



SCREEN United Kingdom Cargo Theft Report Q1 2018



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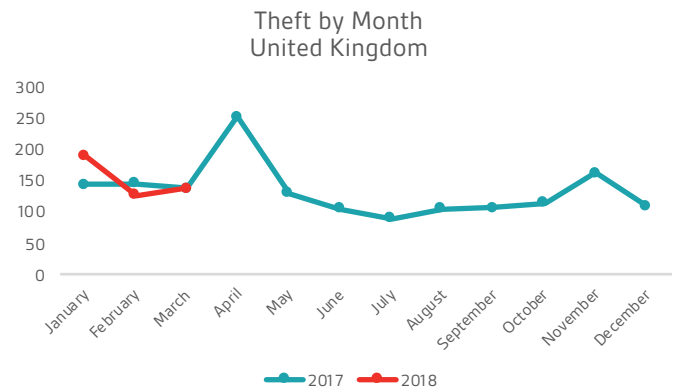
This report was published in coordination with BSI and the National Vehicle Crime Intelligence Service (NaVCIS). NaVCIS is a United Kingdom police unit that utilizes vehicle crime intelligence from regional U.K. police forces, as well as European law enforcement agencies, to track freight crime incidents, 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. Each organization has the goal of helping companies stay informed on cargo theft risks in the country, and ultimately providing assistance to prevent freight crimes.

Cargo freight crime prevention in the United Kingdom is a critical issue since the country is a major source of trade and the third largest economy in Europe. Excluding the United States and China, the country primarily conducts trade with neighboring European countries, resulting in a large exchange of goods being imported and exported in the country. BSI assesses that companies lost at least an estimated £54 million (\$76 million) due to cargo theft in 2017, demonstrating the significant amount of commerce lost in the country annually. However, taking into account limitations in cargo crime collection, BSI anticipates that this loss value is likely much higher. BSI's quarterly report analyzing nationwide trends, hot spot locations, and criminal tactics helps shippers and law enforcement agencies to establish and implement strong measures to deter cargo crimes.

Nationwide Trends

BSI recorded 454 theft incidents from cargo vehicles in the United Kingdom during the first quarter of 2018. BSI assesses that 80 percent of these incidents involved cargo theft crimes, with the remaining 20 percent of incidents involving thefts of fuel, vehicle parts, and driver personal belongings. Although not as valuable as thefts of cargo loads, these peripheral incidents highlight cargo truck vulnerabilities and exhibit the potential for criminals to expand these types of theft operations to target cargo shipments.

BSI evaluates that most cargo theft incidents occurred in the center and eastern locations of the United Kingdom. In Q1 of 2018, Nottinghamshire, Northamptonshire, and Kent, followed by Leicestershire and Bedfordshire, were the top five counties for cargo theft. Nottinghamshire, which is often within the top tier of counties for cargo theft, saw a large spike in incidents during the first two months of the quarter. BSI attributes this to a recent rise in general crime in the area during the first quarter of 2018. All five of these counties are positioned along the M1 motorway, which serves as a major transit route for cargo that runs north-south through the United Kingdom.

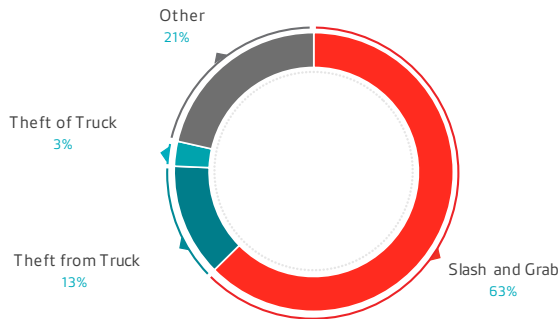


BSI identified the M1 as the top highway route for cargo theft incidents in 2017. The M1 motorway remains the top highway route in Q1 2018 for cargo theft in the United Kingdom, and approximately 66 thefts occurred along this transportation route. Thefts on the M1 represent 21 percent of all highway freight thefts that occurred in the country during the first quarter. Cargo truck drivers tend to favor this motorway due to its convenience for distributing freight north-south through the United Kingdom and the substantial number of rest areas needed to meet legal rest requirements. The large volume of freight transiting this motorway provides thieves with ample opportunity for targeting cargo trucks, and BSI assesses that thieves often repeatedly target the same rest areas to steal goods along this route. Other high-risk highways include the A421 and M62, which saw the second and third highest number of theft incidents during this time. Additionally, BSI recorded a substantial number of incidents on A1, A43, and M2 highways.

