

# ICEFAT NEWS

NEWSLETTER FROM ICEFAT NO 2 – 2007 HIGHEST STANDARDS IN FINE ART SHIPPING

## PREVENTING ART-ATTACKS

Around the world Museums work hard to get the right balance between protecting their collections and not spoiling the viewing experience for their audience.



IN AUGUST 2004 "THE SCREAM" BY EDVARD MUNCH WAS TAKEN BY ARMED GUNMEN IN A DRAMATIC SUNDAY AFTERNOON RAID ON THE MUNCH MUSEUM IN NORWAY.

tion 2 weeks later.

In 2001, thieves raided Sweden's national museum and cut down a self portrait by Rembrandt and two paintings by Renoir. Those paintings were hanging from steel wires, like the paintings in the Munch museum.

The theft of the "Saliera" by Benvenuto Cellini in 2003 from the Kunsthistorisches Museum initiated a lively debate about

In August 2004 "The Scream" by Edvard Munch was taken by armed gunmen in a dramatic Sunday afternoon raid on The Munch Museum in Norway. The works were not recovered for 2 years.

Thieves stole Picasso's painting "Weeping Woman" from the National Gallery of Victoria in Melbourne, Australia in August 1986 – according to police it was taken on Saturday night but was not noticed missing until Monday morning because the thieves left a card in its place saying that the painting had been removed for conservation. It was recovered undamaged in a locker at a railway sta-

tioned in Austria, which are relevant internationally. Did the thief have plans of the building? Were there any Museum employees involved? Most importantly, how can such incidents be prevented in the future?

In June 2007 a valuable 17th century painting "A Cavalier (self portrait)" by Frans van Mieris was stolen from the Art Gallery of New South Wales, Australia in June 2007. This theft also occurred on a Sunday.

### HOW TO PROTECT YOUR ART

All these incidents have left police scam-

## IT'S ALL ABOUT SECURITY

In this issue we have a special theme: security:

ICEFAT thanks you all for the wonderful comments, response and congratulations we have received during this past year marking the 30th anniversary of your organization.

As the summer passes, the thoughts of our members will turn to Vancouver, Canada, the site of our 31st annual convention. Moving forward, ICEFAT is embarking on a number of initiatives that will continue to set the highest standards in Fine Art Shipping. Mr. Robert Crozier of Crozier Fine Art (NY/NJ) is spearheading the "Best Practice - Warehouse" Forum.

Mr. Bryan Cooke of Cooke's Crating (LA) along with representatives of member companies around the globe will be presenting a workshop on transportation including "what's new" in vehicle specifications and equipment.

ICEFAT is honoured to be able to present two wonderful guest speakers. Mr. Richard Hinson the Chairperson of PACIN and Chief Preparator at the Museum of Fine Art, Houston. Richard, will introduce PACIN (the Packing and Crating Information Network) which is a professional interest committee of the American Association of Museum.

We will also present Mr. Simon Hornby of Global Risk Partners. Simon, who as most of you will remember, gave a wonderful presentation on Best Practices in the Fine Art Storage industry at our last convention held in Istanbul, Turkey. This year Simon will tackle another important issue, addressing standards for communication between our membership.



Mark Starling  
ICEFAT  
Chairperson

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VISIT [WWW.ICEFAT.ORG](http://WWW.ICEFAT.ORG) WHEN YOU NEED SAFE FINE ART TRANSPORT

# INCREASING SECURITY DEMANDS

The art industry has to deal with ever increasing security demands from museums, private collectors and insurance companies.

