



CBRA Monthly

CBRA Monthly 5/2016

Blogs

EU logistics security – an interesting decade pp.2-3

AEO benefits, or, no benefits, that's the? pp.4-7

Interviews

Interview with Mr. Warwick on global security profession pp.8-9

Interview with Mr. Bautista on PICARD2016 p.10

CORE Observatory

MARITIME SECURITY – Vessel Tracking Systems Provide Key Information, but the Need for Duplicate Data Should Be Reviewed, GAO, March 2009 (CORE1065) p.14

MARITIME SECURITY – DHS Progress and Challenges in Key Areas of Port Security, GAO, July 2010 (CORE1064) p.14

Eight other Observatory entries pp.15-18

Other

Speech by Mr. Reiter of UNCTAD: Regional Efforts in Favor of Trade Facilitation and how it ties in with Aid for Trade pp.11-12

External News p.19

Upcoming Events p.20

Dear CBRA Monthly Reader,

The month of May passed quickly with our team busy on our six research projects, now all of them running in full speed. Below I list couple of monthly highlights:

- With the FP7-CORE-project, our colleague Ms. Susana Wong carried out the AEO benefit survey during the 3rd Global WCO AEO Conference, held in Cancun, Mexico (11-13 May).
- With the FP7-SAFEPOST-project, our colleague Dr. Toni Männistö presented the postal operator supply chain security survey at the SAFEPOST Forum in Rome, Italy (26-27 May).
- With the COMCEC Border Agency Cooperation study, we shared the first draft report with multiple experts, while working full speed on our six case studies.
- With the TAPA Total Cost of Cargo Theft study, we have identified 30+ target companies for the workshops, to be held by the end of 2016. As a next step, we start approaching them, for their approvals and for the workshop scheduling.
- With the DOTCOM Waste project, the first expert interviews have taken place e.g. in Italy, to learn from the responsible authorities and agencies about the training needs and priorities for more effective and efficient fight against waste trafficking.
- With the SYNCHRO-Net project, we have launched the year 2 project work to produce the final deliverable on policy and project reviews, to be finalized by March 2017.

My personal highlight of the month was the participation at the Secretaría de Integración Económica Centroamericana panel "Regional Approaches to Trade Facilitation", hosted by the World Trade Organization, at their Geneva headquarters (25 May). The panel consisted of following high-level participants: Ms. Carmen Gisela Vergara, Secretary General, Secretaría de Integración Económica Centroamericana (SIECA); Ms. Anabel Gonzalez, Senior Director, Trade and Competitiveness Global Practice, World Bank Group; Mr. Shishir Priyadarshi, Director, Development Division, World Trade Organization; and Mr. Joakim Reiter, Deputy Secretary-General, United Nations Conference on Trade and Development (UNCTAD), whose panel speech can be read on pages 11-12 of this Monthly newsletter. Last but not least, myself, Dr. Juha Hintsa, Executive Director of CBRA (as not-so-high-level participant...). The main focus of the panel discussion was on WTO Trade Facilitation Agreement and Border Agency Cooperation and Transit arrangements, which clearly have great potential to facilitate trade and logistics, both on regional and on global levels.

I hope You enjoy reading this CBRA Monthly 5/2016 issue – and as usual, please do not hesitate to contact us with any suggestions, comments or questions!

In Lausanne, 31 May 2016,

Dr. Juha Hintsa
Executive Director of CBRA



Blog: EU logistics security – an interesting decade 2004-2013

I had a great pleasure to work intensively on the European surface transport security standardization efforts, some years ago – this CBRA Blog aims to summarize the main work done, and the key objectives achieved.

Couple of years after the US 9/11, 2001 terrorist attacks, the European Commission Directorate General of Transport and Energy, EC DG TREN, started to prepare a proposal for a regulation of the European Parliament and of the Council on enhancing cargo surface transport security. In the meanwhile, 9/11 was already triggering an avalanche of new customs, aviation and maritime supply chain security regulations, programs and standards, in the US, Europe and across the globe. But when it came specifically to surface transport security for road and rail cargo (and inland waterways, to that matter) in Europe, nothing was cooking before the DG TREN initiative “Secure Operator”, first announced in 2004. By 2006, the main goal of the EC proposal for a regulation on enhancing supply chain security (SCS) in the EU was shaped as **to achieve greater protection of the European freight transport system against possible terrorist attacks**. The specific objectives of the draft regulation were defined as: (i) to increase the level of security along the supply chain without impeding the free flow of trade; (ii) to establish a common framework for a systematic European approach without jeopardizing the common transport market and existing security measures; and (iii) to avoid unnecessary

administrative procedures and burdens at European and national levels. In addition, the draft regulation related to the need to prevent a patchwork of various supply chain security standards and solutions across EU.

However, it quickly became clear that **there was no common sense of urgency in supply chain security regulations across EU Member States**, particularly in the context of threat of terrorism to surface (cargo) transport. One was lacking a commitment towards an integrated approach, which would urge everybody to look at the holistic supply chain picture. The countries and especially stakeholder (or, lobby) organizations clearly focused on their specific interests on a part of the supply chain, thus appearing uncomfortable when trying to identify the “big picture”. Ultimately, the draft regulation was blocked in the European legislative process and finally officially withdrawn by the Commission, in 2010.

In the meanwhile, already **in 2005, an expert group in supply chain security was formed under the umbrella of European Committee for Standardization (CEN)** – and that’s when Cross-border Research Association started to play a role in the “EU land transport security regulations and standards play”, first as the rapporteur for the expert group, and later as the research party for the technical committee in supply chain security. The expert group was formed technically under the CEN working group



"Protection and Security of the Citizen" (CEN/BT/WG161), and the (pre)standardization work was partly based on the Logistics Action Plan of the EC that indicated the need for standardization in the transport security domain for the whole logistic chain. Following the conclusions and recommendations by the expert group, the CEN Technical Committee in Supply Chain Security (CEN/TC 379) was established in 2008, producing ultimately three tangible outputs: Supply Chain Security Feasibility Study (in 2010); CEN Technical Report "Supply Chain Security — Good Practice Guide for Small and Medium Sized Operators" (in 2012, CEN/TR 16412:2012); and, a European Standard: Logistics - Specifications for reporting crime incidents (in 2013, EN 16352:2013-06). The first of the outcomes is available for free (ask by email: cbra@cross-border.org), and the latter two you can purchase e.g. from your national standardization institute web shop. All in all, great project experience behind us, couple of good publications, and many new contacts and even few friends for lifetime – thus, no regrets, and if asked, would become rapporteur and lead researcher on these important topics, again and again!