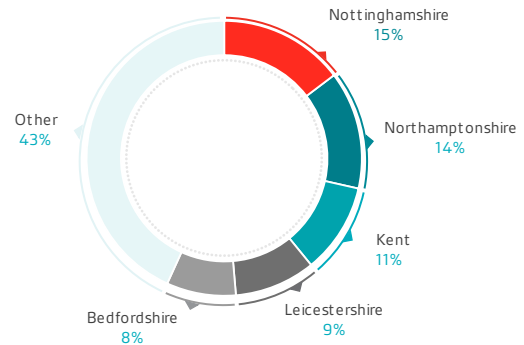
Top Highways for Theft

M1	M1	21%
A421	A421	11%
M62	M62	8%
A1	A1	7%
A43	A43	6%
	Other	47%

Cargo Theft by Type



Cargo Theft by County



Cargo thieves in the United Kingdom occasionally implement sophisticated or violent methods to steal goods from cargo facilities or vehicles. However, thieves most frequently use the slash-and-grab tactic to steal cargo in the country during the first quarter of the year. This method accounted for nearly 63 percent of all cargo theft incidents during the first quarter. The slash-and-grab tactic involves thieves cutting into the tarpaulins of soft-sided cargo trucks.

Cargo trucks transporting freight with soft-sided trailers are most at risk to cargo theft in the United Kingdom. Thieves can easily open soft-sided trailers with a knife, allowing criminals to move swiftly between trucks to choose which loads are most valuable and steal cargo. Shippers relying on this modality should ensure that transporters are utilizing additional security measures to mitigate cargo theft risks, such as reinforced tarps. Another major theft tactic involves thieves cutting the back locks of trailers to unload and steal cargo. Other theft incidents that BSI recorded in the first quarter of this year involved fictitious pick-ups, hijackings, in-transit truck thefts, and thefts of whole cargo vehicles.

Unsecure Parking Risks and Tips

BSI has repeatedly reported on the issues of cargo trucks relying on off-road laybys and industrial estates, for overnight parking. Trucks that rely on these parking locations for overnight rest are extremely vulnerable to criminal activity.

Companies should ensure that their transport providers utilize lists of agreed upon secure overnight parking locations to ensure that drivers are not forced to rely on off-road laybys. Transporters should try to avoid a high reliance on U.K. roadways, such as the A1, A43, and A14, since these routes often lack sufficient parking facilities for overnight rest and may force transporters to use laybys to meet rest requirements.

Consistent with 2017 trends, most cargo theft incidents that BSI recorded in the first quarter of 2018 occurred at highway rest areas, followed by unsecure off-road locations such as laybys. The counties of Bedfordshire, West Yorkshire, Leicestershire, and Kent had some of the greatest number of cargo theft and fuel theft incidents at rest areas during the first quarter of 2018. Cargo thieves in the United Kingdom often operate in repetitive and identifiable patterns, typically striking the same rest stops or lo-

How to Choose Secure Parking

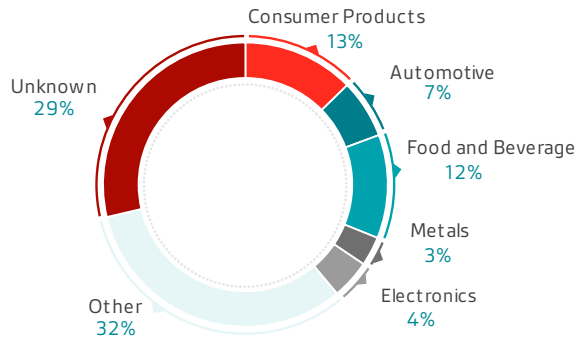
Utilizing secure parking facilities is one of the first steps to preventing cargo from being stolen. Transporters should ideally look for locations for overnight rest that include:

- Perimeter Fencing
- CCTV Camera Surveillance
- Entrance/Exit Security Checkpoint
- Police Surveillance
- Freight Vehicle Specific Lots Present
- Sufficient Lighting

cations multiple times to exploit identified security vulnerabilities. Rest areas along the M1 motorway were most vulnerable to theft, and at least 63 cargo theft incidents occurred at rest areas off the motorway. During the first quarter of 2018, the Taddington rest area in Dunstable, Bedfordshire experienced the greatest number of cargo theft incidents on the M1 motorway. This is largely due to insufficient security at this rest area, which lacks fencing and a separation of cargo and passenger vehicles at lots. Rest areas on the M62 and M40 motorways were the second and third most common locations of thefts on highways, respectively. In regards to all cargo crime incidents recorded by BSI in the first quarter of 2018, which includes thefts of diesel fuel and truck parts, most incidents of thefts at laybys occurred in Bedfordshire and Kent, followed by Northamptonshire and Nottinghamshire. Nearly all cargo theft incidents that occurred at laybys were located on U.K. highway transportation routes, which are primarily broken up into larger motorways and subsequently smaller roadways. BSI assesses that roadways, such as the A1, A43, A14, and A2, experienced the greatest number of cargo theft incidents that occurred on laybys. Another notable trend is that few layby thefts occurred on U.K. motorways, such as the M1 and M20, demonstrating a much greater presence of parking facilities on motorway transportation routes than the country's roadway systems.

