



CBRA Monthly

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Dear CBRA Monthly Reader,

Month of June was very hot - at least here in Switzerland - several days exceeding 33 degrees Celsius. Despite that, our team worked full speed on the following four projects: FP7-CORE, ROADSEC, DOTCOM Waste and FAO-ePhyto -project

In FP7-CORE -project, we chose a platform called Canvas for our Learning Management System (LMS) in WP19.1 Education and training materials. Our team has produced first pilot content covering for example basics in the WTO Trade Facilitation Agreement, and some more advanced content in Container Security Devices – among several other topics and themes. Please contact us this summer, if you would like to influence and/or test some of the educational materials, during the next 9-10 months!

In ROADSEC-project – also known as “Security Toolkit for the European Road Freight Transport Sector” – we held a workshop at DG MOVE in Brussels, with 15 top European experts participating – from road transport, freight forwarding, insurance, border guards etc. - to validate and further develop the toolkit. CBRA and TAPA EMEA are now incorporating all expert inputs and writing the final toolkit that will be delivered to the European Commission later this summer.

In DOTCOM Waste -project – “Development of tools to counter illegal management and trade of waste” - our team has been supporting the organization of the main training events as well as the final conference, which all will take place during the second half of 2017.

Finally, we started to work as a subcontractor in a new “FAO-ePhyto” -project. The International Plant Protection Convention (IPPC) Secretariat is seeking to facilitate the safe, secure and efficient trade of plants and plant products by expanding the use of electronic phytosanitary certificates, and our job is to explore options for a funding model which “recovers the costs to the IPPC and ensures the long-term sustainability of the ePhyto Solution.” More information on this project will follow in the next issue of CBRA Monthly, please stay tuned!

Our next CBRA Monthly issue of 7-8/2017 will be published on 31.8.2017; until then, I wish all CBRA Monthly readers great, relaxing summer holidays – wherever on earth you are spending them..!

Dr. Juha Hintsa
Executive Director
Cross-border Research Association
www.cross-border.org



Blog: Environmental Crime - Challenges and Propositions



Environmental crimes can be broadly defined as unlawful acts that directly harm the environment. Today the most common forms of environmental crime include the illegal trade in wildlife and exploitation of wild fauna and flora; smuggling of ozone depleting substances; illicit waste disposal and its trade; unregulated and unreported fishing; and illegal logging and trade in stolen timber. Environmental crime is one of the most lucrative business sectors operated by both individuals and organised crime syndicates. It can be as financially rewarding as illegal drug trafficking, but has relatively low risks of detection with much lower levels of sanctions, providing a powerful incentive for malicious perpetrators.

Law enforcement authorities are confronted with a series of challenges that prevents a response commensurate with the magnitude and atrocity of this crime type. Some crucial bottlenecks need to be appropriately addressed to reach solutions.

First, international and national legislation is all too often inadequate or complex. Regarding the protection of endangered species, a large number of instruments are in force. The main piece of international legislation draws from the CITES Convention. In addition, the EU provides additional legislation for protection, including the 'Birds Directive' and the 'Habitats Directive', which are the mainstay of European nature conservation policy. The more the number of instruments, the more complicated it gets for practitioners at the national level. In the case of waste, there are ambiguities in the definition of waste and in the distinction between waste and used goods both in international and EU legislation, leading to diverse

interpretations. Moreover, national laws vary and what is considered illegal in the sending country may be considered legal in the recipient country – or, vice versa.

Second, there is a paucity of specialist knowledge, financial and human resources to carry out inspections. The staff is often poorly trained for intelligence-led detection and investigation. To cite

an example, in the case of e-waste, officers are not always properly trained to distinguish between used equipment and waste and have difficulty in proving the illegal nature of the shipment because e-waste is often mixed with functional goods. Generally speaking, prosecutors and judges are not adequately informed about environmental crimes and remain insensitive to this category of violations that is widely perceived as "victimless".

Third, in many countries, a large range of agencies is involved in countering illegal trade, with each authority holding only partial information. Such a division of intelligence is a barrier to proactive control, including targeted inspections. A lack of coordination between administrative bodies can also lead to a situation where the public prosecutor does not receive the proper and necessary information for successful prosecution. There is also limited coordination and intelligence sharing at the international level, which is crucial due to the transboundary nature of environmental crime. Weaknesses in international information sharing currently contribute to the common practice of "port hopping", whereby offenders, once detected at one port,



simply move their operations to another port, where the authorities are unaware of their past offences.

