily steal cargo using the slash-and-grab tactic, followed by breaking the rear locks of cargo vehicles. BSI recorded incidents last year in which thieves utilized more sophisticated tactics, including targeting in-transit truck and conducting fictitious pick-ups. In one notable incident in September, thieves utilized false documents to steal a loaded trailer at a logistics site in Ashby. The perpetrators stole 20 tonnes of electrolytic cobalt worth over £715,000 ($1 million).

Most cargo thefts occurred at rest areas, with the Leicester Forest East rest area experiencing the greatest number of thefts throughout the year. Thieves also frequently targeted cargo trucks parked at the Castle Donnington and Markfield rest areas. However, BSI recorded an increase in thefts at industrial estates during the last two quarters of the year, overtaking rest areas as the most commonly targeted area for theft.

### Leicestershire Cargo Theft in 2017 By Month

Targeted Commodities

BSI assesses that consumer goods and food and beverage products, mostly consisting of confectionary and coffee shipments, were the most frequently stolen items from cargo trucks in Leicestershire. BSI identified food and beverage products as a product of concern after a dramatic spike in incidents recorded during the fourth quarter of 2017. Thieves most likely target these commodities as they are transported by locally-based transportation and logistics companies.

| Top Commodities Stolen	
Consumer Goods	13%
Food and Beverage	13%
Automotive	5%
Electronics	5%
Apparel	4%
Unknown	53%
Other	8%

Nottinghamshire

BSI recorded the third most cargo theft incidents in Nottinghamshire with nearly 147 incidents occurring in the county during 2017. This number represents nine percent of all thefts that BSI recorded in the United Kingdom. Thieves stole approximately £3.2 million ($4.6 million) of cargo during the year, accounting for nearly 6 percent of the total value of cargo shipments stolen in the country.
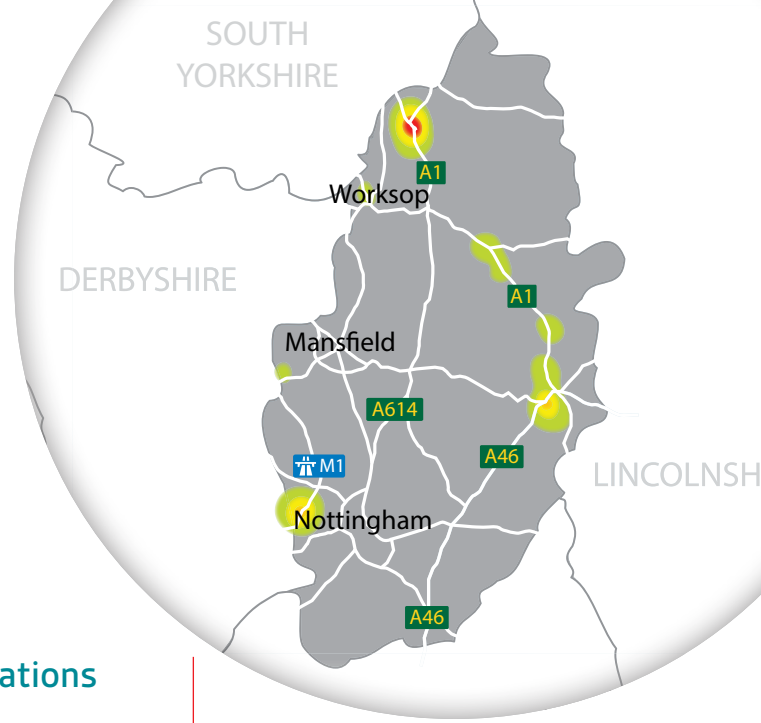
Areas of Concern