Secure parking remains one of the greatest challenges to mitigating the risk of cargo theft in the United Kingdom. The insufficient quantity of secure parking locations often forces cargo truck drivers to utilize insecure areas, such as service areas, laybys and industrial estates, exposing vehicles to both opportunistic and organized criminals. BSI recommends that transporters should at

Cargo Theft by Commodity



a minimum rely on motorway service rest areas or secure parking lots for overnight rest rather than laybys or industrial estates.

It is important to note that using motorway service areas does not guarantee that trucks are safe from cargo theft, as many of these locations also lack basic security measures such as fencing or CCTV cameras. However, these locations are generally lit and populated with other transporters, leaving trucks slightly less vulnerable than unsecure off-road sites which leave trucks completely exposed to cargo criminals.

As in previous quarters, most cargo theft incidents occurred during the middle of the week, particularly on Tuesdays and Wednesdays. Thefts on these days account for nearly 45 percent of all incidents during the quarter. Conversely, BSI recorded the least amount of incidents on Saturday, followed by Friday and Sunday. BSI continuously observes a spike in thefts during weekdays and a drop once the weekend begins.

Police Operations Tackling Cargo Theft

NaVCIS assists various U.K. police forces to improve security for freight transiting the U.K. and mitigate cargo theft risks. The organization is a major part of Operation BARRIC, which is led by Northamptonshire police in collaboration with Leicestershire, Derbyshire, Nottinghamshire, and Lincolnshire law enforcement agencies, and Operation Hollow, which involves Essex, Kent, and Suffolk police forces. NaVCIS has participated in several arrests following Q1 including:

- April 19: West Yorkshire police arrested a cargo thief responsible for targeting a truck parked at a rest area off the M62 motorway in the city of Knottingly. BSI evaluates that rest areas off of the M62 are a major hot spot for cargo theft in West Yorkshire, and thieves most frequently target the Heartshead Moor rest area in the city of Brighouse
- April 24: The East Midlands Freight Crime, a part of Operation BARRIC, arrested eight cargo thieves after they stole a loaded cargo truck along the A5 roadway in the midlands region of the United Kingdom. Although the A5 is not a major roadway where cargo theft occurred during Q1, BSI did record several incidents along this route.

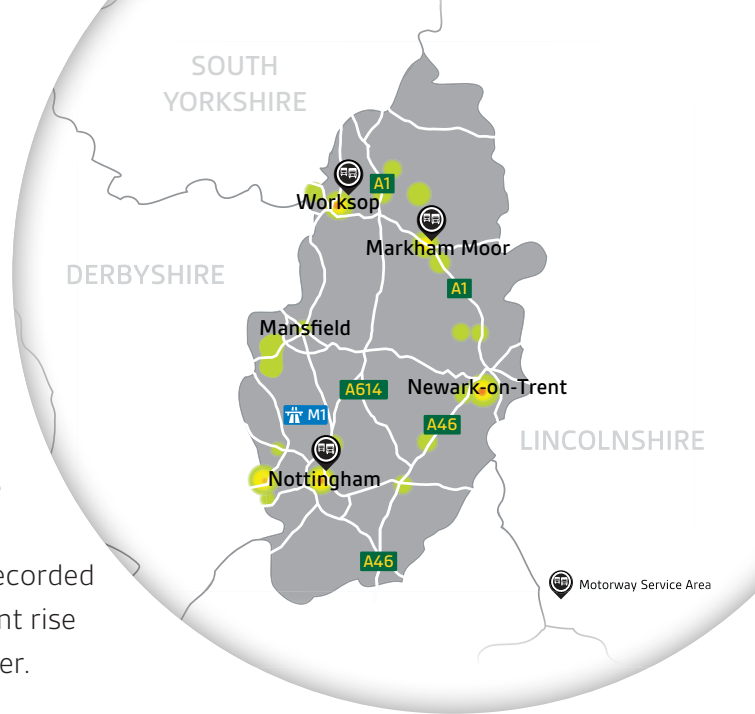
Companies lost over an estimated £13 million (\$18 million) due to cargo theft during Q1, which equates to an average £540,219 (\$729,730) lost per cargo theft incident. The highest-value lost during a single cargo theft this quarter amounted to roughly £516,890 (\$700,000); however, the median for cargo theft during Q1 was £372,540 (\$503,230). BSI recognizes that it can be challenging for shippers to utilize more secure shipping modalities for freight transport. It is important to compare the value of goods to the risk of cargo theft, as it could be cost effective for some companies to utilize hard-sided trailers for high-value shipments despite the increased cost and likely difficulty in identifying a service provider.

