

**Event: Brazilian Airport Thefts****Date: 04/08/2015****Location: Brazil**

**Description:** FreightWatch International has noted an increase in thefts from airports in Brazil. Starting in early February 2015, at least four separate thefts have occurred in Brazilian airports. This uptick can be partially attributed to the less stringent cargo terminal security policies which mandate that security be focused more intently on incoming cargo rather than the cargo that is already in the terminals. Additional attribution is focused on the speed and efficiency Brazilian cargo thieves have learned to operate. Incident details are below:

- In early February, one group invaded the customs area of Viracopos Airport in Campinas. Within four minutes, the group was able to enter, steal approximately \$4 Million USD of Electronics, and escape from the area secured by Federal Police.
- In late February, approximately \$260,000 USD worth of cell phones and tablets were taken from a cargo terminal at Congonhas Airport in Sao Paulo in a raid that took only 12 minutes.
- In late March, a currency exchange house in Viracopos Airport in Campinas was robbed of approximately \$20,000 USD.
- Another event occurred at an airport in Maceio City, of which details are still emerging.

The speed and volume of these thefts illustrates a level of insider information possessed by the criminals, as well as the need for more stringent security at Brazilian airports, especially in cargo terminals. Criminals have noted the airport security's focus on incoming cargo rather than cargo that has already been checked in, and are actively exploiting this practice.

**Considerations:**

Certain variables make airport security issues more complicated:

- Service providers that manage the airport do not invest extensively in private surveillance or physical and electronic barriers. Inside the airports, the number of law enforcement officers are few and scattered.
- Communication is disorganized among police forces.
- There are no established standard operating procedures for airport cargo thefts since these incidents are a recent development.
- Each storage area for domestic cargo has a different responsible agent. This can complicate and delay investigations, as the chain of custody can include multiple agents.
- Private companies that operate at these airports, such as carriers, logistics and risk management companies, are not allowed access to many areas inside the airport, such as the bonded warehouses or customs.

**Recommendations:**

- Schedule shipments so that cargo does not need to spend the night at the airport, particularly over holidays or weekends.
- If available, utilize Blue Line in order to reduce the time that products remain in Brazilian customs.
- If the cargo must spend an extended time at the airport (overnight), paid storage in the HVP caged area should be considered.
- When it is possible, use airlines that allow the inclusion of Flight Smart tracker devices. Flight Smart devices (e.g., ILC-2000) are placed on the shipment in the originating country, travel with the load in sleep mode, and wake up at the destination airport.
- Establish operational secrecy at the shipment's origin with the manufacturer and logistics operators, and include the operators that receive the shipment at its destination.
- Consider alternating between two airports and informing the intended airport of a pending delivery as soon before delivery as they will allow. The increased distance of ground transportation to a secondary airport must also be considered as an increase of risk.
- If the above options are not available, it would be prudent to place surveillance in a nearby area in order to facilitate a prompt response from a contracted recovery team.
- In some cases, have a helicopter on standby, to transport the recovery team.