And finally, when it comes to the future of SCS regulation and standardization work in Europe – in particular in the land transport security sector (e.g. the LANDSEC expert group, Commission Decision 2012/286/EU): do not be shy in exploiting the tangible outcomes of a decade of our joint work, in particular the **Euronorm EN 16352:2013-06, "Logistics: specifications for reporting crime incidents" – no reason to reinvent the wheel!**

CBRA Blog by Dr. Juha Hintsa on 21.5.2016

Summarizing the main milestones of the surface transport security 2004-2014 regulatory and standardization process tracks:

A) **Regulatory process -track** was largely driven by the European Commission Directorate General for Transport and Energy (EC DG TREN), comprising of the following five sequential steps:

- A1. Preparation of the Secure Operator legislation at EC DG TREN (2004-2006)
- A2. Publication of the legislative proposal (EC, 2006a)
- A3. Publication of an impact assessment study (EC, 2006b)
- A4. Announcements and debates at European Parliament and Council (2006-2009)
- A5. Withdrawal of the proposal by the Commission, (18.9.2010)

B) **Standardization process -track** - for which the European Committee for Standardization (CEN) was responsible –

consisting of the following seven, chronologically ordered steps:

- B1. Establishment of an Expert group in supply chain security, under CEN/BT/WG161, "Protection and Security of the Citizen" (2005)
- B2. Publication of the final report of the Expert group, approved by CEN/BT/WG161 (14.11.2006)
- B3. Establishment of the CEN Technical Committee in Supply Chain Security, CEN/TC 379 (2008)
- B4. Publication of Supply Chain Security Feasibility Study (15.1.2010)
- B5. Publication of the CEN Technical Report, CEN/TR 16412:2012 "Supply Chain Security — Good Practice Guide for Small and Medium Sized Operators" (2012)
- B6. Publication of a European Standard: Logistics - Specifications for reporting crime incidents, EN 16352:2013-06 (2013)
- B7. Closure of the CEN Technical Committee in Supply Chain Security, CEN/TC 379 (2014).

Main references / bibliography:

- CEN (2013), "Logistics: specifications for reporting crime incidents", EN 16352:2013-06
- CEN (2012), "Supply chain security (SCS): Good practice guide for small and medium sized operators", CEN/TR 16412:2012
- CEN (2006), "Expert group: Supply chain security", approved by CEN/BT/WG161, 14.1.2006
- EC (2012), "Commission Staff Working Document on Transport Security", SWD(2012), 143 final.
- EC (2006a), COM(2006)79 final, 2006/0025(COD), COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS on enhancing supply chain security Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on enhancing supply chain security, (SEC(2006)251)
- EC (2006b), SEC(2006)251 COMMISSION STAFF WORKING DOCUMENT. Annex to the COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS on enhancing supply chain security and Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on enhancing supply chain security - IMPACT ASSESSMENT - {COM(2006)79 final}
- Hintsa, J., Ahokas, J., Männistö, T. and Sahlstedt, J. (2010), "CEN supply chain security (SCS) feasibility study", CEN/TC 379 Supply Chain Security, Final report, 15.12.2010



Blog: AEO benefits, or, no benefits, that's the question

“To be, or not be – that is the question”, was Prince Hamlet wondering already some 412 years ago. 400 years later, the CBRA research team started to raise the question of “AEO benefits, or no AEO benefits – that is the ?”...

Around year 2004, we first started to study the emerging AEO-types of programs in Europe and globally, working intensively with multinational companies (clothing, cigarettes, machinery etc.), and with multiple governments. Initially, we reviewed any data available from C-TPAT, StairSec, BASC and TAPA programs, and later we concentrated on EU AEO and all other AEO programs across the globe. After 12 years of research our intention is to publish an academic journal paper summarizing all the knowledge from the literature as well as from our own research on AEO benefits for Customs administrations and for supply chain companies – focusing on the tangible, realized benefits, instead of “paper tiger / lip service” types of benefit checklists.

As the last step of data collection, we are now launching the study: “Customs Supply Chain Security Programs (AEO, C-TPAT etc.) - Survey on Supply Chain and Government Benefits – WCO 3rd Global AEO Conference, Cancun, Mexico, 11-13 May 2016 - Research project by CBRA, ZLC, UCR, HEC UNIL and FP7-CORE”. This survey is a direct follow-up with the one CBRA did in the 2nd Global AEO Conference in Madrid two years ago. Ms. Susana Wong Chan from the University of Costa Rica and Cross-border Research Association is presenting the survey in Cancun next week, and collecting as many replies as possible, in person during the conference (and by email after).

We have three main questions in the Cancun AEO survey, each one with multiple sub-questions (all questions are presented with a five-point Likert scale, plus one option for “cannot say”):

- **Question for Customs administrations, supply chain companies, and all other experts in cross-border supply chains and Customs supply chain security programs: How often are the supply chain security program certified companies in your country benefiting from the following Customs granted incentives?**
- **Question for Customs administrations only: What are the benefits for the Customs administration in your country arising from the supply chain security program?**
- **Question for supply chain companies only: What are the additional benefits for the supply chain companies in your country, arising from the supply chain security program participations / certifications?**

The full list of questions and sub-questions is shared at the end of this blog. In addition, you can download the questionnaire in word-format, in English and in Spanish, at: <http://www.cross-border.org/downloads/>

Why don't (near) perfect AEO benefit -papers exist yet in the literature? One would think that the topic attracts lots of academics to carry out such research, and to publish their exciting findings, rather sooner than later... Well, it is quite challenging topic to study: where is the objective, non-biased data located, and how do you get access to it? How to deal with all the politics linked to the topic, as maybe many countries would like to be perceived as “leading edge



AEO program holders, with a set of fantastic, innovative benefits delivered to the trade and logistics...”? How to differentiate between all the AEO marketing materials and incentive promises from what is actually implemented on the ground, for the real benefit of supply chain companies; and so forth..? To expand on these thoughts, one could **revisit our article on the WCO News No 74 of June 2014**. The table on page 45 includes a row on challenges and peculiarities with different categories of possible AEO benefits, sharing following observations and notes:



- As some of the Customs granted benefits existed in many countries before the AEO era, companies which have enjoyed “such pre-AEO benefits” may fear a potential reduction in existing trade facilitation measures - instead of the introduction of truly new benefits.
- Due to the dynamics in the cross-border flow of goods, outcomes might vary considerably over time – ‘seeing is believing’; in particular, the benefits linked to ‘elevated threat’ and ‘post-incident recovery’, may appear quite theoretical until such situations actually emerge (and the benefits materialize – or, not).
- Some could also consider that the AEO system may become a technical trade barrier – the ‘become an AEO or die’ scenario.
- Some might think that an AEO program deters crime, as criminals would rather choose an easy target (i.e. a non-AEO target), for example in the case of warehouse theft; and, alternatively, other might think that an AEO program attracts criminals, as they know there are likely to be fewer Customs interventions – the smuggling of narcotics, for example.

