



## **Project IMCOSEC IMprove the supply chain for COntainer transport and integrated SEcurity simultaneously**

Security of the supply chain and the concept of free trade may at times appear contradictory but the demands of national security increasingly require a joined up security solution where no one organisation can be responsible. The initiative of the USA is a good example where scanning all containers entering into its country will be mandatory from 2012. Similarly the SHIFT Framework of the World Customs Organisation (WCO) provides a list of measures for implementation such as moving the customs process from the import to the export side. Crucially an integrated approach is missing.

The European Union, via the 7<sup>th</sup> Framework Programme (FP7) has commissioned the partners of Project IMCOSEC to identify and characterise gaps in cargo transport security and benefits for logistics. The project, which has been started on 1<sup>st</sup> April 2010, will identify processes, procedures and technology to increase the resilience of the supply chain from port to hinterland. Aim is to form a Strategic Road Map showing possibilities and challenges for an improved and integrated level of security for the supply chain in order to prepare a large demonstration initiative to be addressed in the FP7 call in June 2011.

IMCOSEC will focus on Intermodal Loading Units (ILU), which includes stackable ISO containers, swap bodies and semi trailers across a broad range of transport modes to include, Road, Rail, Sea and Inshore Water Ways whether they are empty or carrying ordinary cargo, dangerous or high value goods.

Crucially, consortium members are aware that solutions need the support of the transport industry whose concerns will include the economic viability of any proposed solutions. The consortium members look forward to engaging with many of these organisations.

### Participating organisations

TSB Innovationsagentur Berlin GmbH/FAV (Germany)  
International Container Security Organisation (Belgium)  
Union Internationale des sociétés de transport combine Rail-Route (Belgium)  
Bureau International des Containers (France)  
CBRNE Ltd. (UK)  
Studiengesellschaft für den Kombinierten Verkehr e. V. (Germany)  
Politecnico di Milano (Italy)  
Technische Universität Hamburg-Harburg (Germany)  
Institut für Seeverkehrswirtschaft und Logistik (Germany)

Additional stakeholders will be involved with the Advisory Board.