

# Putting C.A.S.H. Project Research Results into Practice with Police Authorities

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Seminar on the C.A.S.H. Project

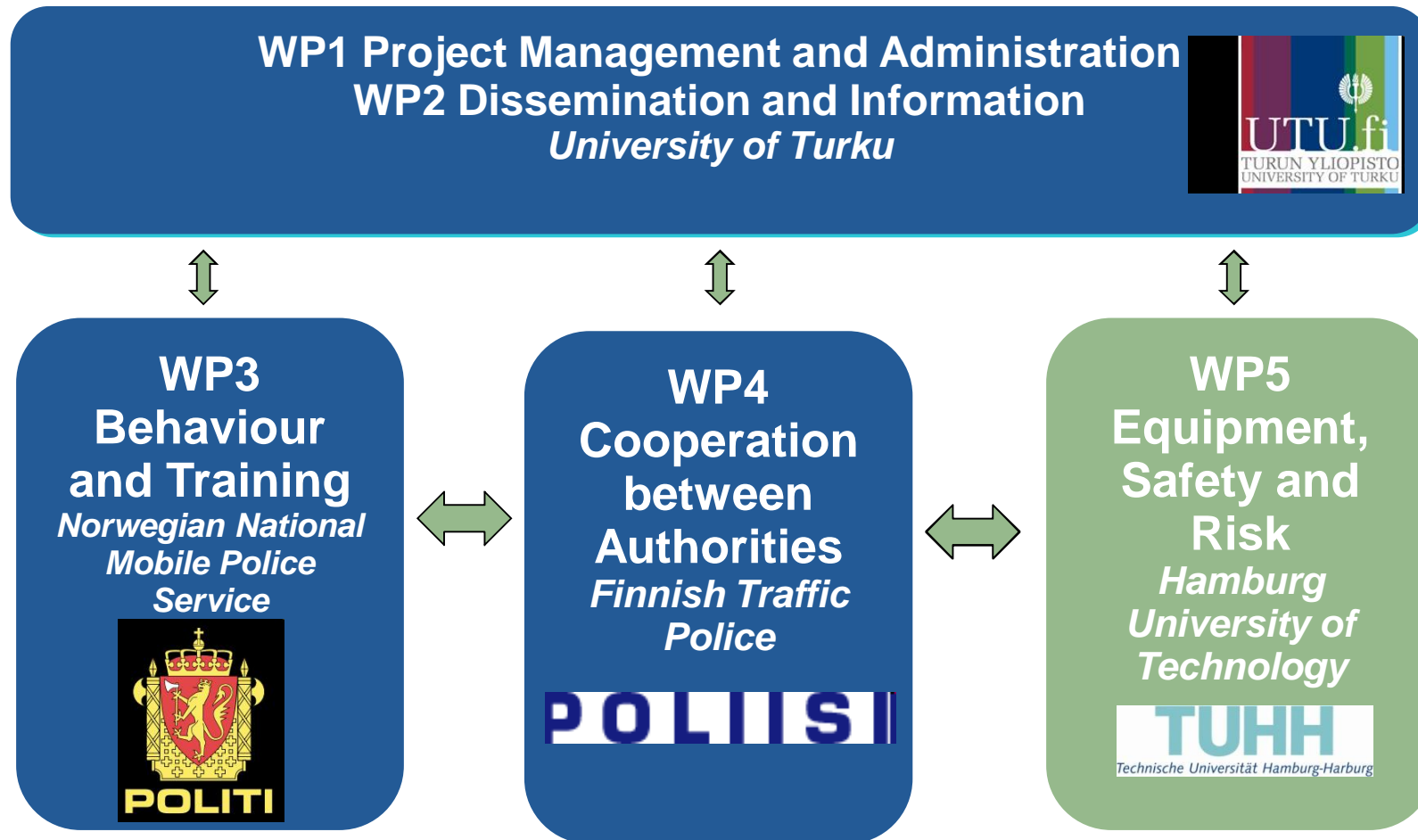
Wednesday 28<sup>th</sup> of April 2010  
Hotel Silken Berlaymont Brussels, Belgium