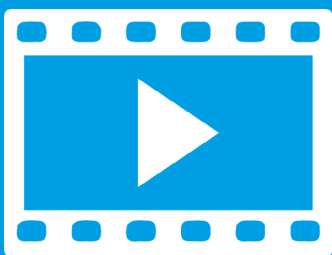
Fourth, corruption is a gnawing issue as is economic sustenance. Driven by greed and avarice, government and corporate officials perceive this an easy option to cash in. Members of poor local communities are frequently lured with money to work for the criminal gangs.

Currently, there is an element of institutional reticence with regard to environmental crime, possibly because of a fundamental lack of awareness of the scale of the problem, or the responses needed to counter it. Criminals are usually well- aware of the weaknesses in legislation and enforcement efforts that prevent an effective response and exploit these to their own gain. They are early adopters of new technologies and are getting better at evading intervention, diversifying their contraband and geographies, and becoming more difficult to monitor.

Environmental crime needs to be viewed as a serious crime area, given higher priority and allocated appropriate monetary and human resources, especially when it contains cross-border elements. National and international cooperation is a key requirement in the form of intelligence exchange, mutual assistance, and best practice sharing. Reducing the complexity of legislation, harmonising definitions and standardising

their interpretations are also essential. More training and information sessions for investigators and prosecutors and judges are important. The problem of corruption should be tackled by introducing anti-corruption measures and promoting good governance at all levels. Finally, law enforcement is not just about clamping down, but also a question of providing alternative livelihoods that prevent local populations from being a party to environmental offences. Environmental violations are rampant and a well-coordinated and coherent global response is required to tackle this formidable crime.

30.6.2017, CBRA Blog by Dr. Sangeeta Mohanty



Featured video clip!

Customs Enforcement: Our Global Contribution to Securing Borders and Trade

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

For more information about the WCO, please visit the following webpage:

<http://www.wcoomd.org>



Blog: New CBRA report for the European Parliament

ABSTRACT: *The subject of trade facilitation and border management lies at the heart of EU trade policy, which seeks to take advantage of global value chains for the benefit of workers, consumers and businesses. This demands that goods may flow smoothly across borders without jeopardising EU values and standards. Trade facilitation principles help reduce the cost of cross-border trade in goods while safeguarding regulatory control objectives. Good border management practice is integral to trade facilitation. In this study many ideas and examples about how borders management can be improved are shown. The key is coordination, cooperation and integration within the respective border agencies (intra-agency), between the many border agencies (interagency) and international (with colleagues across the border and EU trade partners). Despite considerable policy interest, research is still in its infancy. There is much demand for further enquiry. This paper discusses relevant principles, ideas and concepts and concludes with a list of recommendations. This includes the recommendation to develop suitable EU institutions in aid of trade facilitation as well as for research.*

RECOMMENDATIONS: This study, in line with its terms of reference, has had broad ambitions. The subject of border management in trade policy is still evolving. As authors, we acknowledge that our work is open to criticism and might benefit from being further developed. However, it does provide an introduction to the complexities of trade operations (Section 2) and underlying trade facilitation ideas (Section 3) to help bring down the costs while safeguarding regulatory objectives and ensuring the

smooth flow of goods across borders. Border management (Section 4) as a subject is also still evolving, while remaining intrinsically linked to trade facilitation. Indeed, many of the EU's multilateral, bilateral and regional trade commitments hold the EU and its trade partners accountable to their performance in border management. The key dimensions as discussed in 4.1 are:

- 1) inter-agency cooperation between offices and facilities of the same agency, in different parts of the country;
- 2) intra-agency cooperation, such as the example of the Finnish Border Guard with Finnish Customs, and also stressed by Article 8 of the WTO Trade Facilitation Agreement; and
- 3) international cooperation, examples of which include not only the arrangements between Sweden, Finland and Norway or between Germany-Switzerland and France-Switzerland, but also in other forms and shapes of customs cooperation agreements and bilateral trade agreements.