Dear CBRA Blog reader: although this is very challenging research topic, and one should not dream of reaching “one ultimate truth out there” – we kindly ask that if you are in Cancun 11-13 May for the 3rd Global AEO Conference, please take 10 minutes to reply the questionnaire..! Next to the good vibrations gained from participation in this highly important study, you will join a lucky drawing of a nice Costa Rican souvenir! In Lausanne, 9 May 2016, Juha Hintsa.

PS. List of benefit survey questions, for the CBRA Blog readers:
Customs Supply Chain Security Programs (AEO, C-TPAT etc.) - Survey on Supply Chain and Government Benefits – WCO 3rd Global AEO Conference, Cancun, Mexico, 11-13 May 2016 - Research project by CBRA, ZLC, UCR, HEC UNIL and FP7-CORE

Question for Customs administrations, supply chain companies, and all other experts in cross-border supply

chains and Customs supply chain security programs: How often are the supply chain security program (AEO, C-TPAT etc.) certified companies in your country benefiting from the following Customs granted incentives?

Use the following scale: Very frequently – Frequently – Occasionally – Rarely - Never / Not applicable in our country (or, this is nothing specific for certified companies) - Cannot say

- Are companies submitting entry/exit summary declarations with reduced data sets?
- Are companies benefiting from reduced number of data elements in their final declaration?
- Are companies benefiting from increased paperless processing of import/export shipments?
- Are companies offered the option of audit-based / account-based controls (versus only transaction-based controls)?
- Are companies having access to / pre-qualification with various simplified customs procedures?
- Are companies self-managing their bonded warehouses?
- Are companies benefiting from tax privileges, such as speedier tax refunds and compensation?
- Are companies benefiting from financial guarantee waivers, reductions or rebates?
- Are companies benefiting from reduction of any Customs fees or charges?
- Are companies benefiting from access to self-audit or reduced audit programs?
- Are companies allowed to conduct self-assessments when Customs automated systems are not functioning?
- Are companies benefiting from designated Customs contact points / assistance by Customs supply chain security experts?
- Are companies benefiting from training provided by Customs experts?
- Are companies enjoying easier access to other

governmental certification in the supply chain, e.g. in aviation security?

- Are companies benefiting from the option to manage clearance formalities, inspections etc. at the business site?
- Are companies benefiting from a minimum number of cargo security inspections?
- Are companies being notified of the intention to release goods prior to their arrival? (“pre-clearance”)
- Are companies benefiting from “extended Customs office opening hours”, during high peak / congestion times?
- Are companies benefiting from choice of place of controls, if selected for control?
- Are companies benefiting from priority treatment of consignments if selected for control?
- Are companies benefiting from priority use of non-intrusive inspection techniques when examination is required?
- Are companies guaranteed a priority Customs processing during a period of elevated threat conditions?
- Are companies guaranteed preferential treatment at border crossings in post-disaster/post-attack situations?
- Are companies guaranteed a priority in exporting to affected countries after a security incident?

- Are companies benefiting from expedited processes to resolve post-entry or post-clearance inquiries?
- Are companies benefiting from priority response to requests for ruling from Customs?
- Are companies benefiting from privileges in any kind of non-criminal legal cases?
- Are companies enjoying tangible benefits due to mutual recognition agreements / arrangements (MRAs) with 3rd countries?

Question for Customs administrations only: **What are the benefits for the Customs administration in your country arising from the supply chain security program (AEO, C-TPAT etc.)?**

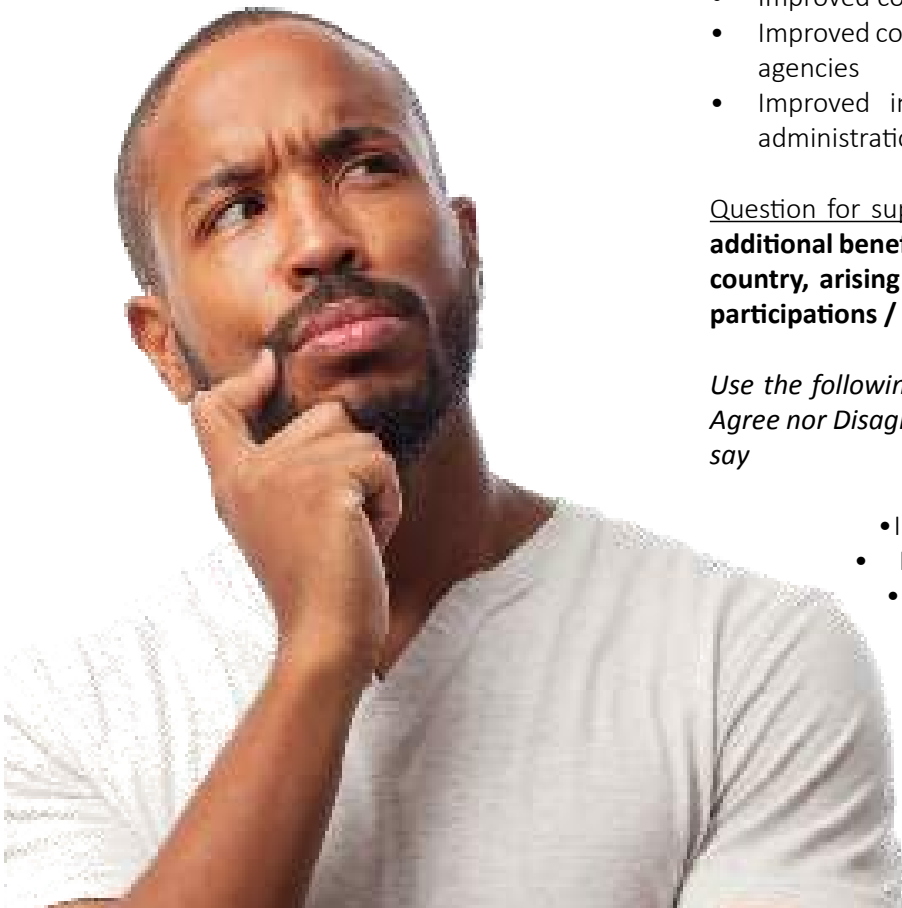
Use the following scale: Strongly Agree – Agree - Neither Agree nor Disagree – Disagree - Strongly Disagree - Cannot say

