PROJECT

LOGSEC

Development of a Strategic Roadmap towards a Large scale
Demonstration Project in European Logistics and Supply
Chain Security

Funding: European (7th RTD Framework Programme)
Duration: Apr 2010 - Mar 2011
Status: Complete with results
Total project cost: €800,047
EU contribution: €753,372

Call for proposal: FP7-SEC-2009-1
CORDIS RCN: 94246

Background & policy context:

A broad set of security policies, regulations, standards, technologies, procedural aspects, services, IPR-issues and links to other related projects were assessed and evaluated during the project in close collaboration between the beneficiaries and business and governmental security end-users.

The LOGSEC project team consisted of organisations with in-depth experience in European and global supply chain security research and technology analysis and end-users representing a broad set of European shippers and logistics operators and customs administrations.

Objectives:

Logistics and supply chain security related crime including various types of theft, smuggling, IPR violations etc. topped by the risk/fear of terrorist attacks/exploitation of logistics systems are a growing concern for European companies, government agencies, politicians and citizens.

The LOGSEC project focused on three main objectives:

1. To deliver a strategic roadmap, this depicts possible security gaps or responsibility backlogs between different operators (both business and governmental);
2. To address relevant political, policy, regulatory, technology and service aspects, together with their combinations and to define the ones most critical in security research;
3. To combine global supply chain management expertise and technological expertise with crime prevention expertise to improve real security in European end-to-end supply chains, in a cost efficient manner into account shifts in public perceptions of threats and related security issues.

The goal of the LOGSEC project was to develop a strategic roadmap for a large scale demonstration project in European logistics and supply chain security, characterised by adequate security for the benefit of business and governments, on low time-delay and other cost implications.

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Methodology:

Key technologies and procedural aspects covered by the project included:

- Container and goods/inventory;
- Authentication, traceability, inspection and monitoring technologies;
- Risk assessment systems and models;
- Information transfer systems;
- Inter-modal transport security;
- Modernisation of customs procedure and
- Protection of supply chain infrastructure.

As the main output, LOGSEC set out to identify the most relevant/promising research areas and research gaps.

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**Parent Programmes:**
FP7-SECURITY - Security

**Institute type:** Public institution

**Institute name:** European Commission

**Funding type:** Public (EU)

**Lead Organisation:**

**Efpc (Um) Ltd**

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**Organisation Website:**
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**EU Contribution:** €105,581

**Partner Organisations:**

**Cross-Border Research Association**

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**EU Contribution:** €270,817

**Innovative Compliance Europe Ltd**

**Address:**
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**EU Contribution:** €137,174

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**EU Contribution:** €37,771
Technologies:

Unclassified
Non-technology

Key Results:

The project resulted in recommendations for future large scale demonstration projects. These recommendations have been formulated in a way that created a possibility for considerable flexibility in the number and scale of projects that could be undertaken, in order to address specific supply chain security gaps identified by this project. The project results also helped to prioritise the issues to address.

The LOGSEC project has developed three clusters (see below). This ensures the possibility of addressing all coherent gaps identified, rather than just a selection. Each cluster comprises of six sub-project areas, each with the potential to deliver tangible and manageable outputs for demonstration purposes.

Cluster A (Security Awareness and Risk Management) consisted of the following six sub-project areas:

- Risk management processes and tools;
- Knowledge on past incidents and modes of operation;
- Security economic models, metrics and performance measures;
- Security training and awareness building;
- Security compliance management and audit tools and
- Intelligence on evolving threats.

Each of the sub-project areas above could deliver tools, identify and test technologies and create the foundations for networking among supply chain parties and public (governmental) agencies and organisations. All of which would, if successful, increase knowledge and awareness of crimes (current and emerging), costs of crime and the measures to implement them and fight crime.

Cluster B (Authentication, Certification and Data Protection) consisted of the following six sub-projects:

- Authentication of companies;
- Integrity of personnel;
- Authentication of documents;
- Protection of supply chain IT systems;
- Authentication of boxes, containers and seals and
- Authentication of raw-materials and products.

The projects listed above might result in best practices, tools and processes which help in the validation and authentication of people, documents (electronic or paper) and companies. All areas which the project found, represented significant gaps in current supply chain security.

Cluster C (Physical Transportation Security and Cargo Monitoring) consisted of the following six sub-project areas:

- Protection of drivers;
- Protection of vehicles;
- Protection of cargo, loads, containers;
- Inspection,

**Technical Implications**

It is possible that not all sub-project areas can be incorporated into future demonstrations. LOGSEC has therefore attempted to prioritise the sub-project areas: in effect it has tentatively suggested that priority be given in sequence to the sub-project areas dealing firstly with protection of supply chain IT systems, followed by those sub-project areas focused on authentication of companies and of documents, risk management processes and tools, and equal priority thereafter to the sub-project areas covering security training and awareness building, security compliance management and audit tools, Intelligence on current and evolving threats, and protection of Vehicles and loads.

**Strategy targets**

An efficient and integrated mobility system: Secure Transport

**Readiness**

The project findings represent a meaningful, flexible way forward to the enhancement of supply chain security in the EU. Focus of demonstration projects in the areas identified by this report will, if proven successful, prove to be beneficial to industry and Member States. It will increase the protection of EU citizens from crime, the criminals and the impacts of crime in the supply chain.

Documents:

- LOGSEC: Roadmap (summary) (Other relevant documents)

**Transport mode:** Multimodal transport

**Transport sectors:** Freight transport

**Transport policies:** Safety/Security

**Geo-spatial type:** Other