However, the question that begs itself, and touched upon in Section 5, is how to hold countries accountable to their performance in trade facilitation and border management? We argue that the EU and its member states need to develop suitable institutions to help identify business concerns with regard to trade facilitation and border performance. This is a binding obligation within the WTO Trade Facilitation Agreement (Article 2 and 238). The commitment to transparency, dialogue and consultation is also a promise within the Commission's "Trade for all" (3.1) strategy. Coordinated National Trade Facilitation Bodies across the EU

are essential to help to ensure that policy makers are able to adequately capture the experienced frustrations and other observations of relevant stakeholders at home and with trade partners. More and more countries are launching National Trade Facilitation Bodies (as required by WTO TFA Article 23), and the EU and its member states are advised to follow suite. Considering the complexity of trade arrangements (Section 2) the work of such bodies is no small task and needs to be able to effectively hold border agencies accountable to performance at home and abroad.

This leads to our next recommendation that was touched upon in Section 5. Although there are a number of established comparative benchmarking tools to cross-





in lieu of official controls. An extension of the Authorized Economic Operator and Trusted Trade Lane concepts could serve as a model (Hintsä, 2013; Hintsä, Urciuoli, & Tan, 2016; Widdowson et al., 2014). Further enquiry is recommended.

We also sense that the relationship between border controls and their effectiveness in terms of safeguarding EU values and standards needs to be developed further, too. It goes without saying that many risks are home grown, and, where risks have international dimensions, the use of

border performance, they are not without critics. Robust assessment tools have not yet been developed and are needed. The development of suitably tested assessment methodologies and tools is recommended. In this context, we also sense that there is a vast pool of data to draw upon that has not yet been tapped. Big data analytics could provide for new ways of untangling complexity (Section 2), while developing insights into the performance of border facilities. For example, tracked mobile phone data and GPS signals from truck drivers can give insight into the performance of ferry ports like Dover. Investments into explorative research projects and pilot studies is strongly advised.

It needs to be stressed that although there are many ideas about how to reduce the regulatory burden at borders, innovation does not stand still. As the FloraHolland example shows (4.3.4), reconceptualising the border away from the frontier and along trade lanes could be one particularly fruitful approach that could be neatly packaged within a bilateral trade and/or cooperation agreement. Again, further explorative work is recommended.

A trade lane (or supply chain) perspective towards controls also provides opportunities for finding synergies and efficiencies between the economic operators and border agencies. Many companies may have their own internal control measures in place – for example to ensure that the goods they

received were in line with contractually agreed performance indicators. It would be worth exploring to what extent the internal controls of businesses within supply chain operations can be aligned with or recognised

irregular border crossings needs to be better understood. Research is advised.

One line of enquiry is to measure the performance of border agencies with regards to protecting society. CBRA has developed an initial model that is being currently tested in a handful of EU member states. This model uses parameters and data known to customs administrations, including percentage of containers selected for targeted and for random controls, and hit rates of various categories of controls. As the main output, the model provides an estimation on how many percent of the potential illicit imports to a certain country (or, EU) – can be containers, parcels, bulk etc. – each customs administration is capable of detecting / stopping / seizing, during a given year (or any other time period). However, the work is still in its infancy and would benefit from further testing and application.

In line with commitments to trade facilitation and border management reform the EU and its Member States have already made many significant investments into trade and border management infrastructure. It might be prudent to develop quantitative and qualitative measures to assess the overall quality of the EU trade and customs environment. By reference to these measures the effectiveness of improvements can be better assessed. Standardised measures may also assist policy makers tasked with producing costbenefit analysis on a case by case basis. The development of an EU wide assessment framework is advised.

REFERENCE: Grainger A., and Hintsä J. (2017). The role of border management in implementing trade policy goals. Brussels: European Parliament.



Blog: ROADSEC and CORE presented in Mexico!



The Mexican Institute of Transport (MIT) organized a conference “Security and Protection of Critical Infrastructure” in Quéretaro on 8 June 2017. I had a pleasure to visit Mexico and join the event as a guest speaker. The invitation-only conference assembled leading Mexican road transport security experts and a handful of international specialists to discuss and share views on security trends, threats, and solutions.