Top U.K. Counties by Cargo Theft Loss in Q1 2018

County	Cargo Theft Loss Value
Northamptonshire	\$3,095,655
Leicestershire	\$1,671,555
Staffordshire	\$1,638,420
West Yorkshire	\$1,532,670
Kent	\$1,496,574
Nottinghamshire	\$1,463,580
Bedfordshire	\$1,113,900
Essex	\$851,213
South Yorkshire	\$835,877
Buckinghamshire	\$831,900
Warwickshire	\$658,470
Oxfordshire	\$642,960
Lincolnshire	\$534,108
Derbyshire	\$472,350
Hertfordshire	\$455,430

Nottinghamshire

Nottinghamshire is the top county for cargo theft in the United Kingdom during the first quarter of 2018, accounting for 16 percent of all incidents. Companies lost £1.1 (\$1.5 million) of freight due to theft in this county, which represents eight percent of the total value of goods stolen in the United Kingdom during the time period. Nottinghamshire experienced the most incidents of cargo theft in January and February of 2018, which exceeded the number of incidents recorded during any single month of 2017. BSI attributes this to a recent rise in general crime throughout the county during the first quarter.

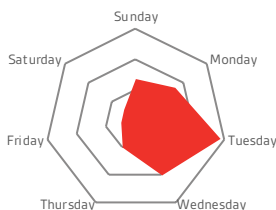


Areas of Concern

Newark on Trent, Trowell, and Worksop are the greatest hot spots for cargo theft in Nottinghamshire during Q1. BSI previously recorded high rates of cargo theft in these cities throughout 2017. Other notable areas of concern include Markham Moor and the city of Nottingham. These cities often generate the highest number of cargo theft incidents in Nottinghamshire County due to their presence along two major roadways, such as the M1 and A1. Overall, cargo thieves primarily targeted trucks travelling along the A1 roadway, and thefts on this route accounted for 41 percent of incidents along highway routes in Nottinghamshire during the first quarter.

Cargo theft continues to occur regularly in Nottinghamshire due to the large volume of goods being transported through the county and the lack of secure parking available for transporters. BSI highlights that the A1 roadway is a major area of concern in Nottinghamshire, and recommends that transporters particularly avoid using unsecure lots or off-road locations for overnight rest on this route. BSI attributes a spike in theft incidents in the county to a recent rise in general crime.

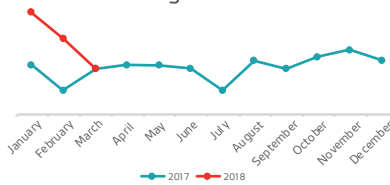
Theft by Weekday – Nottinghamshire



Methods and Locations of Thefts

Thieves most frequently steal cargo from trucks using the slash-and-grab tactic, which accounted for 73 percent of thefts in the county during Q1. Thieves also conducted thefts from trucks, which involved thieves breaking the rear locks of parked cargo trucks at both secure and insecure locations. BSI also recorded some incidents at delivery sites, logistics compounds, and off-road laybys; however, these incidents were rarer. BSI assesses that thieves often repeatedly target many of the same locations in Nottinghamshire. Specific high-risk locations for cargo theft include the Markham Moor truck stop, the Blyth rest area off of the A1 roadway, and the Trowell rest area off the M1 motorway.

