



SECURING GLOBAL SUPPLY CHAINS

Developments on risk management from an institutional perspective

Logistics for Europe conference – 13 November 2025



The image is a composite graphic. At the top, a light blue world map is overlaid with four red location pins. Below the map, a semi-transparent light green banner contains the text "Security starts with effective anticipation" in a bold, dark blue, italicized font. The bottom half of the image shows a blue Mercedes-Benz truck and a red truck parked on a tarmac. In the background, a large cargo ship is docked, and an airplane is flying in the sky. The scene is set against a city skyline at sunset or sunrise, with a warm orange glow.

“Security starts with effective anticipation”

EU security: Customs perspective

Customs authorities are the first line of defence



Whole of society



Mainstreaming of
security
considerations

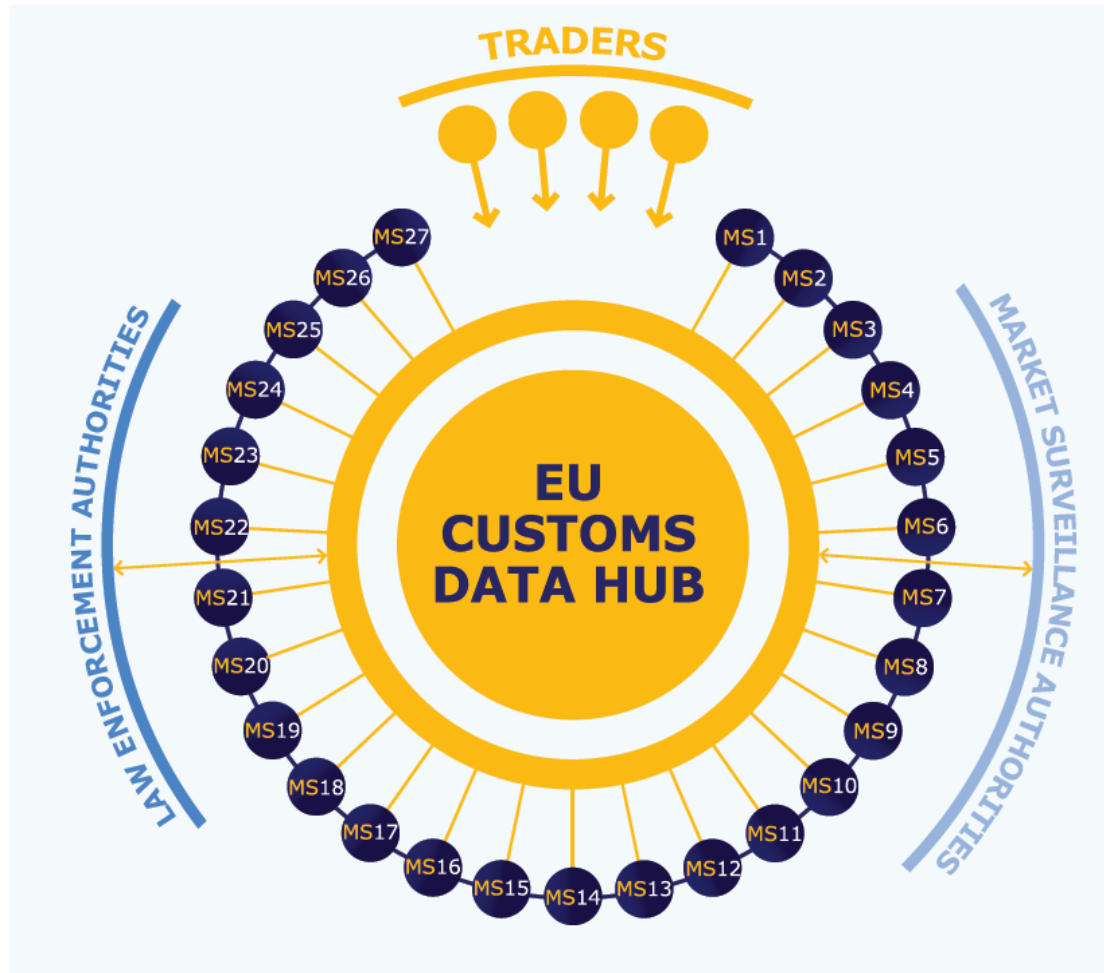


Investment in
security
capabilities

- Enhanced cooperation, risk and threat analysis, and secure communication between all law enforcement authorities and bodies
- Engagement with all relevant stakeholders in the supply chains

Customs Reform

Strengthened EU security capabilities



New EU Customs authority:

- Data Hub
- real-time EU level customs risk analysis
- Cooperation and operational support



Responding to threats

Securing maritime supply chains

Secure network of partners and harbours to fight against organized crime and detect, check, and detain dangerous or illegal shipments as early as possible



The EU *Do Not Load (DNL)* instrument

Building the second line of defence

What is the DNL?

- Risk mitigation measure embedded into advance cargo information & risk assessment process
- In the EU Customs legislation since 2005 (WCO SAFE FoS)
- For deep-sea containerised shipments
- Similar to DNL in aviation security
- Designed to address the most serious threats, mainly CBRNE

What are the main challenges?

- Not supported by a transport legislative framework similar to what exists in aviation security
- Multiplicity of stakeholders in port operations
- Limitations in operational capacities



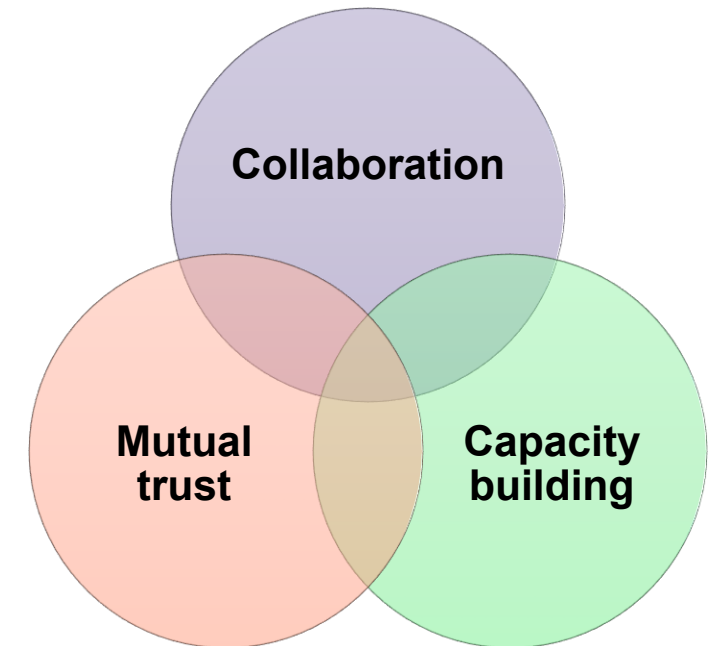
Securing maritime supply chains

Bringing collaboration to the next level



What can be done?

- Raise awareness
- Build on existing initiatives such as the European Ports Alliance
- Use existing instruments such as AEO guidance
- Work with multiple stakeholders:
 - Economic operators such as Port authorities, terminal operators, shipping lines, carriers, shipowners' associations
 - International bodies (WCO, UNODC, etc...)
 - Third countries customs and law enforcement
- Define best practices and work on common standards (considering also possible update of the WCO FoS Pillar I)
- Create secure network of partners and harbours
- Work on strengthening the international legislative framework



Thank you



Slide 4: image by pngtree.com, slide 5 photo by timelab on unsplash;

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