The conference agenda was packed with quality speakers. Mr. Saverio Palchetti, the President of the “Infrastructure Security” task force of the World Road Association (PIARC), framed the road security challenge in his welcome speech. He reminded the audience of the constantly changing security risks and recommended a shift from reactive to proactive mindset in road transport security. The General Director of the Mexican Institute of Transport, Mr. Roberto Aguerrebere, highlighted the importance of international and industry-government cooperation in the fight against crime and terrorism in the road transport sector. The keynote speaker, Mr. Oscar Callejo, the Undersecretary of Infrastructure at the Ministry of Communications and Transport (SCT) and the President of the Strategic Planning Commission of the World Road Association (PIARC), delivered a strong message that security should never be forgotten when transport and logistics systems are designed. Other conference highlights included

presentations by the Mexican Federal Police, Freight Watch International, and researcher Luz Angélica Gradilla.

My two presentations focused on ROADSEC and CORE, two major CBRA projects that are approaching the end. The ROADSEC presentation introduced the conference participants to the project and explained its implications to road transport security in Europe and elsewhere. The presentation raised great interest in the audience, and several experts pointed out synergies between the European and Mexican efforts on road transport security, especially considering cargo thefts and hijacks. There seems to be both strong interest and promising opportunities to strengthen trans-Atlantic cooperation on road transport security!

My second presentation focused on FP7-project CORE. After a brief overview on the critical infrastructure protection in the European Union, I presented some findings of the CORE demonstrator with ENI, an Italian multinational oil and gas company. The conference audience expressed wide interest in the use of modern satellite tracking solutions for securing dangerous chemical deliveries. I concluded the CORE presentation by sharing some good security practices of chemical logistics that CBRA colleagues and myself have learned during CORE and other projects. All conference participants received also CORE brochures in Spanish for further information.

The Mexican trip was a success. I would like to express my gratitude to the organizers at the Mexican Institute of Transport (MIT) and my host Eduardo for this great experience. Hopefully we see again soon, for example in the context of global road transport security research projects!

CBRA Blog on 28.6.2017 by Dr. Toni Mannisto





Interview with Dr. Sangeeta Mohanty, CBRA

Hi Sangeeta! Can you tell us a bit about your background and what you have been doing at CBRA?

Hi Juha, certainly. I have a diverse academic background over a range of humanities and social science disciplines including economics, political science, law, European Studies and English literature. I have complemented this with additional education in general and specialised business studies, including International Business, Corporate Strategy and Enterprise Risk Management. Prior to joining CBRA, I was working in different capacities in training and education for about six years. Since joining CBRA in 2011, I have been involved in multifarious global supply chain security, waste crime, and transport management projects, namely FOCUS, CASSANDRA, SAFEPOST, CORE, CWIT, DOTCOM Waste and SYNCHRO-NET. In addition, I have been actively engaged in a couple of trade facilitation projects, including the de-minimis study on indirect border taxes in the European Union and the study on border agency cooperation for the Organisation of Islamic Cooperation.

You have been actively engaged in two illegal waste management projects. Can you elaborate a little on your contribution to these projects?

The CWIT (Countering Waste Electrical and Electronic Illegal Trade) consortium strived for a deep understanding of the legal and illegal streams of electronic waste and offered a holistic research perspective to recognise and leverage the relevance and interconnectedness of the various e-waste related aspects, including the regulatory framework, operational procedures, monitoring capabilities, public awareness and training, intelligence and information management, new technologies and prosecution priorities. On behalf of CBRA, I was involved in a plethora of activities related to policy and stakeholder assessment; law enforcement and compliance gap analysis, identification of e-waste distribution channels; estimation of illegally traded e-waste volumes and illicit profits; and the development of a roadmap for future research and technology. The culmination point of the CWIT project was the development of clear and specific recommendations for the European Commission, national governments and the e-waste industry for concerted action against illegal trade and mismanagement. Perhaps my most important contribution to the successful outcome of

the project was related to these endeavours, with me being mostly responsible for all recommendations pertaining to the European legal framework and law enforcement strategic capabilities. To disseminate the project results, you and I have published academic papers and a news article for the WCO magazine. Let us now team up for more.