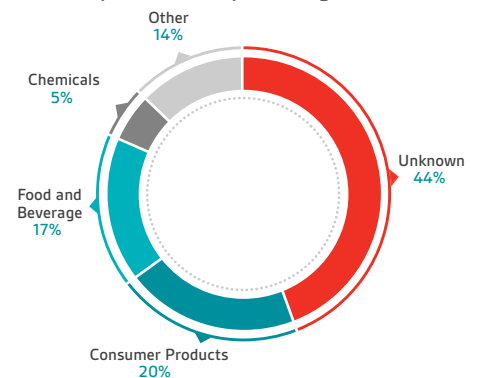
Theft by Month Nottinghamshire



Targeted Commodities

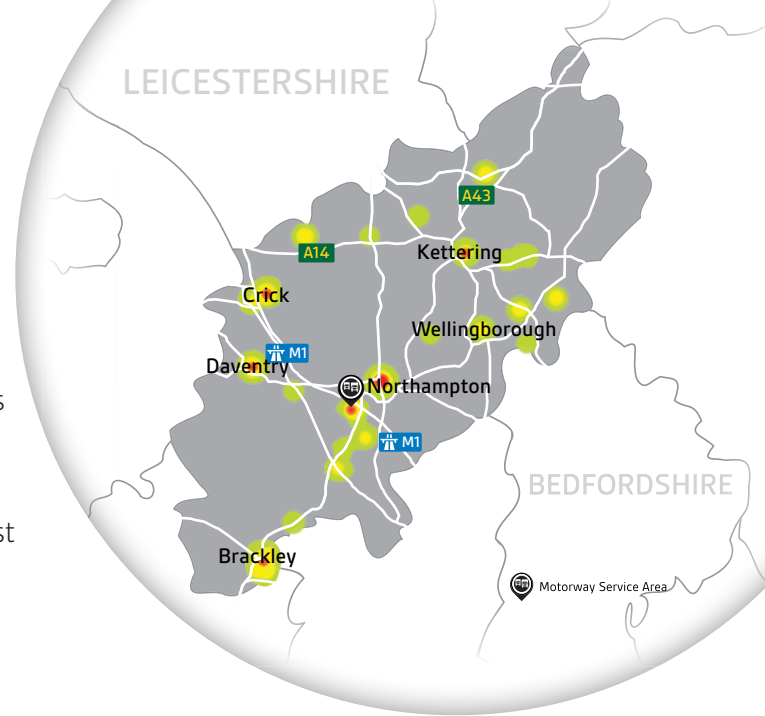
In most incidents in Nottinghamshire, thieves stole various consumer goods products, followed by food and beverage items. Although consumer goods are a key part of Nottinghamshire's local industry, there is little evidence that thieves have specifically targeted these commodities. Criminals operating in this county are most likely conducting opportunistic thefts due to the large volume and high variation of cargo transiting the county. During Q1, cargo thieves stole several high value shipments including loads of lawnmowers, televisions, and pharmaceutical products.

Theft by Commodity Nottinghamshire



Northamptonshire

BSI recorded the second most cargo theft incidents during the first quarter in Northamptonshire. Cargo thefts in Northamptonshire accounted for 14 percent of all cargo theft incidents in the United Kingdom. BSI evaluates that this county typically ranks as the top county for cargo theft in the United Kingdom, however, data for Q1 illustrates a slight drop in thefts compared to previous quarters. Companies lost nearly £2.2 million (\$3 million), representing nearly sixteen percent of nationwide cargo losses.

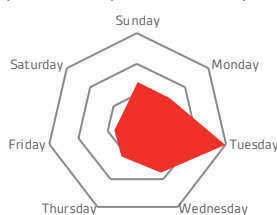


Areas of Concern

Cargo trucks transiting the cities of Northampton, Crick, and Daventry experienced the greatest risks of cargo theft during Q1 2018. The most high risk areas for cargo theft in Northamptonshire are frequently in close proximity to major transportation routes. During Q1, most cargo theft incidents in Northamptonshire occurred on the A43 and A14 roadways, followed by the M1 motorway. Throughout 2017, BSI assessed that the M1 motorway was generally the most targeted highway route for cargo theft in this county. However, BSI has observed a considerable decrease in incidents along this route in the county since the third quarter of 2017, with thieves shifting to smaller roadways.

BSI has attributed this to increased security measures which have deterred thieves from targeting trucks parked at rest areas on the M1 motorway. Northamptonshire also continues to have a notably high crime rate relative to the rest of the United Kingdom. Additionally, the county has a large logistics sector, which provides thieves with ample opportunities to conduct thefts.

Theft by Weekday – Northamptonshire



Methods and Locations of Thefts

Thieves utilizing the slash-and-grab tactic accounted for 78 percent of all cargo thefts in this county during the first quarter of 2018. Thieves also stole cargo by breaking the rear locks of cargo truck trailers. In one incident, thieves stole a loaded truck parked at a secure warehouse located in the city of Brackley, stealing a shipment of beverages valued at £124,530 (\$169,000).

Laybys, followed by industrial estates, represent the most targeted locations for cargo theft in Q1. Cargo thieves targeted various industrial estates, with most being located in Daventry or Northampton. Some thefts occurred at highway rest areas, and cargo thieves were most successful at the Rothersthorpe rest area and Northampton motorway service area on the M1.

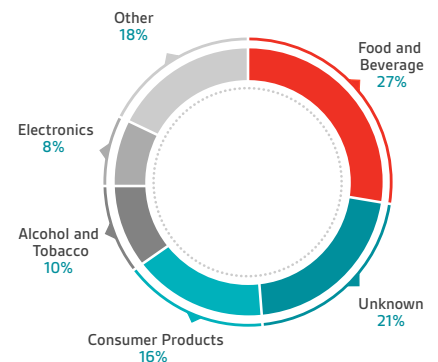
Theft by Month Northamptonshire



Targeted Commodities

Food and beverage products, followed by consumer goods and alcohol and tobacco goods, were the top commodities stolen in Northamptonshire during Q1. The food and beverage industry in Northamptonshire recently experienced significant growth, and the likely overall increase of these products being transported throughout the county helps explain the high rate of theft. Cargo thieves stole several high-value loads during the quarter, including a shipment of perfumes valued at £470,880 (\$639,000) that thieves stole from a truck parked on a layby along the A43 roadway.

Theft by Commodity Northamptonshire



Kent

Kent recorded the third most cargo theft incidents in the United Kingdom during Q1, representing eleven percent of incidents in the country during this period. Companies lost an estimated £1.1 million (\$1.5 million) of cargo due to theft, which represents eight percent of the value of all goods stolen in the country. Kent experienced a significant dip in incidents during the month of February compared to the higher rates recorded in January and March.