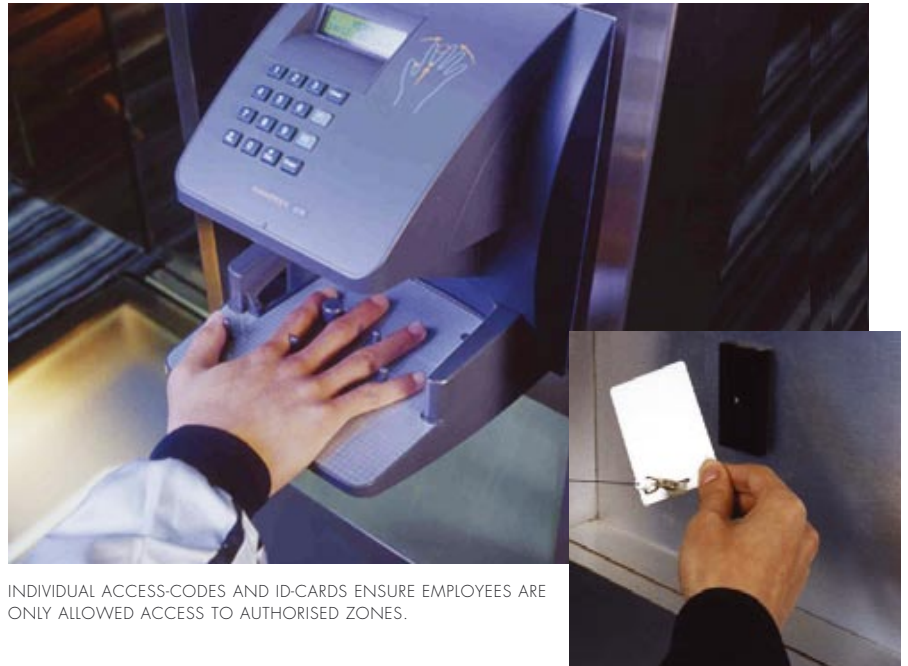
In cooperation with security companies and specialists, art warehouses can be converted to buildings with Fort Knox-like resources. Most warehouses are monitored by numerous cameras and motion detectors. Individual access-codes and ID-cards ensure employees are only allowed access to authorised zones. Without the relevant codes staff can be trapped, at the mercy of the security officer!

Special care has to be taken of visitors or other external staff. Each visitor must show their ID on arrival. Visitor cards or badges are useful in distinguishing employees from non-employees although visitors must always be accompanied in warehouses and offices, they must never be allowed to roam free.

## EXPENSIVE

High-security zones should be accessed only by a limited number of employees and then their access should be restricted to a daily maximum. It is possible to have a key/locking system that allows full transparency, recording all movements and storing that information for future reference. Of course, this is expensive and although art warehouses can take a commercial view and spend accordingly, this is not always the case with smaller Museums.

A Registrar from a small UK Museum, who wished to remain anonymous, said



INDIVIDUAL ACCESS-CODES AND ID-CARDS ENSURE EMPLOYEES ARE ONLY ALLOWED ACCESS TO AUTHORISED ZONES.

they had real problems as a new security system could equal one Department's annual acquisition budget. It very much depended on which Department Head had the loudest voice as to how the budget was spent!

## CHECK REFERENCES

Serious consideration must also be given to the recruitment of new staff. It is imperative that all references are checked for accuracy and honesty. Any gaps in an applicant's curriculum vitae should be

satisfactorily explained – was the person on holiday or in custody?! It is also sensible to ensure that no trainee staff member is allowed access to restricted areas without the supervision of a suitably authorised colleague.

It may seem that we are increasingly under surveillance, which can have a negative effect on employees, but in this instance it is a necessary evil and essential for the care and safety of our client's artworks.

*From page 1*

bling for clues and stirred debate across the world over how to protect art if thieves are willing to be so brazen and in some instances willing to use deadly force to take it.

In most instances Museum officials said there were no immediate plans to change security measures.

## TIGHTLIPPED ABOUT SECURITY

"We can't see that any mistakes were made. We also can't see that the evaluation we had ahead of this has been wrong," said Lise Mjoes, director of the

Oslo Municipal art collections. "If we only thought about security, then we would have to place the pictures in a vault, but then they aren't accessible."

"We cannot lock up our pieces of art because we want to show them to a large audience," said Sune Nordgren, director of the National Museum of Art in Oslo.

