Supply Chain Risk Management in Delivering

- Mr. Joe Filipiak, Industry Vice Chair, Government Traffic Policy Committee, American Trucking Association
- Ms. Katie Praske, General Manager, Government Services, Damco
- Mr. Chris Larson, Director, Customer Solutions, UPS

- Moderator – Irvin Varkonyi, President, Supply Chain Operations Preparedness Education
Source: Adapted from Supply Chain Council, Inc.
Supply Chain Risk Management in Delivering

- **Transport Risk Exposure** – Natural Disasters, Conflict and political unrest, Sudden demand shocks, Export-import restrictions, Terrorism

- “Systemic risks within supply chain and transport networks are characterized by an unexpected trigger event and a network setup that cannot absorb the shock and knock-on effects. The initial event results in a cascading disruption or failure across regions or industries.” World Economic Forum, 2011

- **Systemic Risk Management** – Trusted networks across business and government, Effective risk legislation, Improved quantification metrics, Appropriate data and information sharing, enhanced scenario planning
Supply Chain Risk Management in Delivering

Recommendations for Government and Business

1. Global resilience standards -

2. Explicit assessment of transport risks as part of procurement and governance processes

3. Develop trusted networks of suppliers, customers, and collaboration with government to focus on risk management

4. Improve network visibility

5. Improve pre- and post-event communication on systemic disruptions (intentional, accidental, mother nature)

(World Economic Forum – 2011)

- Metrics that measure resilience – See SCOR 11.0/TAPA/WEF
- Implement measurable processes which optimize efficiency while minimizing vulnerability
- Supplier certification which incorporates Value at Risk analysis
- Technology options on cargo movement while reducing cyber threats
- Participate through industry and government collaboration including sector specific agencies