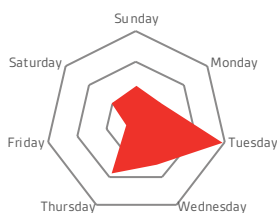


Areas of Concern

BSI identified a new area of concern for cargo theft in Kent during the first quarter after observing most incidents occur near the city of Rainham. Another notable area of concern for cargo theft in Kent include Gravesend, which is located off of the A2 roadway on the way to London and has ferry access to the port of Tillbury in Essex. Most highway theft incidents occurred along the M2 motorway and A2 roadway in Kent.

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 due to the presence of crucial ports, including the port of Dover and Folkestone Harbour. Additionally, the county has a large presence of organized criminal groups operating within its borders, also very likely heightening the threat of cargo theft.

Theft by Weekday – Kent

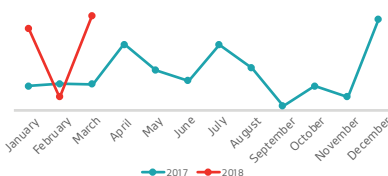


Methods and Locations of Thefts

In nearly all cargo theft incidents in Kent, thieves utilized the slash-and-grab tactic to steal cargo from trucks. Kent also experienced some incidents of thefts where thieves broke the rear locks of trailers to steal shipments. Additionally, Kent experienced a significant amount of incidents in which thieves stole fuel from parked cargo trucks. BSI has previously identified Kent as an area of concern for fuel theft activity and evaluates that cargo trucks have a heightened risk of thieves stealing fuel from the truck's tank throughout the county. Thieves do not target specific areas for these theft types, and have operated at rest areas, laybys, and industrial estates.

Similar to previous quarters, most thefts occurred at unsecure off-road laybys. However, in Q1 of 2018, the second greatest location for cargo theft was rest areas. BSI assesses that this is a relatively new trend since rest areas are often ranked among the least frequented locations for cargo theft in this county. This trend is primarily due to a spike in theft incidents at the Medway rest area off of the M2 motorway.

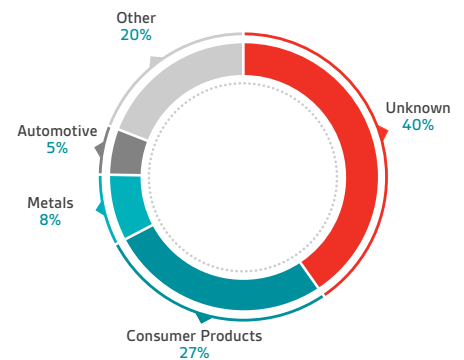
Theft by Month Kent



Targeted Commodities

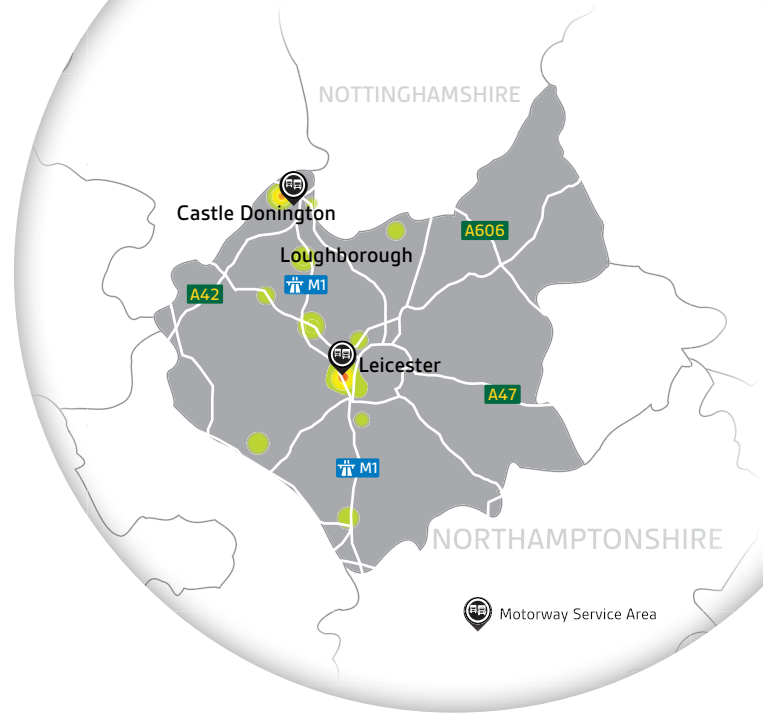
Consumer goods represent the most targeted commodities stolen in Kent during Q1. Besides having a generally high ease of resale, there is little evidence indicating that thieves specifically targeted these commodities. Rather, criminals are more likely conducting these thefts at random due to the large volume and high variation of cargo moving through Kent driven by the county's major shipping facilities and proximity to the Greater London area.