According to Jan Birkehorn, head of security at the National Museum in Sweden, it is almost impossible to make paintings theft-proof without ruining the experience for visitors. "Should you put them inside security monitors with thick

glass? I think the experience of looking at them would be lost," he said.

In general, museums are very tight-lipped about security, saying secrecy is one of their greatest defenses.

Spain's main museums have armed guards and metal detectors. "We had a series of measures that are visible to the public but others that are secret," said spokesman Jose Maria Ambrona for Spain's Prado museum.

France's Musee d'Orsay has extensive and largely secret security systems, in addition to guards and metal detectors.

# WHAT IS GPS TRACKING?

A GPS tracking unit allows us to use the Global Positioning System to track the precise location of a vehicle, person or object to which it is attached and to record the location at regular intervals.



The recorded data can be stored within the tracking unit, but in our industry application it is usually transmitted to a central location data base or internet connected computer using a cellular (GPRS), radio or satellite modem embedded in the unit. The transmission of this data allows the vehicles location to be displayed against a map backdrop in real-time using customized software.

Usually the kind of device used in our industry is a data pusher – which sends the position of the device, at regular intervals, to a computer server that can easily analyse the data. A GPS receiver and a mobile phone sit side-by-side and at regular intervals the phone sends a text message via SMS containing the data for the GPS receiver to analyse.

## ASSIGNED ROUTE

This amazing technology allows the trucking company to know that a vehicle is following its assigned route, exactly where it is located, whether the engine is running or stopped, whether the truck is on time or late. In the unlikely event of a hijacking the GPS device will allow the vehicle (and its contents) to be located



A GPS RECEIVER AND A MOBILE PHONE SIT SIDE-BY-SIDE AND AT REGULAR INTERVALS THE PHONE SENDS A TEXT MESSAGE VIA SMS CONTAINING THE DATA FOR THE GPS RECEIVER TO ANALYSE.

very quickly.

Some vehicle tracking systems integrate several security systems, for example by sending an automatic alert to a phone or email if an alarm is triggered or the vehicle is moved without authorization.

## GUIDELINES FOR TRUCK SECURITY

Here are some simple guidelines to be followed by the truck crew (and couriers) to greatly increase the safety and security of your truck, its cargo and its staff:

- Always stay on the agreed route and the agreed schedule
- Do not tell family, friends or acquaintances where your truck will be going or what it will be carrying
- Have one person stay with the truck at all times
- Most hijackings take place either at the point of loading or within a couple of kilometres of that point – so do not relax your vigilance because you are in the museum loading dock
- Limit information about shipments to a minimum of people
- Keep actual shipping paperwork and shipping documents intentionally vague to avoid disclosing the precise nature of the cargo.
- Make sure the truck doors and windows are locked at all times
- Always maintain space around your truck when you are on the road – do not become boxed in.
- Protect your identity, including documents and company issued clothing. Thieves can use shipping orders, consignment notes and company paperwork along with high visibility clothing to impersonate you and collect loads.
- When stopped in traffic look around and be wary of anyone approaching the vehicle.
- Call local law enforcement if you believe that you are being followed.
- Do not stop the truck if you think that an attempt is being made to hijack your truck.
- If your vehicle is fitted with G.P.S. tracking make sure it is functional
- Always carry information on your person that identifies your truck, cargo and equipment.
- If a hijacking takes place, memorize as many details of the incident as you can and write them down at the first available chance for law enforcement.

This list of suggestions will certainly help your cargo and truck is not stolen.

## WHAT OUR MEMBERS SAY ABOUT SECURITY



"To us, company dispatch is a key security element. In exclusive-use trucking, it's important that our dispatchers direct our drivers where to go, rather than let the drivers make decisions on their own. The dispatchers also have a procedure in place to arrange off-hours access to the warehouse and to ensure that the drivers aren't left out on the road without proper instructions."

*Andrew Fainty, Exec VP, Atelier 4 Inc., USA*



"Living in safe Singapore which is only 25 miles long and 19 miles wide, GPS tracking may not be a crucial aspect but ATTITUDE of the driver is what we are looking at. Getting to know each and every one of them and their family, and providing proper training is the key to safe and on-time delivery."