Most cargo theft incidents in Nottinghamshire occurred in the city of Worksop, with nearly 30 percent of cargo theft incidents occurring in this city. The cities of Trowell and Newark-on-Trent are other notable areas of concern for cargo theft in this county. Trucks travelling along the A1 roadway were most vulnerable to cargo theft in Nottinghamshire over the course of 2017, and thefts on this transit route accounted for 61 percent of all highway thefts in the county. Nottinghamshire is among the top counties for cargo theft in the United Kingdom due to several different factors. There is typically a large volume of freight transiting through the county due to the presence of two major U.K. highways, the A1 roadway and M1 motorway. Furthermore, the lack of secure parking particularly along the A1 roadway in Nottinghamshire exacerbates the risk of cargo theft in the county, forcing cargo truck drivers to occasionally rely on off-road laybys for overnight rest. Lastly, BSI assesses that thieves often operate in repetitive patterns, typically striking the same rest stops or roadways more than once, as seen with most cargo theft incidents in Nottinghamshire.
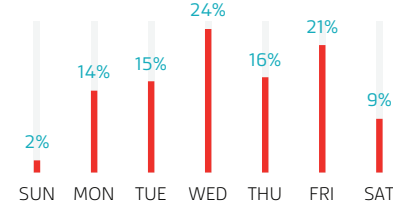
Methods and Locations of Thefts

Most cargo thefts involved the slash-and-grab tactic, followed by thefts from trucks and thefts of fuel from parked trucks. Thieves often utilize the slash-and-grab tactic as it allows for the generally swift removal of cargo from several trucks at a time. Trucks loaded with soft-sided trailers are primarily vulnerable to this theft tactic, since the tarpaulins can usually be cut easily, often without notice.

Laybys and highway rest areas represent the top locations in which cargo thefts occurred in Nottinghamshire. The Blyth and Trowell rest areas were the highest-risk service stations for cargo theft in the county. Shippers should be aware of cargo theft risks at laybys on the A1 roadway and rest areas along the M1 motorway while transiting through this county. Unlike most other counties in the United Kingdom, industrial estates and company sites in Nottinghamshire do not experience high risks for thefts, with these locations representing only 6 percent of all incidents in this county during the year.
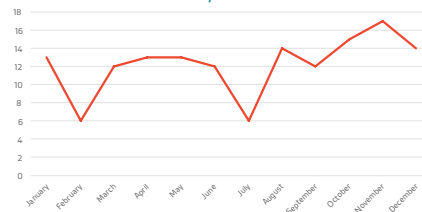
Targeted Commodities

Consumer goods and food and beverage products represented the top commodities stolen in Nottinghamshire in 2017. BSI assesses that various enterprises for consumer goods are a key part of the county's industry, making this commodity slightly more vulnerable to theft. Additionally, BSI recorded several incidents of fuel theft in the county, which primarily occurred parking lots in Worksop and rest areas in Blyth.

Top Commodities Stolen	
Consumer Goods	19%
Food and Beverage	8%
Electronics	4%
Automotive	3%
Alcohol and Tobacco	3%
Unknown	54%
Other	9%