Theft by Commodity Kent



Leicestershire

Leicestershire had the fourth most cargo theft incidents during the first quarter of 2018 and accounts for nine percent of all thefts in the country during this period. Thieves stole cargo worth approximately £1.2 million (\$1.7 million), which represents nine percent of the total value lost during this quarter.



Areas of Concern

BSI assesses that cargo thieves repeatedly target many of the same areas in the county. Most thefts occurred in Leicester Forest East, Castle Donnington, and Markfield. These areas are major hotspots for cargo theft primarily due to their proximity to the M1 motorway and the high concentration of industrial estates in these areas.

Leicestershire continues to be a major county for theft due to the large volume of cargo transiting the area. The M1 motorway runs north-south through the entire county, while the presence of several major retail and cargo distribution companies only adds to the volume of cargo exposed to the risk of theft.

Methods and Locations of Thefts

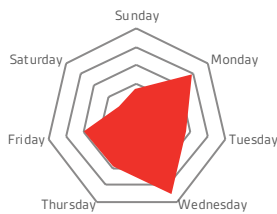
Thieves in Leicestershire most frequently used the slash-and-grab tactic to steal cargo, followed by breaking the rear locks of trailers to access goods. BSI recorded one incident in which thieves conducted an in-transit truck theft, a sophisticated tactic that involves gangs using personal vehicles to follow and board a cargo truck in motion, cutting into the tarp or breaking the trailers rear lock, and transferring goods to trailing accomplices. Thieves may also use passenger vehicles to box in cargo trucks, preventing vehicles from changing lanes. BSI occasionally records in-transit truck theft incidents in Leicestershire, with a substantial number of these thefts occurred on the A5 roadway.

Rest areas were the most vulnerable locations for cargo during the first quarter of 2018, and nearly half of all theft incidents occurred at these locations. BSI assesses that thieves repeatedly targeted the Leicester Forest East rest area in Leicester and the Donnington Park rest area in Castle Donnington, both of which are off the M1 motorway. To a lesser extent, thieves also targeted a small rest area located on Little Shaw Lane in Markfield, which is also located off the M1 motorway. The second most targeted location for cargo theft in Leicestershire were industrial estates. Thieves targeted industrial estates throughout the county of Leicestershire, especially during the month of January.

Targeted Commodities

Food and beverage products, followed by consumer goods, were the most frequently stolen shipments from cargo trucks in Leicestershire in Q1. BSI has previously identified food and beverage products as items of concern after a dramatic spike of incidents in the fourth quarter of 2017. Additionally, BSI recorded some thefts of automotive products and electronics in Leicestershire, which is primarily attributed to the presence of several major automotive manufacturing and engineering companies based in this county. The absence of these products as a major targeted good for theft is likely indicative of a higher level of security implemented to protect these goods.

