



Why Border Controls won't Protect Europe Against Terrorism

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About the Author of this Issue

Wolfgang Lehmacher is Head of Supply Chain and Transport Industries at The World Economic Forum. He is a global executive, management consultant, entrepreneur and author – expert in the field of supply chain, transportation and logistics. During his career he has been heading and supporting country, regional and global innovation, expansion and investment strategies, serving Fortune 500 and other leading companies, as well as startups, social enterprises and not-for-profit organisations. He is Member of the Board of Governors, Universal Business School, India's first green business school, Karjat, and member of the Advisory Board of aidha, Singapore, the world's first micro-business school for entrepreneurs at the base of the pyramid.

1980, Lehmacher started his professional career with the German Red Cross, subsequently gaining experience with leading international supply chain solutions providers, such as Kuehne & Nagel. He has held senior management positions with TNT from 1991 to 1999, including Country General Manager Switzerland and Head of the Eastern European and Eastern Mediterranean Regions, and with French Groupe La Poste from 1999 to



2010, including, President and Chief Executive Officer, GeoPost Intercontinental and Member of the Board of GeoPost, the express parcel holding of Groupe La Poste. He was partner and managing director (China and India) at the global strategy boutique CVA from 2010 to 2014 and is currently heading the Supply Chain and Transport Industries Group at the World Economic Forum. He is also member of several advisory bodies and think tanks.

Lehmacher has been involved in major initiatives in the Courier Express Parcel (CEP) industry, including the setting up of German ground services operations of GD Express Worldwide, the country organisation of the consortium of TNT and five major postal organisations (German, French, Dutch, Swedish and Canadian), the management of the German Express Mail Service (EMS) Joint Venture between Deutsche Post and TNT Express Worldwide, the development of TNT Express Worldwide in the Eastern European and Eastern Mediterranean regions, the expansion of the express parcel business of La Poste in Europe, the integration of the European parcel network DPD into the Group's business, and the setting up of the global network and express parcel expansion vehicle of La Poste – driving the group's growth strategy through strategic investments combined with entrepreneurial partnerships, which enabled the Group to enter in key markets worldwide, such as India, China, South Africa and the United States of America.

Lehmacher is author and co-author of various books, articles, and white papers, mainly in the area of global supply chain, trade, transportation, and logistics. He has participated at numerous speaking events, a number of which have been held by the World Economic Forum. These include Transforming Urban Transportation, The Asian Consumer: A Sustainability Champion in the Making? Other notable speaking events include the Global Competitiveness Forum in Riyadh, Boao Forum in China, and INK in association with TED. Lehmacher also shared his knowledge at institutions such as the MIT Centre of Transportation and Logistics.



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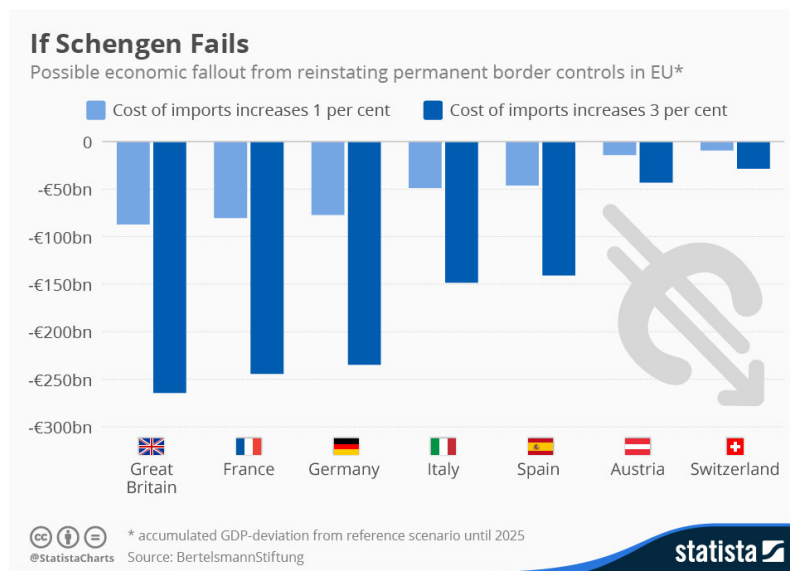
Analysis

In mid-December, people and families all over Europe and in many parts of the world were gearing up to celebrate Christmas, one of the most important events in the Christian calendar. But on 19 December 2016 at 20:02 local time, a hijacked truck veered into a traditional Christmas market next to the Kaiser Wilhelm Memorial Church in Berlin, Germany. Twelve people were killed. Four days later, the suspected perpetrator was shot and killed by police on an Italian plaza in Sesto San Giovanni, a suburb north of central Milan, Italy.

On the same day, ISIS extremists released a video of the perpetrator, filmed recently in Berlin. His name was Anis Amri. Having pledged allegiance to the group, he suggested that the Berlin attack was vengeance for coalition airstrikes in Syria.

Amri was from Tunisia and had arrived illegally in Italy in 2011. The New York Times reported¹ that after he had showed signs of radicalism, Amri was classified as a terrorism risk in 2014 – one of a group of a few hundred individuals only – before making his way to Germany in 2015. In Germany he had been under covert surveillance for more than six months. Italy and Germany had failed to deport him due to a lack of cooperation by his home country.

After the Berlin attack, Amri had travelled for three days and 1,000 miles across Europe. A train ticket found on his body showed he had come to Sesto San Giovanni from Chambéry in France via Turin. European right-wing politicians², including Marine Le Pen, the leader of French far-right National Front, and Nigel Farage, the former leader of the UK Independence Party, responded by demanding an end to the Schengen agreement, a historic deal signed by five European countries in 1985, which had led to the creation of Europe's borderless Schengen Area.