Cargo Theft by Day

SUN	MON	TUE	WED	THU	FRI	SAT
2%	14%	15%	24%	16%	21%	9%

Nottinghamshire Cargo Theft in 2017 By Month

Kent

GREATER LONDON
ESSEX
Gravesend
M2
A249
M20
A2
Ashford
A20
Dover
SUSSEX

BSI recorded 137 cargo theft incidents in Kent, which accounted for 8.6 percent of cargo theft incidents in the United Kingdom in 2017. Cargo thieves stole an estimated £2.7 million ($3.8 million) of cargo from companies, representing 5 percent of the value of all goods stolen in the United Kingdom in the year. BSI assesses that the spike in cargo theft incidents in December is likely due to the increase in freight flow during the winter holidays in Kent.
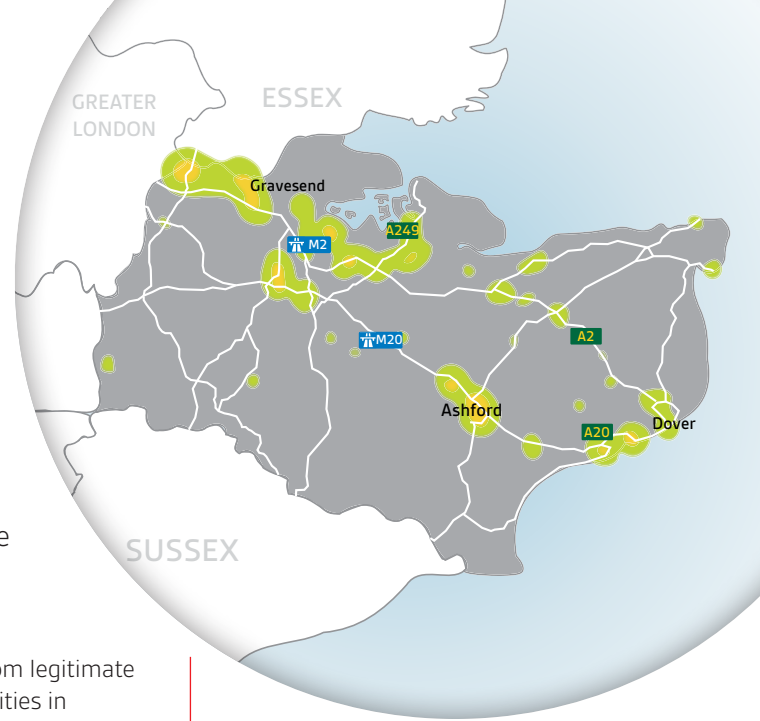
Areas of Concern

Cargo theft in Kent remained highly dispersed across the county, with the cities of Ashford, Darford, and Folkestone seeing the highest rates of theft. The cities of Gravesend, Sittingbourne, and Dover are other areas of concern. Kent is a relatively major hotspot for cargo theft due to the presence of two large port facilities, the port of Dover and Folkestone Harbour, located in the southern region of the county. Thieves primarily target the A2 and M20 for cargo theft, since these highways serve as major transportation routes from port facilities to London.

BSI assesses that a number of factors contribute to the high theft environment in Kent. Kent is a major transportation hub for incoming freight shipments to the United Kingdom, and a large presence of organized criminal groups operating in the county heightens the threat of cargo theft. BSI recorded multiple police operations that dismantled organized criminal groups operating theft rings in the county. In July, an organized criminal group placed fictitious orders to over 20 different wine suppliers outside of the U.K. while posing as legitimate businesses. The individuals
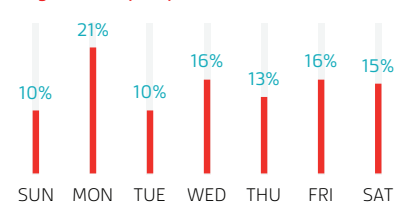
then diverted the cargo from legitimate businesses to storage facilities in West Kent. Additionally, BSI cites that lack of secure parking in this county contributes to the overall theft risk environment in Kent.

Methods and Locations of Thefts

As is the case with most other counties in the United Kingdom, thieves primarily relied on the slash-and-grab tactic to steal cargo from trucks. However, Kent also experienced the most fuel thefts out of all other counties in the United Kingdom during the year.

Thefts generally occurred at unsecure laybys in Kent, with this type of area accounting for 46 percent of all incidents in the county. Industrial estates followed with 25 percent of all incidents. Unlike other top counties for cargo theft in the United Kingdom, few incidents occurred at highway rest areas or parking facilities, which only represented five percent of thefts during 2017.

Targeted Commodities

Consumer goods, followed by apparel products, represented the top commodities stolen in Kent in 2017. Besides having a generally high ease of resale, there is little evidence indicating that thieves specifically targeted these commodities. Rather, criminals are more likely conducting these thefts at random due to the large volume and high variation of cargo moving through Kent driven by the county's major shipping facilities and proximity to the Greater London area.