## Agenda

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- Introduction
- Relevance of Risk Management in Supply Chains
- Surveys – First Results
- Cooperation with Police Authorities
- Dissemination of Project Results
- Conclusion


## C.A.S.H. Work Packages and Leaders



## C.A.S.H. Project Partners

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### Police:

- Danish National Police
- Estonian Traffic Police
- Finnish Traffic Police
- Hamburg Waterways Police 
- Norwegian National Mobile Police Service


### Local authorities (all Finland)

- Regional Council of Kymenlaakso
- Regional Council of Southern Carelia
- Regional Council of South-West

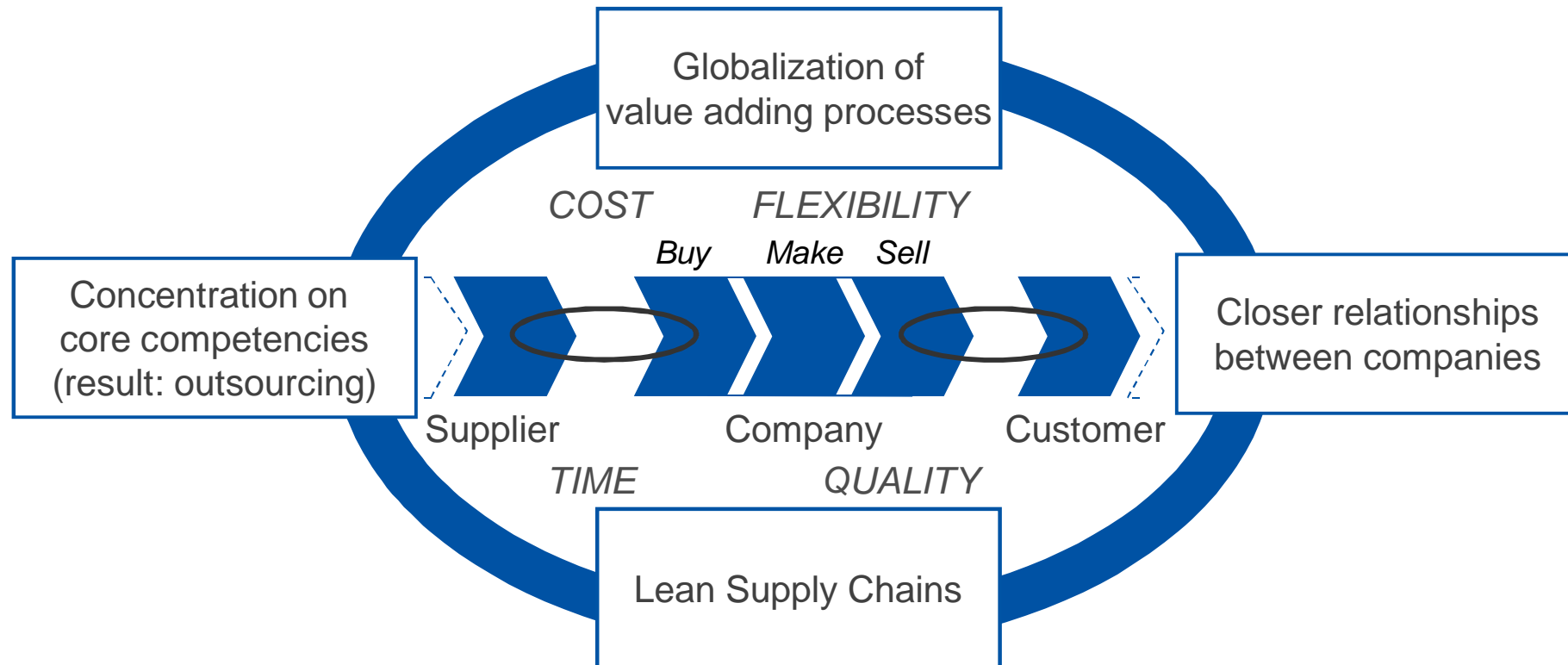
### Further authorities:

- Latvian Transport Development and Education Association

### Universities:

- Hamburg University of Technology   
Technische Universität Hamburg-Harburg
- University of Turku, Finland:
  - Turku School of Economics (Lead Partner)
  - Department of Psychology; Traffic Psychology
- Vilnius Gedimino Technical University, Lithuania