In the follow-up project, DOTCOM Waste (Development of Tools to Counter Illegal Management and Trade of Waste) that leans more towards practice-oriented training for all waste types, I played a key role in two main activities: 1) performing a Risk Analysis of waste crimes, and 2) development and design of the training toolkit and materials. I joined hands with Mr Guido Villa (TECOMS, Italy) and Dr. Toni Männistö, my CBRA colleague, to produce a comprehensive risk mapping of waste crimes based on the extensive data collected on intelligence gathering, real cases of violations, investigations on illicit management and illegal trade of waste in Europe and in select destination regions (West Africa and Asia). With support from the United Nations University (Germany), I conducted the Training Needs Assessment to better understand the training needs of police, customs and port authorities and other relevant stakeholders that would benefit from additional training on waste crime related matters. This exercise was intended to allow for the assessment of the current gaps in capacity building and designing the DOTCOM training toolkit accordingly. Right now, as a member of the organising team, I am in the midst of a flurry of activities to ensure the smooth running of the joint DOTCOM-BLOCKWASTE conference on November 23, 2017.

Now tell me, what exactly motivates you to do your work?

The highly specialised scientific knowledge gained from the numerous work involved in our international projects is enriching. I get the opportunity to collaborate and coordinate with a wide range of stakeholders from academic institutions, industry, national governments and international organisations. The outputs of our projects not only offer direct practical benefits, but address priority world needs like safety and security, environmental safeguard, human health protection, and sustainable economic growth. It gives me a feeling of deep satisfaction that all my research efforts are geared towards influencing key policy makers to make a positive difference in the world around us and society at large.

Thank you, Sangeeta, for sharing your experiences and passion for our activities!



CORE Information Observatory

June 2017

Read the full reviews at <http://www.cross-border.org/core-observatory/core-observatory-full-list/>



Estimating the Operational Impact of Container Inspections at International Ports (Bakshi et al. 2011)

The US government is pushing a new 100 % screening regime for US-bound containers in foreign ports to mitigate the risk of weapons of mass destruction entering US soil. The 100 % regime, however, is a major concern for foreign port operators because the current Container Security Initiative (CSI) regime seems not to be scalable for high inspection rates. The paper of Bakshi et al. (2011) simulate impacts of two container inspection regimes (the CSI and a new one) in terms of

port congestion, handling cost and dwell time. To carry out the simulation, the authors use discrete event queuing network simulation with real container movement data from two of the world's busiest container terminals. The analysis shows that cargo inspections many times disrupt optimized logistics processes at seaports. In particular, inspections extend the transportation leadtime because shipments lose time as they (i) are moved to an inspection site, (ii) queue for inspection to start, (iii) pass inspections themselves.



CORE Information Observatory



CASSANDRA compendium. Standards in supply chain management (Ch. 9)

Chapter 9 of the CASSANDRA compendium lists and discusses various standards that set the context for international supply chain management. The chapter focuses especially on management standards (e.g., ISO28000), technical standards (e.g., RFID, electronic seals and barcodes), standards for exchange of information among supply chain stakeholders (e.g., UN/EDIFACT and XML messaging), and customs security standards (especially the World Customs Organisations' SAFE Framework of Standards). GS1 Global Visibility Framework and other industry standards are

included in the discussion, as well. The chapter points out that because a large variety of standards are already available, the challenge is not a lack of standardisation but the lack of harmonisation between different standards. The section also concludes that even if the diversity of standards was harmonised, the next step would be to ensure that the standards would be consistently implemented in different contexts.

CASSANDRA compendium. Technologies for supply chain visibility and security (Ch. 8)

Chapter 8 of the CASSANDRA compendium reviews current and future technologies that help managers to improve visibility and security over global end-to-end supply chains. The supply chain visibility technologies, in essence, provide logistics managers with a variety of information - shipment data, performance metrics, inventory levels, production / delivery schedules and sales forecast, for example - in or close to real time. The chapter's review on supply chain security technologies focus mainly on security sensors (e.g., motion detectors), container seals, biometric user authentication devices (e.g., fingerprints), and non-intrusive inspection equipment (e.g., X-ray screening stations). The section also elaborates modern ways for sharing information among stakeholders that are concerned about security of the supply chain.