*Dick Chia, President, HeluTrans, Singapore*



"The UK has always been a terrorist target, be it the IRA, Red Brigade or Al Qaeda. Increased awareness both on the vehicles and in the office is imperative and each member of staff here has attended a relevant course, not only to improve their observation but also to recognise essential ingredients in bomb manufacture which may be present in cargo. It is very much up to the individual to help fight these security breaches."

*Chris Kneale, Director, Martinspeed Ltd, UK*



"We often tell our clients "Whatever you do, don't draw attention to yourself" during the planning of a project. Although some Museums want to send a "cast of thousands" to the airport when an important shipment is coming or going we encourage them to reduce the numbers and reduce the risk. In terms of security it comes down to "need to know" – and the more people need to know the less secure your arrangements become."

*Kim Powell, Director, International Art Services, Australia*

"Surveillance, continual control, and a restricted number of employees with access to the high security areas is the only way to offer a high security level. Nowadays trust is good but control is better!"

*Constanze Weber, Artex, Austria*

## ROAD FREIGHT THEFT IN EUROPE

Road freight theft is a problem experienced right across the EU. It is estimated that one in six European lorry drivers have been attacked over the past five years!

Most theft occurs when heavy goods vehicles are left unoccupied overnight in unprotected parking bays but there is an increasing trend towards hijacking of and theft from occupied vehicles.

Thieves use several methods to hijack a vehicle, including:

Load diversion – the driver gets a call purporting to be from his depot or his customer stating that he should change his route and is then intercepted.

Deception – a criminal purporting to be the company driver will collect the vehicle or goods from the warehouse with fraudulent documents.

Gas or explosives – gas will be piped through the air vents into the driver's cabin or explosives may be used as a diversion. Gas related incidents have been seen across Europe in Spain, the UK, France, Italy and Belgium while in Swe-

den armed gangs have been using explosives.

Fake police/customs officers – criminals dressed as the police or customs officers signal the driver to pull over, and then take control of the vehicle – often wearing genuine uniforms

Staged accident – an accident is staged so that the driver has to stop

Forced stop – a fake checkpoint may be set up so that the driver has to stop and the vehicle is taken by force. This method is popular in Russia.

### GOODS TARGETED

Road freight theft has been on the increase since the 1990s with the initial targets being vehicles carrying tobacco, wine and spirits. The target has broadened to include vehicles carrying electrical goods, memory chips, mobile phones – all of which can be sold easily. The trucks used to transport art look very similar to those used to move electronics!

## NEW MEMBER

### SWITZERLAND



Fine Art Transports Natural Le Coultre SA (NLC). Established in 1989, NLC is based in Geneva, Switzerland and provides:

- Fully equipped workshops for the production of crates and separate packing rooms to enable staff to complete packing under optimum conditions;
- Two spacious and easily accessible warehouses for storing works of art at the Geneva Free Port and at Avenue de Sécheron;
- Viewing rooms in both warehouses to provide clients with a full range of services for trading works of art;
- Specialist staff to take care of the inventory, inspection of the works, customs formalities, packing, organisation of road or air transport, storage;
- Vehicles that are specially equipped with alarms, circuit breakers, climate and humidity control and air-ride suspension.

## WHAT'S ON 2007

### 19-24 AUGUST

ICOM Conference, Vienna, Austria  
[www.icom.org](http://www.icom.org)

### 11-14 OCTOBER

ICEFAT Convention  
Vancouver, Canada  
[www.icefat.org](http://www.icefat.org)

### 10-12 NOVEMBER

International Registrars Symposium 2  
Registrars Committee of AAM (RC-AAM)  
Chicago, USA  
[www.rcaam.org](http://www.rcaam.org)

### 27 APRIL – 1 MAY 2008

AAM Convention, Denver  
[www.aam-us.oreg/aam08](http://www.aam-us.oreg/aam08)

Be sure to mark these important dates on your calendar.



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