## Changes in Supply Chain Structures

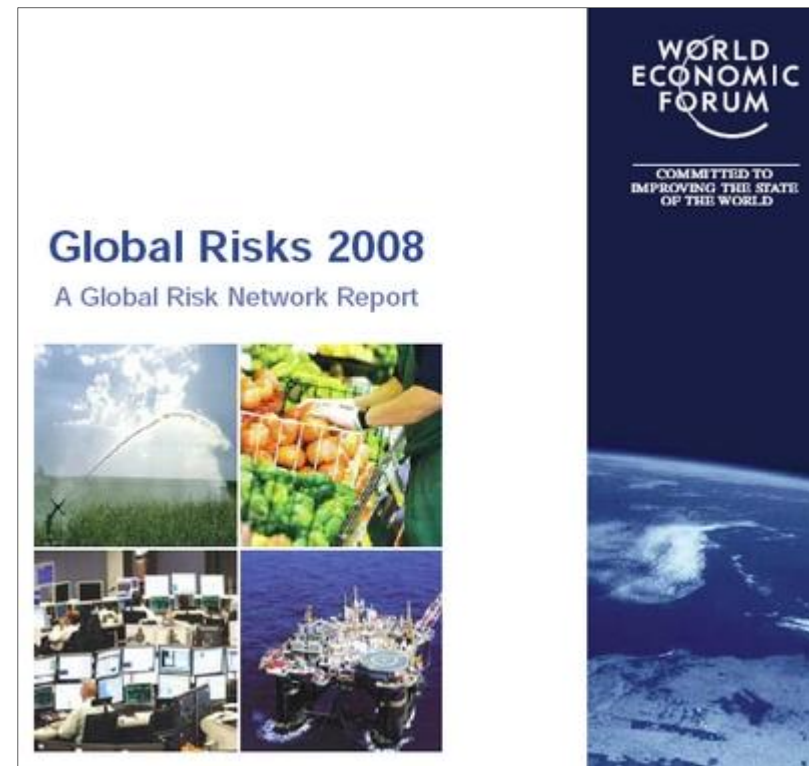


**Changes in supply chain structures cause an increasing exposure to risk most companies are faced with!**

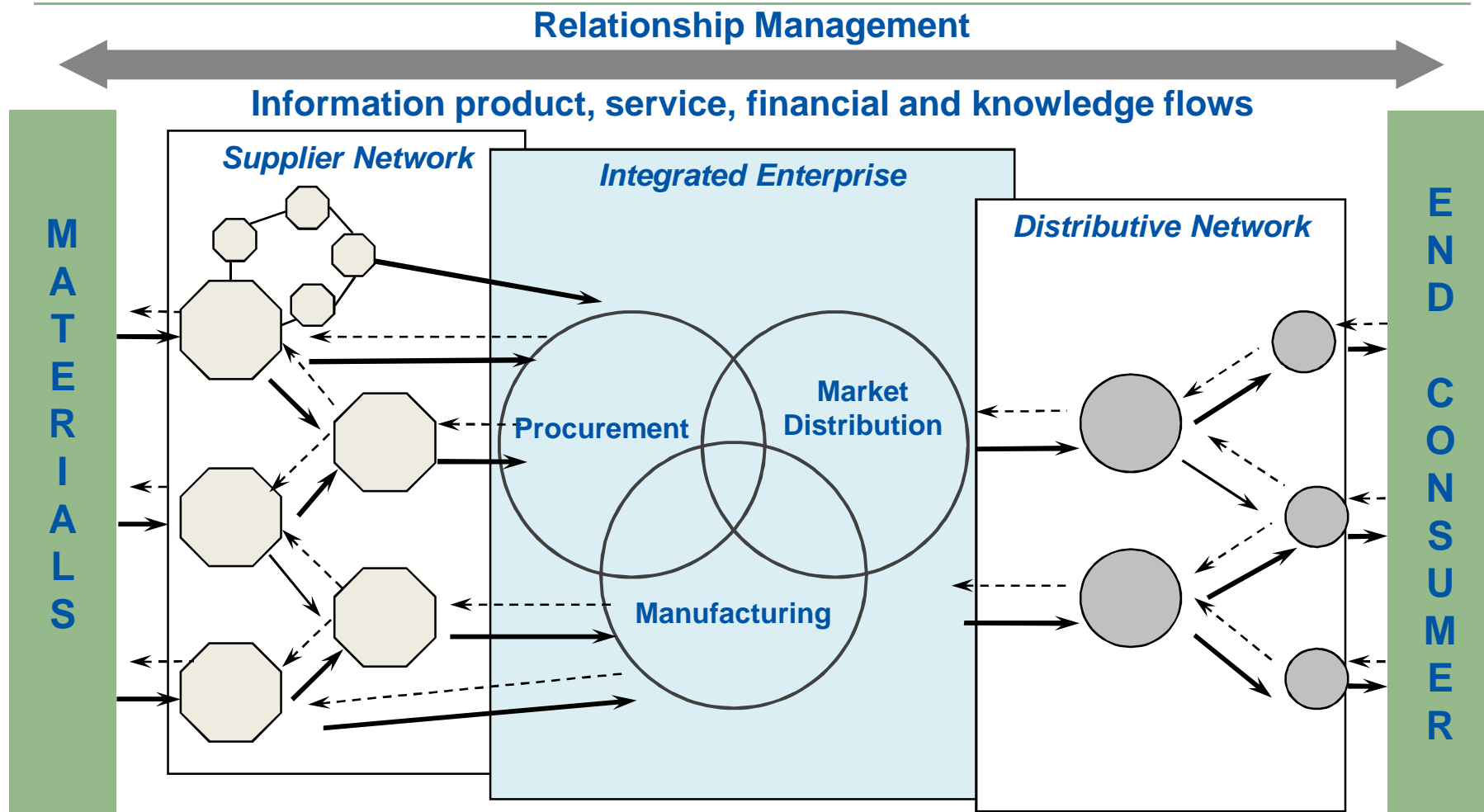
## Importance of Risk Management

The report Global Risks 2008 of the World Economic Forum focuses on four emerging issues that are shaping the global risk landscape:

- Systematic financial risk
- Food security
- Role of Energy
- Supply chain vulnerability



# Generic Supply Chain Model



Bowersox, D. J., Closs, D. J. und Cooper, M. B. (2007):  
Supply Chain Logistics Management, Boston, Mass. [u.a.], McGraw-Hill/Irwin.