Top Commodities Stolen		
Consumer Goods		15%
Apparel		9%
Food and Beverage		4%
Alcohol and Tobacco		4%
Automotive		3%
Unknown		55%
Other		10%

Cargo Theft by Day

SUN	MON	TUE	WED	THU	FRI	SAT
10%	21%	10%	16%	13%	16%	15%

Kent Cargo Theft in 2017 By Month

Essex

Essex experienced the fifth-highest number of cargo theft incidents in 2017, accounting for 7 percent of all incidents in the United Kingdom for this year. Companies lost an estimated £4.2 million ($5.9 million) due to cargo theft in Essex, which represents 8 percent of the total value of goods stolen in the United Kingdom during 2017.

SUFFOLK
Colchester
A120
M11
A12
Chelmsford
M11
GREATER LONDON
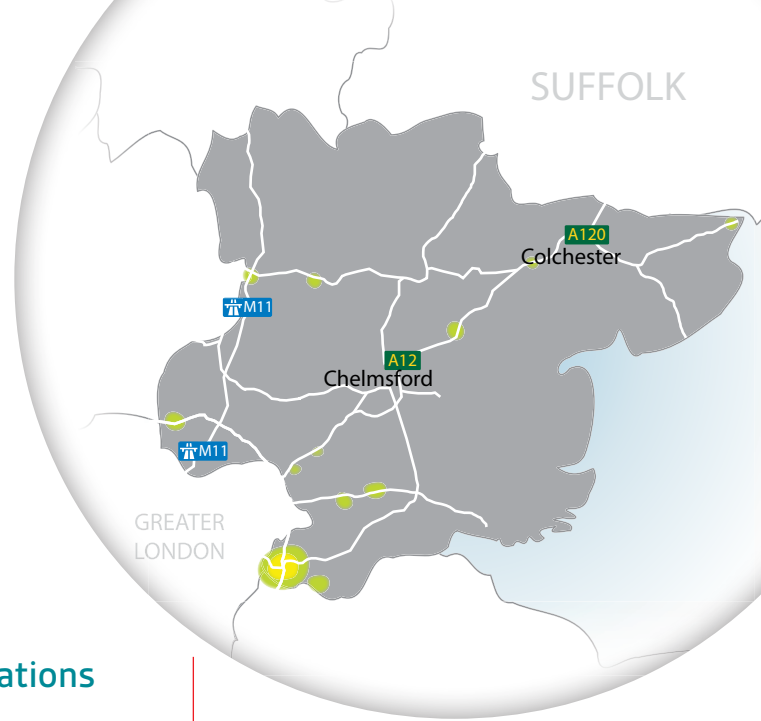
Areas of Concern

Most cargo theft incidents in Essex occurred within the county's most southern cities that have the closest proximity to London. Grays, Purfleet, and Basildon all experienced the highest number of cargo thefts in the county during 2017. Another area of concern in Essex is Brentwood, where BSI recorded several thefts at laybys in the city. BSI assesses that the M25 motorway was the most targeted highway route for cargo theft, followed by the A12 roadway.

Essex experienced high rates of cargo theft throughout 2017, primarily due to the large volume of freight being transported throughout the county. The county's close proximity to London, in addition to the presence of the port of Tillbury and London Gateway Port in the southern region, are significant factors that make Essex a critical cargo transportation hub. Additionally, cargo transiting through Essex is particularly vulnerable to theft operations due to the higher presence of organized criminal groups in this county. The lack of cargo theft incidents near the port of Harwich likely underscores the presence of a higher level of security at and on routes near this facility.