- Better overall allocation of governmental resources
- Improved indirect tax revenue collection
- Improved prevention of trafficking and illicit trade
- Improved detection and/or seizures in trafficking and illicit trade
- Improved prosecution to judgements -ratio (= higher percentage of successful prosecutions)
- Increased confiscations of criminal assets and/or proceeds of crime
- Improved collaboration with supply chain companies
- Improved collaboration with other national government agencies
- Improved international collaboration with Customs administrations in other countries

Question for supply chain companies only: **What are the additional benefits for the supply chain companies in your country, arising from the supply chain security program participations / certifications (AEO, C-TPAT etc.)?**

Use the following scale: Strongly Agree – Agree - Neither Agree nor Disagree – Disagree - Strongly Disagree - Cannot say

- Improved customer service
- Improved customs loyalty
- Increased market share/ gaining more new customers
 - Improved security commitment of employees
 - Improved company image and credibility
 - Reduced overall vulnerability of the supply chain
 - Improved supply chain resiliency



- Reduced cargo theft incidents
- Reduced tax fraud incidents
- Reduced illicit trade / trafficking incidents
- Reduced insurance fees
- Improved inventory management
- Fewer delayed cross-border shipments
- Reduced lead time variability in the cross-border supply chain

PPS. Related literature by the Cross-border Research Association team and key partners:

Most of these papers are available for download at ResearchGate, https://www.researchgate.net/profile/Juha_Hintsa/publications . And all of them can be naturally requested by email (cbra@cross-border.org)

Hintsa, J., Mohanty, S., Rudzitis, N., Fossen, C. and Heijmann, F. (2014), "The role and value of customs administrations in minimization of socio-economic negative impacts related to illicit import flows in freight logistics systems- three preliminary cases in Europe – FP7-CORE", Proceedings of the 9th WCO PICARD Conference, September 17-19, 2014, Puebla.

Hintsa, J. (2013), AEO – MRA Study for RTC- Thailand Europe Cooperation TEC-II, PDSC: Implementation of international standards on Supply Chain Security leading to a secure Trade Environment and to increased Trade Facilitation (Activity Code : TRA 4), Final Report, Bangkok.

Urciuoli, L. and Ekwall, D. (2012), "Possible impacts of supply chain security certifications on efficiency - a survey study about the possible impacts of AEO security certifications on supply chain efficiency", Proceedings of Nofoma Conference, June 6-8, 2012, Naantali.

Hintsa, J., Männistö, T., Hameri, A.P., Thibedeau, C., Sahlstedt, J., Tsikolenko, V., Finger, M. and Granqvist, M. (2011), Customs Risk Management (CRiM): A Survey of 24 WCO Member Administrations, Study for World Customs Organization (WCO), February 28, 2011, Lausanne

Hintsa, J., Hameri, A.P., Männistö, T., Lazarescu, M., Ahokas, J. and Holmström, J. (2010), "Conceptual model for measuring benefits of security in global supply chains", Proceedings of the the 3rd International Conference on Transportation and Logistics (T-LOG), September 6-8, 2010, Fukuoka City.

Hintsa, J., Ahokas, J., Männistö, T. and Sahlstedt, J. (2010), "CEN supply chain security (SCS) feasibility study", CEN/ TC 379 Supply Chain Security, Final report, January 15, 2010

Interesting video-links

(visit: <http://www.cross-border.org/weblinks/videos/>)

The new Union Customs Code

<https://www.youtube.com/watch?v=x8nn880BMmw>

Customs protects and serves

<https://www.youtube.com/watch?v=l4njPC-FKis>

What is the TIR System?

<https://www.youtube.com/watch?v=QEhNy1TYynM>

World imports of fake goods worth nearly half a trillion USD a year

https://www.youtube.com/watch?v=5Y_woFLFmGI

A Day in the Life of Air Traffic Over the World

<https://www.youtube.com/watch?v=G1L4GUA8arY>

Global ship traffic seen from space - FleetMon Satellite AIS and FleetMon Explorer

<https://www.youtube.com/watch?v=gtffmxJmehs>

One minute in the life of the EU Customs Union

<https://www.youtube.com/watch?v=hWhAcztm06k>

WCO video on customs enforcement

<https://www.youtube.com/watch?v=C1YO7bXIMdo>

Cargo theft / TAPA

<https://www.youtube.com/watch?v=CBnu8yO8Bmc&feature=youtu.be>

CISCO SCS

<https://www.youtube.com/watch?v=97Tnjr72IoQ>

Maritime Port Authority of Singapore

<https://www.youtube.com/watch?v=PcJGqBFexo>





Interview with Mr. Warwick on global security profession

20.5.2016: CBRA had the pleasure to interview Mr. Roger Warwick, who has over 40 years of hands on experience in the European and global security industry.

Hi Roger, and thanks for joining a CBRA interview. Can you first tell a bit about yourself, and your professional background?

I have been active in corporate security for over forty years with a background in both fraud investigations and security consulting. I studied economic crime investigative techniques at Jesus College, Cambridge annual workshops from 1990 to 1995 and certified CPP - protecting people, property and information - in 1999. I am British but for most of my career I have been based in Italy providing services to international corporations with business interests in Italy and Italian organisations operating in other countries. I am a frequent speaker at international security conferences on security and investigations topics.

We first met around 2005 in a CEN, European Committee for Standardization, supply chain security expert group - under CEN/BT/WG161, Protection and Security of the Citizen. I think you joined as the representative of UNI, the Italian Organization for Standardization - do you recall the good old days?

I certainly do. We were discussing a European response to the US C-TPAT and similar supply chain security programs in an attempt to find a unifying, user friendly system, for the secure international flow of goods – beyond the Customs driven EU AEO program. Following that I did more work regarding standards and qualified with RabQsa, now trading as Exemplar Global, as a Lead Auditor for security management systems, including ISO28000 and then as a certified Skill Examiner. By the way I audited, for ISO 28000, the DP World port in Peru. In 2013, on behalf of the Italian Government I developed a Critical Infrastructure Organisational Resilience standard that was later published by UNI.

You are also active in international security organizations and associations, including ASIS International. Can you tell bit more about them?