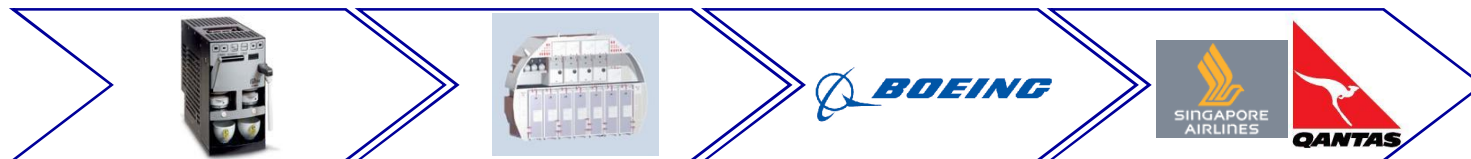
## Risks in Supply Chains

Iceland volcano: Airlines face 'logistical nightmare'  
 BBC News, 04/16/2010

Kenya Losing Millions as Volcano  
 Grounds Flights  
 Voice of America, 04/19/2010

Iceland volcano: Nissan and BMW suspend some  
 production  
 BBC News, 04/20/2010

Airport shutdowns disrupt  
 UK supply chain  
 NZ Herald, 04/19/2010



- Delays in delivery of galley equipment such as espresso makers or rice boilers
- Galley systems cannot be delivered to Boeing
- Worst case scenario is a resulting delay in the delivery of airplanes