The displacement effect in cargo theft (Ekwall 2009)

Cargo theft has always been a problem for shippers and logistics service providers. Even so, regardless of the persistent efforts to reduce cargo theft, crime continues to thrive. This classic supply chain

security paper by Daniel Ekwall analyzes and explains why cargo theft continues to occur in the transport network despite all implemented countermeasures. Focusing on Swedish transport and logistics facilities, the Ekwall's research builds on interviews with six subject matter experts, survey with four terminal operators, and macro-statistics from TAPA (Transported Asset Protection Association). The paper finds some evidence on crime displacement in terms of method (modus operandi): cargo thieves target increasingly cargo in-transit because logistics facilities are nowadays better protected. However, displacement is likely to be partial in contrast to complete displacement. This means that absolute theft risk can be reduced.



12th Annual WCO PICARD Conference CALL FOR PAPERS - Tunis, Tunisia, 26-28 September 2017



The World Customs Organization (WCO), in partnership with the Tunisian Customs Administration, is pleased to announce that the 12th annual WCO PICARD Conference will take place in Tunis, Tunisia, from 26 to 28 September 2017.

You are invited to submit your research for consideration. A Scientific Board will select approximately 15-20 submissions for presentation at the Conference.

Submissions could focus on one of the following topics (non-exhaustive list): Data Analysis; Trade Facilitation; Security; and Customs-Tax Cooperation.

Data Analysis was selected as the WCO's annual theme for 2017, in recognition of the crucial role it plays in the Customs context, underpinning virtually all functions of a Customs administration. Data analysis can improve risk management which supports enhanced detection of irregularities, illicit consignments, the suspicious movement of people and financial flows, and the facilitation of legitimate trade; it can provide a comprehensive analysis of historical activity to predict trader or passenger behaviour; assist in the collection of quantitative research for purposes of building knowledge; and enhance performance measurement to improve officer practices and integrity. Data analysis can provide a robust foundation for the core Customs' objectives of revenue collection, border security, collection of trade statistics, and trade facilitation.

The Trade Facilitation topic refers to methods for improving the efficiency of border procedures, including but not limited to, Risk Management, Single Window, Post-Clearance Audit (PCA), and advance rulings. Sub-themes include measuring the impact of trade facilitation measures (on average clearance times, trade costs, trade volumes, trade security, transparency, revenue, etc.); obstacles to implementing trade facilitation measures; and managing e-commerce.

The Security topic refers to the contribution of Customs to securing territories at the border and against threats accompanying trade and financial flows, in different frameworks and environments: from borderlands where trade is highly facilitated, to conflict and post-conflict zones where Customs and civilian enforcement agencies seek to restore the presence of the State.

The Customs-Tax Cooperation topic refers to all forms of interaction between Customs and tax agencies, including organizational interactions (e.g. Revenue Authorities) and the exchange of information between the two agencies, particularly relating to data exchange mechanisms - interoperable or integrated IT systems.

The Conference in particular welcomes and encourages attendance and submissions from Customs professionals as well as researchers from various academic disciplines, such as anthropology, criminology, economics, geography, history, international relations and international trade, law and political science. The WCO Research Unit is particularly interested in developing an interdisciplinary approach with different perspectives, approaches, and methodologies regarding contemporary systems of regulation and control at borders, and papers co-authored by Customs officials and academics. The WCO Research Unit adopted this approach at other research conferences with great success.

This year (and in contrast to the 2015 and 2016 PICARD Conferences), applicant submissions can include (1) Presentation Summaries of up to 1,000 words; (2) Papers of up to 9,000 words; or (3) Proposals for Panels.

Papers will not have any inherent advantage over Presentation Summaries. Submissions should be submitted in accordance with following requirements:

- Arial font size 11.
- Submissions should be in English or French (they can be translated from the original language).

Ample time will be allowed for discussion and simultaneous

interpretation will be provided at the Conference in the aforementioned two languages.

Proposals for Panels should consist of two or three speakers presenting research on one cohesive topic. The WCO would like to encourage Customs and academics to engage on comparative and policy relevant research on Customs issues: panel proposals are an ideal format for such discussions to take place.

To respond to this Call for Papers, please submit Presentation Summaries, Papers or Panel Proposals with the following details by email to picard2017@wcoomd.org no later than 16 June 2017:

- Name, title, and biography (maximum 250 words) of researcher or researchers.
- Current position, organization, and country of researcher or researchers.
- Contact email and telephone.
- Proposed title of contribution.
- For papers of more than 1,000 words, an abstract of no more than 300 words is required.