ASIS is a worldwide association of security professionals, first launched in the US in 1955. It has today over 38,000 members around the globe of which 3,000 in Europe. I

put in a lot of work with the ASIS to get the association on the quality management standards track. I am a member of the Standards and Guidelines Commission which has already developed a number of security and organisational resilience standards, which are ISO compliant, including PSC1, Management System for Quality of Private Security Company Operations, which has been adopted by ICoCA, the International Code of Conduct Association for private security operations. We will soon begin to work on a Security Awareness -standard. My role in ASIS in Europe, is to the Chair of the EC Liaison Sub Committee, our aim being the promotion and consolidation of the voice of the security profession and security professionals within the EU.

Your main day job is with Pyramid International and with the TEMI Group, is that correct? Can you tell more about these companies, and the services you offer to your clients?

I am the CEO of Pyramid International (www.pyramid.it) which has been based in Italy for over 30 years. It is a corporate security and investigations organisation, which





caters mainly for multinational corporations. We have grown to become the security point of reference for corporations trading in southern Europe. In 2008 I formed, together with long term colleagues and friends, each operating in their own jurisdiction around the world, Temi Group (www.temigroup.com), which has grown to be what we call the World's furthest reaching security partnership. Recently we set up TGI, the Temi Group International Verein in Geneva, of which I am proud to be the Chairman. Our individual companies are each members of TGI and each is specialised in various security sectors and geographical areas. Pyramid International, together with Temi Group partners, is the coordinator of our Travel Risk Management services which are now active across the world, in particular Africa and Asia. We provide both management assistance and protective services. Our motto is "Safety for staff abroad means peace of mind for management at home." We are founder members of ICoCA and have rapidly become a market leader for European companies; our customers are amongst Europe's largest engineering corporations. They are well aware of the importance of duty of care and operating with organisations, such as ours, that not only are experienced and competent but are also certified and appropriately insured.

Well, good catching up with you Roger, and thanks a

lot for the interview. Maybe we could start looking for opportunities regarding joint projects in the future, what do you think?

Thank you Juha very much for the opportunity. That would be great. Although we have moved on from protecting goods in the supply chain to the protection of people travelling and working abroad there are many affinities and I am sure that there are many projects we could work on together, in our usual productive manner!

Web resources:

- CPP: <https://www.asisonline.org>
- Exemplar Global: www.exemplarglobal.org
- UNI Critical Infrastructure Organisational Resilience standard: <http://catalogo.uni.com>
- ICoCA, the International Code of Conduct Association for private security operations: <http://icoca.ch/>
- Pyramid International: www.pyramid.it
- Temi Group: www.temigroup.com



Interview with Mr. Bautista on PICARD2016

10.5.2016: CBRA Interview with Mr. Samuel Bautista from the Philippines

Hi Sam, and thanks for joining CBRA interview - and stopping by here in Geneva. Can you please first tell a bit of you and what you do in the Philippines?

First of all, let me thank you for inviting me for this interview with CBRA today. I am a customs broker in the Philippines, focusing my work mostly in the academia, teaching in the university and managing the Academy of Developmental Logistics that offers training for customs and logistics professionals. In October 2015, I was asked to join the technical team of the Customs Commissioner to help in the modernization and reform programs, as well as in the preparation for the Philippines' hosting of the WCO PICARD 2016 Conference in Manila.

We know each other since many years from the WCO PICARD – customs-academia partnership program – conferences. Would you recall in which conference we met the first time?

I learned about the WCO PICARD conferences through my academic associations, although I registered but missed the 2010 Conference in Abu Dhabi. Luckily, my paper on customs-academia partnership was selected for presentation during the 2011 PICARD in Geneva, where I first met you and the CBRA team. Since then - except for the 2012 Conference in Morocco - I have been regularly attending the annual conference. I also remember that it was in Geneva when we first expressed our invitation for the participants to come to the Philippines.

That's correct, you did mention in Geneva about your interest to organize the PICARD conference one day – and now, five years later, you are in the organizing team of the 11th PICARD conference, to be held in Manila, the Philippines, September this year - congratulations on that! Where do you stand with the conference organizations at the moment?

Thank you for supporting our bid to host the conference. We are putting everything in place and took preliminary steps for the preparation. For this reason, we visited the WCO in Brussels few weeks ago and met with the team of Mr. Robert Ireland to discuss and firm up important details for the Conference. We also had the opportunity to sit down briefly with the Secretary General Kunio Mikuriya for some key points he stressed about the Conference. I know that it would be a great challenge for us but we are also reviewing

and following the best practices taken in the past PICARD conferences. With the guidance of the WCO Research team, the Scientific Committee for WCO and the PICARD Advisory Group, we are confident about the steps we are taking.

Yes, I know from the experience that incredible number of details must be properly managed, starting from 12 months before the conference, all the way to the opening day – and, beyond... But, you think you will manage to take all steps on time?

As I personally experienced in 2011, despite the limited number of CBRA staff you had, I believe that you did a great job then! Every year is an exciting experience for all of us – PICARD attendees, and we would like to pick up from there. We are following a very strict timeline in coordination with Mr. Ireland of WCO and our team in the Philippine Customs. We also tapped the support and expertise of our colleagues in the academia and the business community and we believe that working together could help us deliver our commitment in hosting the PICARD conference.

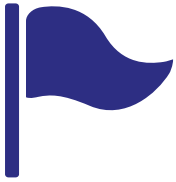
Great! And what are your main expectations regarding the outcomes of the 11th PICARD conference?

When we first expressed our intention to host the conference, we would like to show to the global customs community not just the rich history of our culture and heritage, but also the progress that the academia, the business community and customs have initiated and put together in moving forward to a modern and efficient customs management. It is also very important to note that the Philippine legislature recently passed the Customs Modernization and Tariff Act and we are expecting the President to sign this into law very soon.

Excellent! Please let me and my colleagues know if we can be of any further help... And looking forward to seeing you again – by the way, this will be my first time in the Philippines! Thanks again Sam for the interview! Juha.

I feel excited seeing all of you in the Philippines and for first-time visitors like you Juha, we would make sure that you will surely be afforded the Filipino hospitality we are known of! Let me thank you again for the warm welcome you gave in 2011 and today. Mabuhay!





Regional Efforts in Favor of Trade Facilitation and how it ties in with Aid for Trade

Statement by Mr. Joakim Reiter, Deputy Secretary-General of UNCTAD in the panel "Regional Approaches to Trade Facilitation" (panel organized by SIECA and WTO, on 25 May 2016)

Good morning,

Allow me to begin by thanking SIECA for organizing this panel. I am very grateful for your invitation because UNCTAD shares your commitment to trade and transport facilitation. In fact, UNCTAD has been promoting trade facilitation long before it was tabled at the WTO. We are proud that our work on trade efficiency helped make trade facilitation one of the so-called Singapore Issues.