### Supply Chain

Tier 2 Supplier

Tier 1 Supplier

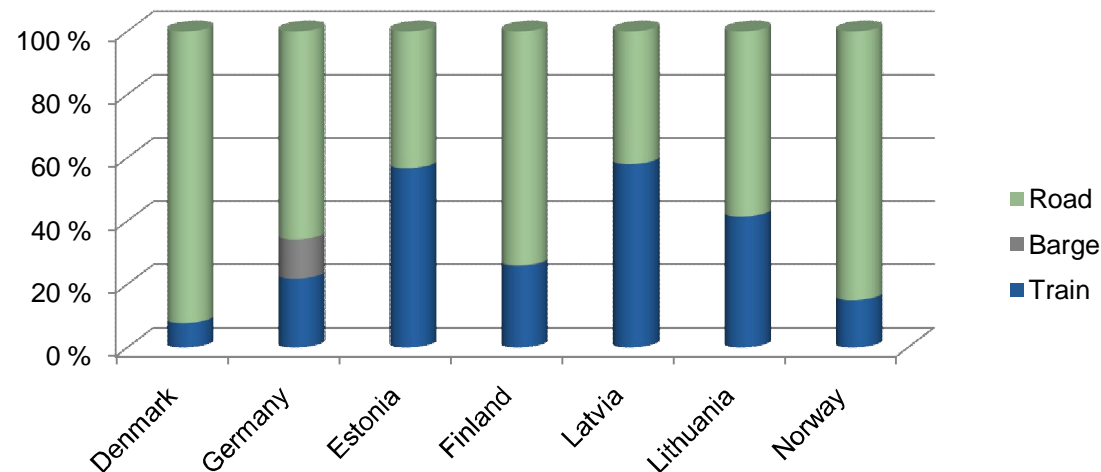
OEM

Tier 1 Customer



## Focus of the Project – HGV Transport in the Baltic Sea Region

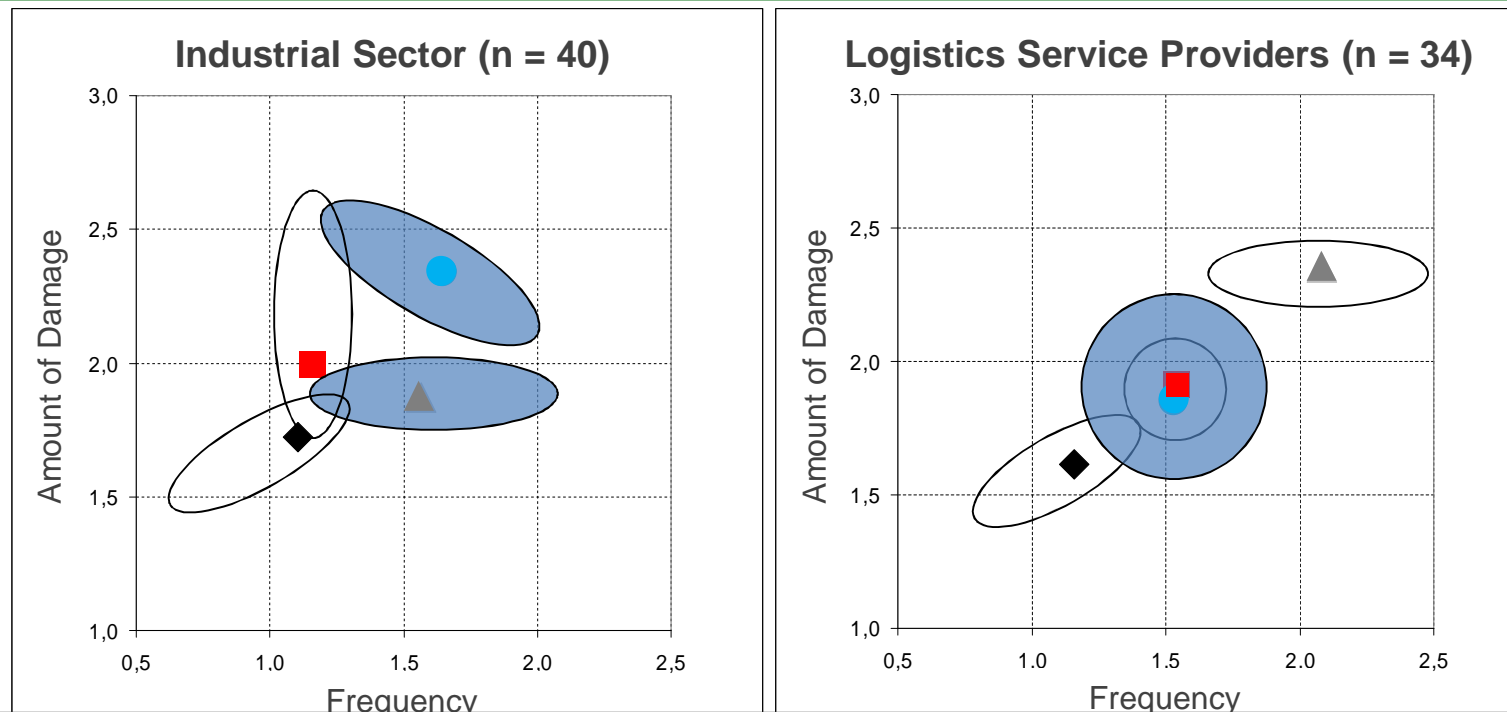
Inland Mode of Transport 2007



- The road transport is the most important mode of transport in the Baltic Sea region
- C.A.S.H. project aims to make international road freight transport safer in the Baltic Sea region

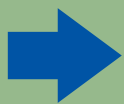
Eurostat: Panorama of Transport (2009)

## Empirical Relevance of Supply Chain Risk Sources



S Supply Risks     