Cargo Theft by Day

SUN	MON	TUE	WED	THU	FRI	SAT
9%	15%	21%	16%	15%	16%	6%
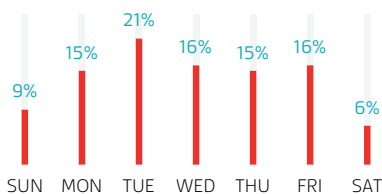
Methods and Locations of Thefts

Thieves in Essex used the slash-and-grab tactic in nearly 87 percent of all cargo theft operations. Although not common throughout 2017, assailants occasionally utilized more violent methods to conduct thefts. In one incident in June, six assailants entered a secure parking yard and detained a cargo truck driver to steal a load of aerosols.

BSI analysis indicates that unsecure laybys are primarily targeted for cargo theft in Essex. The second greatest location for cargo theft in this county involved rest areas, with most incidents occurring at the Granada Thurrock motorway service station on the M25 motorway. Thieves also frequently targeted industrial estates, and trucks parked at these sites in Purfleet, Grays, and Basildon were most susceptible to theft.

Essex Cargo Theft in 2017 By Month

Targeted Commodities

In 2017, consumer goods and apparel products were the top commodities stolen in Essex. Thieves occasionally stole alcohol and tobacco products as well. There is little evidence indicating that thieves have specifically targeted these commodities. Rather, criminals are more likely conducting opportunistic thefts of the large volume and high variation of cargo moving through the county.

Top Commodities Stolen	
Consumer Goods	21%
Apparel	13%
Alcohol and Tobacco	6%
Unknown	42%
Other	17%

For further questions contact NaVCIS Freight at
freight@navcis.pnn.police.uk

BSI Supply Chain Services and Solutions

BSI Supply Chain Services and Solutions is the leading global provider of supply chain intelligence, auditing services, audit compliance and risk management software solutions, and advisory services. Our mission is to help corporations, governments and associations identify, manage and mitigate global supply chain risks and maintain world class governance risk and compliance programs. Our holistic supply chain risk management suite is designed to predict and visualize risk, and develop robust risk mitigation and compliance management programs to protect your supply chain, brand and reputation. Our intelligence-infused supply chain solutions and global network empower our clients to understand global supply chain risk with unequaled precision.

SCREEN
Supply Chain Risk Exposure Evaluation Network

Supply Chain Risk Exposure Evaluation Network (SCREEN), allows organizations to actively identify and monitor supply chain security, social responsibility, and business continuity threats and trends at a country level. SCREEN's robust modules provide insight into geographic risk for over 20 proprietary risk indicators in more than 200 countries.

SCM
Supplier Compliance Manager

Supplier Compliance Manager (SCM), is an automated self-assessment and audit analysis solution that quantifies and tracks supplier risk and compliance through various assessment methods to ensure your supply chain, brand and reputation are protected. SCM provides corporations with complete insight into their global operations, and streamlines their risk and compliance management efforts by utilizing a single, comprehensive solution.

VerifEye™

BSI Supply Chain Verification Auditing Services, VerifEye, enables organizations to gain complete visibility into their suppliers' practices and procedures worldwide. Our audits are customizable, allowing each client to structure the audit and audit report as they like. Our audits provide your organization cost-effective assurance that your suppliers are not exposing your brand to potential security, social responsibility or business continuity risks.

Advisory Services

BSI's Advisory Services are driven by experienced supply chain professionals that leverage proven risk-based methods to provide timely insights into potential problems within a supply chain to ensure an organization can effectively identify, manage and mitigate risk. BSI's advisors will assist you in developing or enhancing a risk management program, preparing and applying for a government program certification and analyzing your supply chain on a country or lane-to-lane basis to gain a better understanding of potential global risks.

Training

BSI's Training Programs help build awareness and develop a deeper understanding of supply chain security, corporate social responsibility and business continuity risks and how to manage them. Our customizable training programs will provide your operations with the information they need to proactively identify, and mitigate global threats. Training can be provided through an e-learning course or presented on-site by one of BSI's experts.

bsi.

For more information, please contact us at **supplychain@bsigroup.com** or visit us at **bsi-supplychain.com**.