There are a many reasons why we are convinced that trade facilitation is essential to development. In a world of deepening global value chains, speed and cost efficiency are more important than ever. Trade in intermediate goods now accounts for 60 percent of global commerce, and 30 percent of global trade is intra-firm. For firms that rely on just-in-time production, long waiting times at borders are unacceptable.

Unfortunately, trade costs are still - on average - 1.8 times higher in developing than in developed countries. In some Landlocked Developing Countries, trade costs are as high as 40%. This threatens to keep developing countries out of global value chains - which are key sources of knowledge and technology. In fact, red tape, inefficiencies, and corruption in cross-border trade can add as much as 15% to the price of goods. This can undermine the competitiveness of developing country exports.

In this context, improving trade facilitation in these countries can yield significant payoffs: A study from 2009 found that for every \$1 spent on trade facilitation in an Aid for Trade country, the country's trade volume grows by \$6.37 per year. Trade facilitation is thus essential to harnessing the benefits of trade for development.

But the gains from trade facilitation go beyond efficiency gains. Trade facilitation also has a direct bearing on good governance. Measures that involve new technologies and institutional reforms improve governance and pull the informal sector into the formal sector. And with less paperwork to dodge and fewer palms to grease, public revenues go up. This generates new resources for spending on essential services.

It's worth mentioning that in UNCTAD's experience, there

is a misconception that there is a "trade-off" between trade facilitation and revenue collection. The opposite is true: Specific measures such as customs automation not only speed up trade, but empirically improve controls and customs revenue. All of this makes trade facilitation - as UNCTAD puts it - a new frontier of competitiveness.

Further, the relationship between trade facilitation and development is dynamic: Countries that trade more and have more financial resources are in a better position to invest in reforms that make trade faster and more transparent. At the same time, faster and more transparent trade leads to yet more trade, higher revenues, and greater institutional development.

The challenge for organizations like SIECA and UNCTAD is to push this dynamic process in the right direction. We need to support these virtuous cycles in developing countries so that trade and trade facilitation reforms become mutually supportive.

We can do this on two levels. First, we can promote trade facilitation on the global level. The WTO's Trade Facilitation Agreement is like a penalty kick - it would be embarrassing to miss. This agreement would lead to a 15% average reduction of trade costs. It would increase the export performance of developing countries by almost 10 percent, and of developed countries by 4.5 percent. In this way, it



would contribute to boosting global merchandise trade by an estimated \$1 trillion annually.

In this area, UNCTAD has sent teams of experts around the world to plug compliance gaps in TFA implementation. And we've established National Trade Facilitation Committees to leverage the support of the private and public sectors for the agreement. Progress on the global level is slow but steady. But we can also support it at the regional level. And that's what we're here to talk about today.

The relationship between trade facilitation and regional integration is not always straightforward. On the one hand, the growth of regional trade agreements can lead to convoluted "spaghetti bowls." This can be an unwelcome development in the sense that it may create more compliance costs for exporters. Firms may face more paperwork in the form of certificates of origin to qualify for preferential market access. On the other hand, the cooperation required among countries to implement trade facilitation measures can itself help drive regional integration.

Poor trade facilitation partly explains why only 14% of total African trade is intra-regional, compared to 50% for Asia and 70% for Europe. In fact, when shipping goods between two countries in West Africa, it's often cheaper to ship them through the Netherlands than directly from one country to the other. This has serious consequences for competitiveness: without regional markets, African firms cannot capitalize on economies of scale and tend to export fewer capital-intensive goods. Without regional markets, these firms also have fewer ways to access and climb global value chains. And less competition means less quality and higher prices for consumers. By promoting trade facilitation at the regional level, developing countries, particularly those in Africa, can encourage new regional markets. But even a global deal such as the WTO's Trade Facilitation Agreement offers several opportunities for regional cooperation. Let give

you a few examples.

At a very basic level, neighboring countries can coordinate their procedures at border checkpoints. This might involve common working hours, facilities, and controls. They could also establish mutual recognition schemes for the testing of, for example, food products. This would ensure non-discrimination and impartiality across borders. Regional groupings could set up joint enquiry points for governments and traders to learn about procedures, restrictions, taxes, and documents. A common regional platform could serve as a kind of "one-stop-shop." This would increase information and transparency. Regional efforts to harmonize data models, codes, and document lay-outs can be first steps towards international harmonization. And we shouldn't forget that trade facilitation also demands transport facilitation. Countries can plan regionally to coordinate infrastructure investments, standardize regulations (for example, for axle loads), and recognize foreign permits, licenses, and insurance policies. I've given you just a few examples of how regional cooperation can advance trade facilitation.

These discussions get technical very fast. It is precisely for this reason that regional organizations like SIECA are essential. It is at the regional level where many of these issues need to be tackled. As you know, the special and differential treatment provisions in the Trade Facilitation Agreement provide unique opportunities when planning for implementation. Developing countries can notify specific measures as Category B (to be implemented later) or Category C (requiring financial or technical assistance).

In this context, SIECA could play an important role in supporting regional countries. In order to support regional dimensions of implementation, a regional trade facilitation committee could be considered. This would provide a platform for the exchange of expertise among national experts. It could also benchmark key performance indicators within the region.

Ladies and Gentlemen, the imperatives to promote trade facilitation at both the regional and the global levels are clear. Trade facilitation matters not for its own sake, or for the narrow objectives of revenue officials or exporters. Trade facilitation matters because it has an outsized role to play in promoting trade for development. It's no exaggeration to say that improved trade facilitation translates directly into economic gains and human development.

Let me stop here. I have only had time to make some broad remarks about trade facilitation. But I hope that I have raised a few key issues that warrant closer inspection. For this reason, I look forward to the discussions to follow. Thank you for your attention.