 D Demand Risks     
 C Company Risks     
 E Environmental Risks

*The assessment of the four risk sources differ partly between companies from the industrial sector and logistics service providers*



*Transport risks are part of the supply and demand risks (industrial sector) or company risks (LSP)*

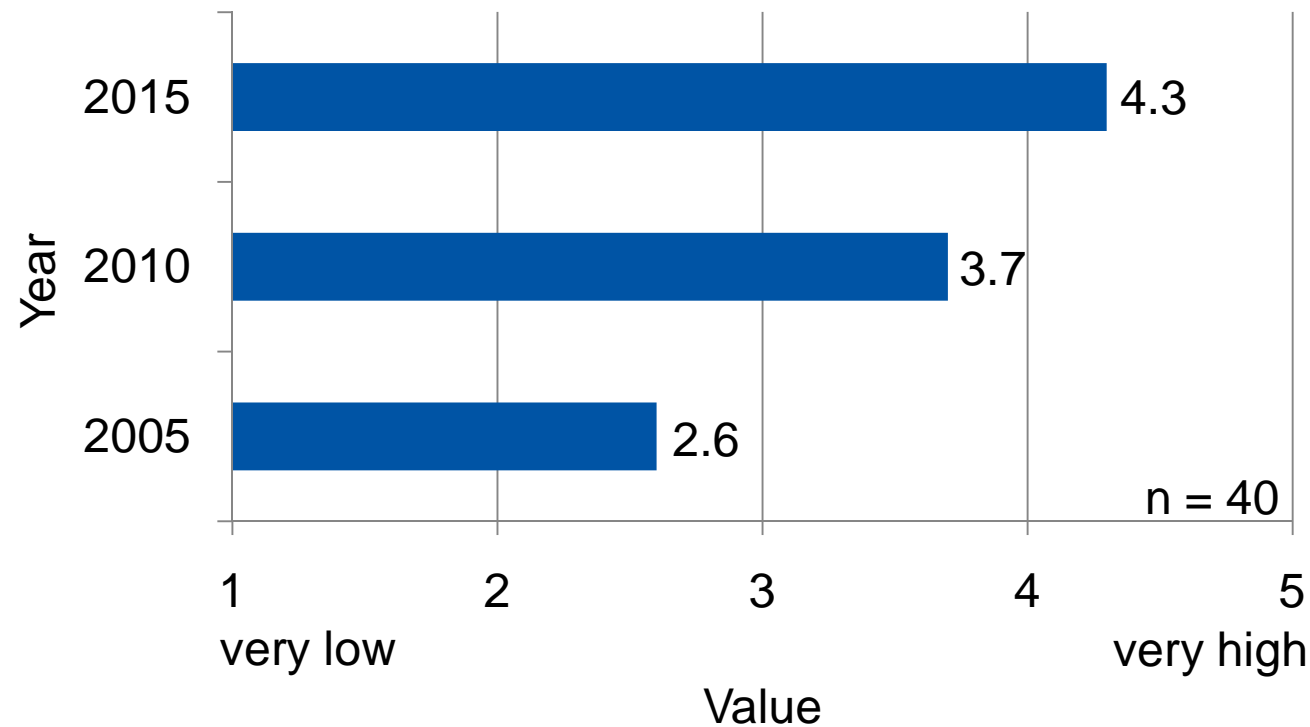
## Survey on Risk Management

- Questionnaire distributed via email
- In the period of February till April 2010; ongoing
- Focus on German production companies and logistics service providers
- Up to now 67 responses