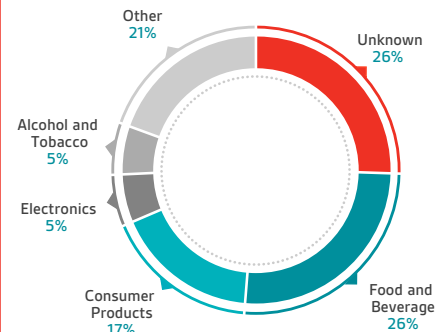
Theft by Weekday – Leicestershire



Theft by Month Leicestershire

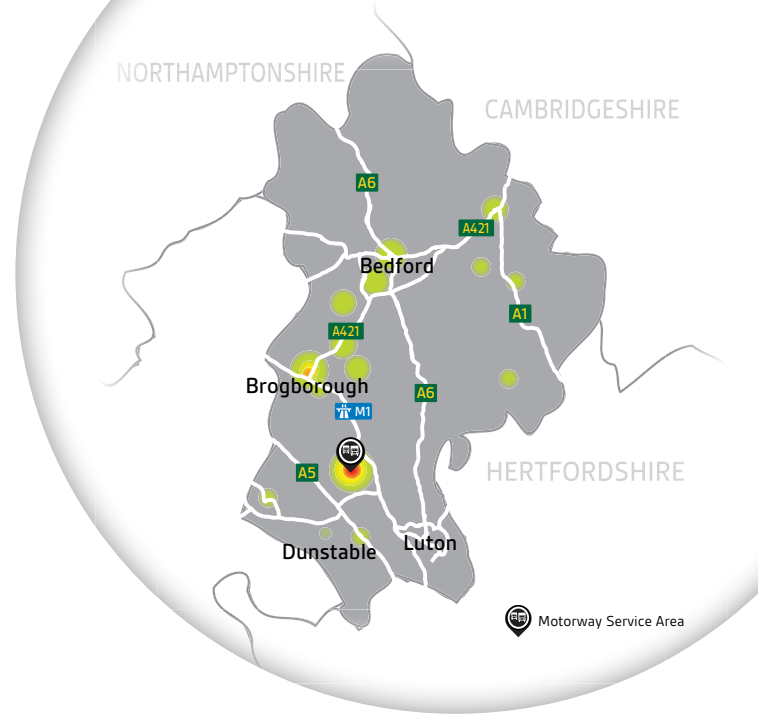


Theft by Commodity Leicestershire



Bedfordshire

Bedfordshire recorded the fifth-highest number of cargo theft incidents in the United Kingdom and accounted for eight percent of all incidents in the country during the first quarter. Companies lost an estimated £814,000 (\$1.1 million) due to cargo theft in Bedfordshire. BSI indicates that this figure represents nearly six percent of the total value of goods stolen in the United Kingdom during Q1.

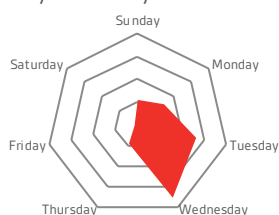


Areas of Concern

The greatest area of concern for cargo theft in Bedfordshire was the area of Dunstable in which a significant number of incidents occurred at the Toddington rest area off the M1 motorway. BSI evaluates that this rest area had the highest number of thefts out of any rest area during the first quarter of 2018. Additionally, Bedfordshire experienced the greatest number of fuel theft incidents compared to other counties, and BSI recorded 43 incidents during this period. These incidents were dispersed throughout the county, with the highest concentration in Brogborough. Thieves primarily targeted the M1 motorway for cargo theft, and the A421 roadway for fuel thefts.

Bedfordshire is located less than hour away from London, making the county a major transit hub for cargo shipments. Additionally, the logistics and transportation industry represents one of the county's key economic sectors, which contributes to the large volume of cargo transiting the county. Cargo thieves likely target trucks in Bedfordshire due to the high volume of goods being transported through the county.

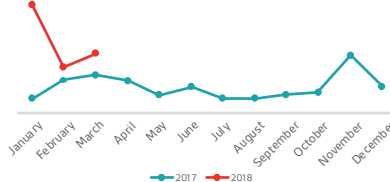
Theft by Weekday – Bedfordshire



Methods and Locations of Thefts

Thieves primarily utilized the slash-and-grab tactic to steal cargo in Bedfordshire. Thieves often rely on this tactic since it requires little skill and time, allowing thieves to target multiple trucks in a single theft attempt and select which goods are of most value. Thieves also frequently approached parked cargo trucks and siphoned fuel from the truck's fuel tanks. Nearly all cargo theft incidents in Bedfordshire occurred at the Toddington rest area located off the M1 motorway in Dunstable. This rest area had more cargo thefts than any other highway rest area in the country during the first quarter. Thieves are likely aware that this facility lacks basic security and that numerous cargo trucks utilize this rest area for overnight rest. BSI assesses that transporters should be aware that this rest area is a major hot spot for theft, and recommends that transporters implement additional security measures to prevent thefts at this location. Thieves conducting fuel thefts consistently targeted trucks parked at off-road laybys along the A421 roadway throughout the county.

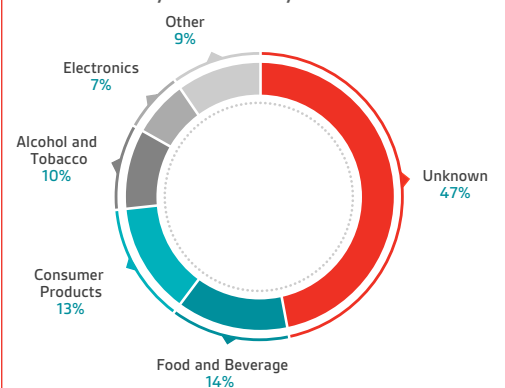
Theft by Month Bedfordshire



Targeted Commodities

A wide variety of goods were stolen in Bedfordshire during the first quarter, and thieves mostly stole food and beverages products along with consumer goods. However, thefts also involved shipments of alcohol and tobacco products, electronics, and tools. Due to the wide range of products stolen during the first quarter, there is little evidence indicating that thieves specifically targeted the commodities they stole. Rather, thieves are more likely conducting opportunistic thefts when stealing cargo shipments in Bedfordshire.

Theft by Commodity Bedfordshire



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.



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.



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.



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.



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

BSI AMERICAS

4150 Drinkwater Blvd. Ste 160,
Scottsdale, AZ 85251
Tel: +1 480 421 5099

BSI EUROPE

Kitemark Court, Davy Avenue
Knowlhill
Milton Keynes, United Kingdom
MK5 8PP
Tel: +44 0845 080 9000

BSI ASIA

23rd Floor, Cambridge House, Taikoo Place,
979 King's Road, Island East, Hong Kong
Tel: +852 3149 3300