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May 2016 entry summaries

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- 1 MARITIME SECURITY – Vessel Tracking Systems Provide Key Information, but the Need for Duplicate Data Should Be Reviewed, GAO, March 2009 (CORE1065)
- 2 MARITIME SECURITY – DHS Progress and Challenges in Key Areas of Port Security, GAO, July 2010 (CORE1064)
- 3 AVIATION SECURITY – Progress Made, but Challenges Persist in Meeting the Screening Mandate for Air Cargo, GAO, March 2011 (CORE1062)
- 4 MARITIME SECURITY – Progress Made, but further actions needed to secure the maritime energy supply, GAO, August 2011 (CORE1061)
- 5 PORT SECURITY GRANT PROGRAM, Risk Model, Grant Management, and Effectiveness Measures Could Be Strengthened, GAO, November 2011 (CORE1060)
- 6 SUPPLY CHAIN SECURITY – CBP Needs to Enhance Its Guidance and Oversight of High-Risk Maritime Cargo Shipments, GAO, January 2015 (CORE1059)
- 7 TRANSPORTATION SECURITY INFORMATION SHARING – Stakeholder Satisfaction Varies; TSA Could Take Additional Actions to Strengthen Efforts, GAO, June 2014 (CORE1020)
- 8 MARITIME SECURITY – Progress and Challenges with Selected Port Security Programs, GAO, June 2014 (CORE1019)
- 9 MARITIME SECURITY – Progress and Challenges in Key DHS Programs to Secure the Maritime Borders, GAO, November 2013 (CORE1018)
- 10 MARITIME SECURITY – Ongoing U.S. Counterpiracy Efforts Would Benefit From Agency Assessments, GAO, June 2014 (CORE1017)





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MARITIME SECURITY – Vessel Tracking Systems Provide Key Information, but the Need for Duplicate Data Should Be Reviewed, GAO, March 2009 (CORE1065)

The US government considers identification and tracking of vessels at the US coastal areas, inland waterways and ports important for protecting the US homeland and economy from maritime terrorism. The US coastal guards use a range of identification and tracking solutions to detect any anomalies in maritime traffic that might suggest terrorist activity, such as transportation of weapons of mass destruction, use of explosive-laden boats as weapons, smuggling of weapons, drugs, people or other contraband. This GAO report

reviews the US Coast Guards' current and future solutions for monitoring the maritime traffic: long-range identification and tracking system (LRIT), long-range automatic identification system (AIS) and various radar and camera systems. The report elaborates strengths and weaknesses of these identification and tracking solutions and proposes a roadmap for further strengthening of the US coastal security. The future advancements should pay particular attention to tracking of small and non-commercial vessels and to reconsider ways to collect and analyze data that is relevant for coastal surveillance. Offering background information about vessel-level tracking and tracing of maritime cargo movements, the report is a relevant source document for those CORE demonstrations that involve shipping of containers from, through and into the US.

MARITIME SECURITY – DHS Progress and Challenges in Key Areas of Port Security, GAO, July 2010 (CORE1064)

This GAO report analyses the progress the US Department of Homeland Security (DHS) has made in maritime supply chain security over the past five to ten years. The report raises problems that the DHS and its component agencies – the Coast Guard and the Customs and Border Protection (CBP) – have encountered regarding improvement of risk management, reduction of the vulnerability to threats of small vessels, implementation of security assessment in foreign ports, and the overall progress in supply chain security. The report states that so far the Coast Guard has carried out risk assessments, but their results do not allow effective comparison and prioritization of risks across ports. The Coast guard has also identified points of vulnerability related to waterside attacks by small vessels, reached out to the general public to encourage recreational sailors to report anomalies, started tracking of small vessel, tested equipment to screen small vessels for nuclear material and conducted security maneuvers such as vessel escorts. Nevertheless, resource constraints and technical problems prevent the Coast Guard to protect the US coastline and maritime infrastructure from small-vessel threats effectively. Moreover, the Coast Guard has been assessing security in foreign ports, but the lack of the agency's resources and certain countries' reluctance to collaborate with the US authorities have slowed down the global security assessment. Finally, as for the general supply chain security, the DHS has been running the Secure Freight Initiative (SFI) in foreign ports to test the feasibility of the 100% scanning of US-bound shipping containers with non-intrusive inspection (NII) technologies and radiation detection equipment. The findings of the SFI pilots indicate that the 100% scanning is not a feasible policy because it would disrupt port logistics, damage international trade and raise healthy concerns, among other things.





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AVIATION SECURITY – Progress Made, but Challenges Persist in Meeting the Screening Mandate for Air Cargo, GAO, March 2011 (CORE1062)

This GAO report reviews the recent progress of the US air cargo security scheme. The Transportation Security Administration (TSA), the main agency responsible for the US air cargo security, has been working towards the implementation of the 100% screening requirements of the 9/11 Commission Act of 2007. So far TSA has set up a voluntary Certified Cargo Screening Program (CCSP) to allow trusted logistics operators to screen air cargo outside congested airports, launched a program for testing technologies for air cargo screening and expanding its program for approving explosive detection dog teams. The main obstacle in meeting the 100% screening requirement is that TSA has no reliable mechanism for verifying screening data from domestic foreign screening operators, which self-report the data. TSA also struggles in finding resources to employ as many transport security inspectors as it is required to oversee the Certified Cargo Screening Program. The report also points out that the current technologies that TSA has approved for cargo screening cannot screen large cargo units – pallets or unit loading devices (ULDs) – and this incapability reduces speed and cost-efficiency of air cargo screening. Overall, this GAO document provides a general outlook on state and challenges the US air cargo security regime, and therefore those CORE demonstrations that focus on the US-bound or US-origin air transport should consider the report as a key source material.



MARITIME SECURITY – Progress Made, but further actions needed to secure the maritime energy supply, GAO, August 2011 (CORE1061)

The GAO report discusses actions the US Coast Guard and the Federal Bureau of Investigation (FBI) have taken to strengthen security of energy tankers and offshore energy infrastructure – that produces, transports, or receives oil and natural gas – from terrorist attacks. The report's key recommendation is that the Coast Guard need to assess risks to all offshore facilities in the US territorial waters, to improve emergency response plans in case of oil spills

and to design performance measures for emergency response activities. This GAO document focuses on a rather narrow field of critical infrastructure, the US maritime energy infrastructure, which is not in the CORE's scope. The CORE's risk cluster might consider useful the description how the Coast Guard has applied its Maritime Security Risk Analysis Model (MSRAM) to determine risk of the US maritime energy infrastructure.