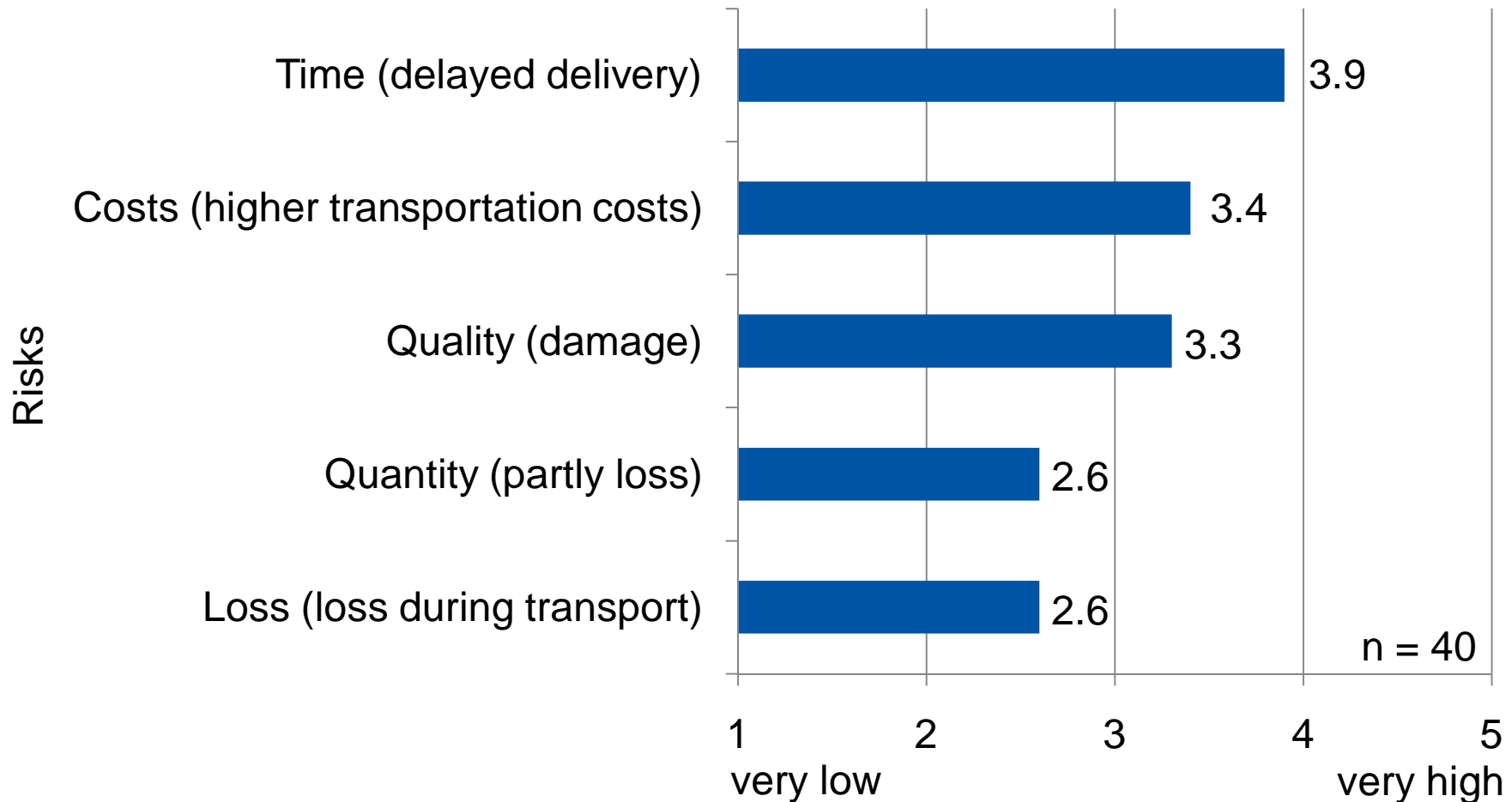


## Survey Results: Relevance of Risk Management

### Relevance of Risk Management for the Supply Chain in the Past, Present and Future



## Survey Results: Relevance of Different Transport Risks



## Putting Results into Practice: Example Work Package 5 – Equipment, Safety and Risk: Risk Analysis Methods

Theory	Practice
Research on risk classifications	Identification of most important risks
Research on risk analysis methods	Identification of common / applied risk analysis methods
Risk mitigation measures/strategies	Identification of applied risk mitigation measures/strategies
Research on: IT tools in the context of risk analysis and risk management in general	Identification of IT tools used for risk analysis and their requirements through interviews and workshops with members of police authorities, agencies, manufacturers, logistics service providers, associations
Analysis of advantages and disadvantages	

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Literature research,  
results of research projects

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Interviews and workshops with members of police authorities, agencies, manufacturers, logistics service providers, associations

### Planned results for the practice:



- Development / adjustment of risk analysis methods and frameworks applied in HGV traffic control
- Recommendations for the BSR road police corps when investing in risk analysis IT solutions and related tools



## Cooperation with Police Authorities – Example: Survey on Equipment

- Joint action between the Finnish Police Technical Center and the Institute of Business Logistics and General Management (LogU)
- In cooperation with the C.A.S.H. police authorities from Denmark, Estonia, Finland, Germany, Lithuania and Norway
- In the period of March till April 2010





## Cooperation with Police Authorities – Example: Survey on Equipment – Main Outcomes I

- EU legislation on HGV and DG transport is widely harmonised at the European level
- The control equipment of the police authorities varies between countries in the Baltic Sea Region
- No exchange of experiences of control equipment is established



## Cooperation with Police Authorities – Example: Survey on Equipment – Main Outcomes II

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Suggestions of the police organisations to test within C.A.S.H.:

- Internet supported databases
- The most innovative weighing equipment
