

## Call for Papers

### Special Issue of *Journal of Transportation Security*

#### Enhancing Supply Chain Security through Government-to-Government and Government-to-Business Partnerships and Collaboration

##### Guest Editors:

- **Chief Editor:** Dr. Juha Hintsa, Cross-border Research Association (CBRA), Switzerland
- **Assistant Editor:** Dr. Luca Urciuoli, Zaragoza Logistics Center (ZLC), Spain

##### IMPORTANT DATES

**Abstract Deadline:** **September 30, 2016**

**Full Paper Deadline:** **March 31, 2017**

**Background for the JTRS special issue:** International exports (and imports) in merchandise accounted for nearly 18.5 trillion USD in 2014. World trade of such scale would not be possible without the global logistics network and services that enable companies to engage in international sourcing and sales. The global logistics operations involve a large number of business actors: manufacturers, shippers, exporters and importers, transport carriers, terminal operators, warehouse keepers, distributors, traders and retailers, and so forth. Besides the business sector, also government bodies and agencies take part in the global logistics, for instance as policy makers and regulators (e.g., ministry of transport and finance), and as inspection and law enforcement agencies (e.g., customs, police, and transport security authorities). The global logistics operations are exposed to a wide spectrum of threats. Natural disasters, political instability, labor disputes and operational failures, as examples, cause disruptions in the international movements of goods. However, an increasingly important sub-set of threats arises from man-made, deliberate criminal activities such as cargo theft, border tax fraud, trafficking in prohibited and restricted goods, trade and transport in counterfeit goods, acts of sabotage and terrorism. Such crime threats not only disrupt the global logistics operations but also damage the fabric of the societies we live in: smuggling of fiscal contraband reduces government tax revenues and distorts fair competition; drug trafficking undermines public health and inflates healthcare and social security costs; and, next to possible human

casualties and suffering, terrorist attacks on the global logistics network may seriously damage reputation and profits of supply chain companies.

**Partnerships and collaboration** play a crucial role in the fight against crime in the global supply chains. Investments in traditional security areas such as physical security, personnel security, and IT security no longer suffice. Both government and business actors should extend their security efforts beyond their organizational boundaries, by fostering relationships with each other. Further government-to-government and government-to-business collaboration has a great potential to improve security of the supply chain and regulatory compliance of the trading community, while facilitating trade and logistics for the legitimate, security aware companies. The scope of collaboration covers a broad range of activities, including sharing of information and data; investing in common resource pools and sharing resources; and agreeing on optimum protocols for conducting inspections and audits in the supply chains. Enhancing the information exchange, for example, would help governments and companies to prevent and detect security breaches in supply chains and to recover faster once the breaches happen. In principle, both government and business actors share a common goal of mitigating crime in the global supply chains. Priorities and procedures, however, differ markedly between various business actors (e.g., shippers, carriers, freight forwarders) and government agencies (e.g., customs, police and transport security authorities).

**For this special issue of JTRS** we invite papers focusing on government-to-government and government-to-business partnerships to improve security and to reduce criminal activities in the global supply chains, particularly in international / cross-border context. The authors may use a wide range of research methods, from case study research to mathematical modeling and from surveys to systematic literature reviews, to name couple of examples. Also conceptual papers will be considered for this special issue of JTRS. Relevant themes include, but are not limited to the following ones:

- Supply chain security, risk and resiliency management

- Supply chain security -centric public-private partnerships
- Supply chain security certifications and trusted trader programs (e.g. AEO and C-TPAT and wider trusted trader programs, as well as industry standards including by TAPA and ASIS)
- Supply chain security initiatives in aviation sector (in particular by ICAO and IATA), in maritime sector (in particular by IMO), in postal sector (in particular by UPU), in rail and in road
- Links between supply chain security programs and operational performance and efficiency
- Socio-economic impacts of supply chain security partnerships
- Organizational and management aspects of supply chain security partnerships
- Role of new technologies in supply chain security partnerships
- Regulatory and legal aspects of supply chain security partnerships
- Border agency cooperation / Coordinated border management / Integrated border management
- Improving supply chain security via information and data management and sharing in government-to-government context
- Improving supply chain security via information and data management and sharing in government-to-business context
- Using supply chain visibility data for security purposes
- Big-data driven crime prevention and security management models
- Links between cyber security and supply chain management
- Cost-benefit analysis of government-to-government supply chain security partnerships and collaboration
- Cost-benefit analysis of government-to-business supply chain security partnerships and collaboration
- Barriers to government-to-government supply chain security partnerships and collaboration, and how to overcome them
- Barriers to government-to-business supply chain security partnerships and collaboration, and how to overcome them

### **Call for abstracts:**

We encourage all interested authors to first send 300-400 word abstracts to Dr. Urciuoli and Dr. Hintsa, by 30 September 2016. We will provide feedback to all potential authors by 15 October 2016.

### **Call for full papers:**

Please make your submissions by 31 March 2017 by email to Dr. Urciuoli and Dr. Hintsa.

### **Guest editors for the JTRS special issue:**

- Dr. Juha Hintsa, Cross-border Research Association (CBRA), Switzerland, [juha.hintsa@cross-border.org](mailto:juha.hintsa@cross-border.org) – Chief Editor for the Special Issue (CBRA website: [www.cross-border.org](http://www.cross-border.org) )
- Dr. Luca Urciuoli, Zaragoza Logistics Center (ZLC), Spain, [lurciuoli@zlc.edu.es](mailto:lurciuoli@zlc.edu.es) – Assistant Editor for the Special Issue (ZLC website: <http://www.zlc.edu.es/about-us/people/faculty--researchers/dr-luca-urciuoli/> )

*In addition, an expert panel will be set up with select FP7-project CORE partners (<http://www.coreproject.eu/> ) and a couple of invited external experts (including a professor from HEC University of Lausanne) to assist in reviewing the submitted abstracts.*

### **Timeline summary:**

- 20 April 2016: Call for papers opens
- 31 August 2016: Expert panel set-up to assist in the abstract review process
- 30 September 2016: Abstract submission deadline
- 15 October 2016: Feedback provided on abstracts
- 31 March 2017: Full paper submission deadline
- 15 May 2017: Feedback provided on full papers
- 31 August 2017: Acceptance of finalized full papers



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