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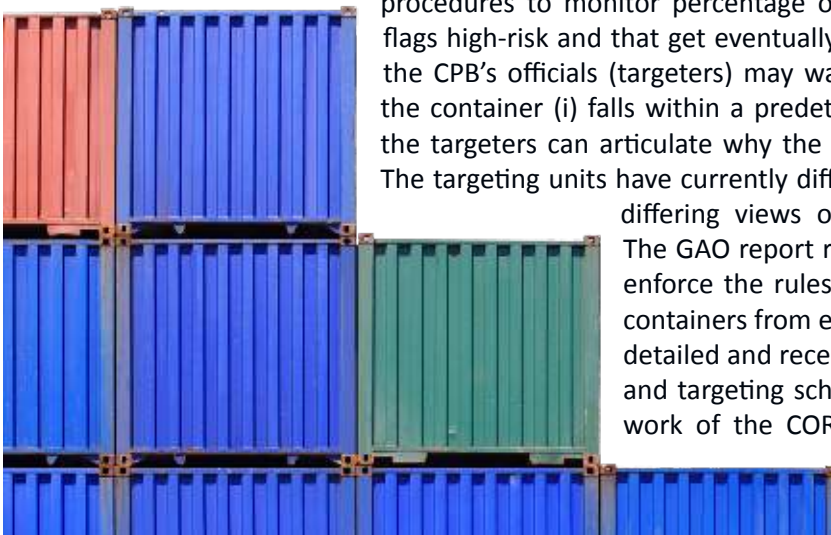
PORT SECURITY GRANT PROGRAM, Risk Management, and Effectiveness Measures Could Be Strengthened, GAO, November 2011 (CORE1060)

The Department of Homeland Security (DHS) has granted almost 1.7 billion USD to port security through the Port Security Grant Program (PSGP). The program is administered by a component agency of DHS, Federal Emergency Management Agency (FEMA). This GAO reports highlights some problems that the grant program has encountered. The

first issue is that the risk assessment the FEMA uses to assess risk levels and assign grants to different ports does not take into account how security improvements affect the vulnerability of the ports to terrorist attacks. The report recommends the FEMA to design a vulnerability index that accounts for security improvement and to coordinate with the Coast Guard to get access to the most accurate vulnerability and threat information. The second issue with the grant program is that much of the grant money does not get used and translate into practical port security projects. The GAO report proposes acceleration of the grant granting process with updated administrative procedures and with more administrative staff. Finally, this GAO report recommends the FEMA to develop performance metrics to assess its administration in relation to the Port Security Grant Program. The contents of this GAO report is not very relevant to CORE because no US seaports are partners in the project.

SUPPLY CHAIN SECURITY – CBP Needs to Enhance Its Guidance and Oversight of High-Risk Maritime Cargo Shipments, GAO, January 2015 (CORE1059)

The report reviews the US Customs and Border Protection’s (CPB) approach to risk assessment and targeting of maritime shipping containers. The report’s highlights that CPB does not have clear decision rules and reporting procedures to monitor percentage of containers that the risk assessment system flags high-risk and that get eventually examined. The source of this problem is that the CPB’s officials (targeters) may waive examination of the high-risk containers if the container (i) falls within a predetermined category (standard exception), or (ii) the targeters can articulate why the shipment should not be considered high risk. The targeting units have currently differing definitions of “standard exceptions” and



differing views on what constitutes the “articulate reasons.” The GAO report recommends the CPB to clarify, harmonize and enforce the rules and the procedures for waiving the high-risk containers from examination. As for CORE, this report provides a detailed and recent outlook on the US maritime risk assessment and targeting scheme, and this information is going to support work of the CORE’s risk cluster and the demonstrations that involve shipping of sea containers into the US.



CORE Information Observatory

TRANSPORTATION SECURITY INFORMATION SHARING – Stakeholder Satisfaction Varies; TSA Could Take Additional Actions to Strengthen Efforts, GAO, June 2014 (CORE1020)

This report presents and discusses findings of a survey on stakeholders' satisfaction to the US Transportation Security Administration's security-related activities and to the way the TSA disseminates information about its activities. The survey's scope is the overall US transportation system, covering aviation, rail, and highway modalities and transport of passengers and freight. Given the broad scope and the US-centricity of the survey, this report is not very relevant for CORE. The education and training cluster could anyhow learn how security-related user satisfaction surveys are done and how to establish a mechanism for collecting regular user feedback.



MARITIME SECURITY – Progress and Challenges with Selected Port Security Programs, GAO, June 2014 (CORE1019)

The report provides a comprehensive review of progress and challenges of various port security activities and programs the Department of Homeland Security (DHS) has carried out since 9/11. In essence, the report is a summary and an update of a number of more detailed GAO reports on maritime supply chain security. The report states that needs to strengthen further its efforts on maritime domain awareness through intensified communication among maritime stakeholders. Regarding the US domestic port security, the report recommends DHS to reassess its Port Security Grant Program (PSGP) that allows ports to request funds for security projects and to improve quality of vulnerability assessment in US ports. The report also urges DHS to overcome challenges of risk-based targeting and scanning of US-bound shipping containers. The

findings and recommendations of this report help CORE consortium understand the current state of the US maritime security regime. This understanding benefits particularly the demonstrations of WP9 and WP14. Also educational and training as well as risk clusters of CORE may find the report's information useful.





CORE Information Observatory



MARITIME SECURITY – Progress and Challenges in Key DHS Programs to Secure the Maritime Borders, GAO, November 2013 (CORE1018)

This report is a summary of previous GAO reports on US maritime supply chain security and border controls. The report focuses on progress and challenges in four main areas of the Department of Homeland Security’s (DHS) activity on the maritime security. The report highlights that DHS and its component Coast Guard agency could improve its maritime domain awareness through increased information sharing and more advanced vessel-tracking systems. The Customs and Border Protection (CBP) in turn could step up its role in securing US-bound container traffic by conducting more frequent risk assessment audits in key foreign ports that ship cargo into the US and by fostering more close relationship with foreign authorities. The GAO report also recommends the Coast Guard to rethink its maritime surveillance, interdiction and security operations because current protection and support is not adequate in high priority locations. The report also calls for more collaboration and coordination among maritime authorities, port operators and ocean carriers. Finally, the report encourages the DHS to develop performance metrics and

data collection procedures the agency uses to assess and monitor its maritime security programs and activities. This report gives a recent update on the US maritime security activities that might be helpful for CORE demonstrations and clusters.



MARITIME SECURITY – Ongoing U.S. Counterpiracy Efforts Would Benefit From Agency Assessments, GAO, June 2014 (CORE1017)

This GAO report explains how the US government agencies have fought sea piracy around the Horn of Africa and at the Gulf of Guinea since 2010. The report also describes the current state of sea piracy threats in these two areas, and it urges US government agencies to reconsider their resource allocations, strategies and tactics related to the counterpiracy efforts. The report points out that the number of annual piracy incidents at the Gulf of Guinea has surpassed the yearly incidents off the Horn of Africa. This shift in pirate attacks prompt changes in the US counterpiracy operations. However, as the report points out, the US government agencies responsible for the counterpiracy activities have not recently conducted reassessments of their actions,

despite the changing conditions. The report therefore recommends the US government agencies to re-evaluate the counterpiracy efforts, especially at the Gulf of Guinea that is becoming the most important hotspot of the international sea piracy. This GAO report provides information about modern sea piracy from which CORE’s maritime demonstrations might benefit.



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