¹ https://www.nytimes.com/2016/12/23/world/europe/berlin-anis-amri-killed-milan.html?_r=2

² <http://www.telegraph.co.uk/news/2016/12/23/berlin-attack-europes-open-borders-putting-britains-security/>



Are borders ever the answer?

Few national borders are absolutely impermeable, and controls may fail due to fake and stolen documents. The Chicago Tribune reported³ that in 2015 around 170,000 people escaped detection at the US border with Mexico and 200,000 eluded capture when adding those who entered by sea. This is barely half of people who entered the US illegally. The wall that made Berlin⁴ one of the most difficult places to cross the border could not stop illegal crossings. The wall only reduced the number of escapees to 868 per annum during the 1970s and to 334 per annum between 1980 and 1988.

Aviation security measures are considered most tight in the world of travel and transport – but two passengers were able to board Malaysia Airlines Flight 370 on stolen passports.⁵ The Berlin suspect had used at least six different aliases under three different nationalities, reported⁶ the Daily Mail.

The threat often lies within: “Not one Paris attacker has been identified as a Syrian refugee”,⁷ Mashable wrote. All people named in connection with the Paris attack of 13 November 2015 were French or Belgian citizens who held European passports. The BBC reported⁸ that on 23 December 2016, Australian police detained six men and a woman – four Australia-born. Three are suspected to have planned a Melbourne Christmas Day terror attack which Australian Prime Minister Malcom Turnbull called one of the most substantial plots to have been disrupted in recent years.

According to Eurostat, it is estimated⁹ that the European Union's citizens aged 15 or over made 1.2 billion tourism trips in 2014, for personal or business purposes – 25.1% were to destinations outside the country. 1.7 million people cross European borders every day¹⁰ to get to work. Waiting and inspection times at the borders need to be factored into the prices of goods, as well as the required changes to the highly cost-optimized just-in-time concepts – largely applied in the automotive industry – and the efficient goods supply out of European distribution centres. Consumer prices would rise due to the forced slowdown, necessary adjustments and increased logistics costs. Many products would disappear from supermarkets – at least temporarily. The Bertelsmann Foundation warns that reestablishing permanent border controls in Europe could produce losses of up to 1.4 trillion euros¹¹ over 10 years.

A united Europe

The current terrorist threat requires collaboration across all European countries, the use of advanced technology and a common European anti-terrorism strategy. Instead of investing time, money and energy in individual and isolated efforts to protect each country, Europe could be made much safer through consolidating budgets and other resources to better protect the outer borders of the EU and leverage advanced digital technology. The most effective way would be for all European countries to unite under one strategy – for example in a “homeland security alliance”. There is little chance that European countries with long and highly permeable

³ <http://www.chicagotribune.com/news/nationworld/ct-us-mexico-border-crossing-captures-20161006-story.html>

⁴ https://en.wikipedia.org/wiki/Escape_attempts_and_victims_of_the_inner_German_border

⁵ https://en.wikipedia.org/wiki/Malaysia_Airlines_Flight_370

⁶ <http://www.dailymail.co.uk/news/article-4054140/How-German-police-bungled-hunt-Europe-s-wanted-man-Asylum-seeker-23-wrongly-blamed-Christmas-market-massacre-jumping-red-light.html>

⁷ <http://mashable.com/2015/11/23/paris-attackers-europeans-not-refugees/#.luskclOtGqc>

⁸ <http://www.bbc.com/news/world-australia-38411935>

⁹ http://ec.europa.eu/eurostat/statistics-explained/index.php/Tourism_statistics

¹⁰ <http://www.cnbc.com/2016/03/22/brussels-attacks-can-europe-keep-its-open-borders.html>

¹¹ <http://www.thetimes.co.uk/tto/news/world/europe/article4696489.ece>



coastal borders can manage the protection challenge alone. The effort cannot be shared but needs to be concentrated where needed.

The potential measures range from increasing EU security forces at the southern European borders to identifying and registering new arrivals; introducing waterproof authentication checks for example at train and bus ticket booths. The digital age brings solutions that allow smooth travel and fluid transport while also ensuring the highest level of security.

The exchange of security-relevant information should be mandatory. Country authorities need to be able to authenticate every individual and check for security risks. Facial-recognition¹² software on surveillance cameras, which is available yet still rudimentary in many places, needs to be improved.

Blockchain¹³ technology – which can ensure the authenticity of goods – will possibly help in future to track the origin of freight. The transport of weapons and explosives would become significantly difficult. Manufacturers have already started to use blockchain technology to confirm the authenticity of luxury goods. The AMBER alert, a child-abduction alarm system that distributes alerts via TV and radio as well as emails and text messages, could be transformed into an effective measure to put the entire European population at the disposal of its own security system.

Even the most secured borders have proven to be permeable. And borders cannot stop local-born and locally operating terrorists. Political leaders need to explain why digital and coordinated European measures are better suited to protect the lives of European citizens and visitors than the reinstallation of intra-European borders.

The situation demands an act of solidarity across all governments in Europe. In its own interests, the private sector is required to support this effort. Leaders could leverage the current threat as a historic chance to unite Europe under an urgently needed common security vision and execution plan.

This blog was originally posted on the World Economic Forum Agenda.¹⁴

Remarks: Opinions expressed in this contribution are those of the author.

¹² <https://www.technologyreview.com/s/513901/how-facial-recognition-tech-could-help-trace-terrorism-suspects/>

¹³ <https://cointelegraph.com/news/blockchain-watch-manufactures-start-using-blockchain-to-confirm-authenticity-of-luxury-goods>

¹⁴ <https://www.weforum.org/agenda/2017/01/border-controls-schengen-europe-terrorism>