- Equipment related to digital tachographs
- Equipment for testing the speed limiter
- Load control equipment
- Equipment for HGV braking system testing
- Camera with telescoping leg



Exchange of experiences about used control equipment in the different countries

## Dissemination: Who are C.A.S.H.'s Stakeholders?

- Project partner organisations and their staff\* – for internal communications
- Businesses, particularly SMEs\* – shippers and transport companies
- Authorities involved in safety of border-crossing HGV and DG transport\* – police officers, inspection officials, transport authorities
- Politicians and other opinion formers dealing with (HGV and DG) road transport\*
- Funders\* – EU, Baltic Sea Region Programme 2007 - 2013, government of Norway
- Other (transport) projects approved by the Baltic Sea Region Programme 2007 - 2013
- The media, especially journalists specialising in transport and logistics\*
- European Union citizens through the media
- Non-governmental organisations (NGOs)

\* signifies a key stakeholder without whom the C.A.S.H. project could not survive.

## Dissemination: Measures

- **Marketing communications**, as Leaflet, Newsletter, Notes, Reports
- **Electronic communications**, as C.A.S.H. website *cash-project.eu*, C.A.S.H.section/information on project partners' websites, C.A.S.H. on funder's website *eu.baltic.net*, PowerPoint template & standard slides
- **Events**, more details on next slide
- **Press and Public Relations (PR)**, as Press articles in publications specialising in transport and logistics; also local papers and newsletters in local areas/partner countries



**The dissemination measures incl. the target groups are defined in the C.A.S.H. Communications strategy**





## Putting C.A.S.H. Project Research Results into Practice with Police Authorities – Conclusion and Outlook

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- The project setup ensures an intensive cooperation between partners from police, universities and regional authorities
- This guides the direction of research and makes it easy to put the results into practice
- Next steps are interviews and workshops with experts in the BSR countries
- The project results will be disseminated using all possible measures
- With all these measures the **C.A.S.H. project will make international road freight transport safer!**

Thank you for your attention!



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