Authors will be notified by 17 July 2017 of selection or non-

selection of their paper for presentation at the Conference.

The WCO is particularly grateful for the support from:

- The Tunisian Customs Administration.
- The Korea Customs Service.
- The Scientific Board Members, including Emmanuel Brunet-Jailly, Jawher Hassayoun, Juha Hintsa, Alena Ledeneva, Larry Liza, Dennis Ndonga, Cedric Parizot, Gaël Raballand, Jeffrey Snyder, and David Widdowson.

If necessary, the WCO will seek to identify funding for reasonable travel and hotel expenses for a small number of presenters that lack institutional backing and have been selected following this Call for Papers.

If you have any questions or concerns, please email picard2017@wcoomd.org.

Information about the Conference including venue, accommodation, visa requirements, and registration will be made available in due course at the following website address: <http://www.wcoomd.org/en/events.aspx>

Issued February 2017

Interesting video-links

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

CORE Project

<http://www.coreproject.eu>

The real deal about the US Mexico Border by Francesca Fiorentini AJ News

<https://www.youtube.com/watch?v=DDfj-DjeoT0>

Brexit customs and trade impact assessment tool

<https://www.youtube.com/watch?v=nxfq3GCSz20>

The new Union Customs Code

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

Customs protects and serves

<https://www.youtube.com/watch?v=I4njPC-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=hWhAcztn06k>

Customs Enforcement: Our Global Contribution to Securing Borders and Trade

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

Rhenus Logistics - Schiphol SmartGate Cargo

<https://www.youtube.com/watch?v=uaMGuN36Ao0>

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=PcJGqBFexo0>



External News Headlines

May 2017 onwards

Read all the news at <http://www.cross-border.org/news/>

22.6.2017: Where do the world's counterfeit goods come from? http://elpais.com/elpais/2017/06/22/inenglish/1498121880_945362.html?id_externo_rsoc=TW_CC

22.6.2017: EUIPO 2017 Situation Report on Counterfeiting and Piracy in the EU - <https://www.europol.europa.eu/publications-documents/2017-situation-report-counterfeiting-and-piracy-in-european-union>

21.6.2017: 76 arrested during second international action on e-Commerce fraud - <https://www.europol.europa.eu/newsroom/news/76-arrested-during-second-international-action-e-commerce-fraud>

20.6.2017: India joins the family of TIR nations - <http://www.ndtv.com/india-news/india-to-ratify-international-customs-convention-1714436>

19.6.2017: Supply chain needs security, visibility to stem billions in product loss for healthcare <http://www.healthcareitnews.com/news/supply-chain-needs-security-visibility-stem-billions-product-loss-healthcare>

15.6.2017: Port of Charleston terminal cleared after 'potential threat' customs security <http://edition.cnn.com/2017/06/15/us/port-of-charleston-threat-evacuation/index.html>

15.6.2017: EU Terrorism Report: 142 failed, foiled and completed attacks, 1002 arrests & 142 victims died - <https://www.europol.europa.eu/track/click/973/1158>

14.6.2017: New Freight Container Scanning Technology Initiative to Detect Every Rogue Cargo from Drugs to Bombs http://www.handyshippingguide.com/shipping-news/new-freight-container-scanning-technology-initiative-to-detect-every-rogue-cargo-from-drugs-to-bombs_8108

13.6.2017: Nuclear Technology Powers Portable Weapons to Fight Food Fraud <https://www.oliveoiltimes.com/olive-oil-business/nuclear-technology-powers-portable-weapons-fight-food-fraud/57433>

10.6.2017: Guatemala's President and @INTERPOL_HQ Chief discuss collaboration - <https://www.interpol.int/en/News-and-media/News/2017/N2017-076>

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Upcoming

EVENTS

Read all Event entries at:
<http://www.cross-border.org/events/>

4th International Physical Internet Conference (IPIC) 2017
4-6 July 2017, Graz, Austria

INTERPOL World
4-7 July 2017, Singapore

Enterprise World 2017
10-13 July 2017, Toronto, Canada

Aid for Trade Global Review 2017
11-13 July 2017, Geneva, Switzerland

12th. International Congress on Logistics and SCM Systems: ICLS17
20-23 August 2017, Beijing, China

International Law Enforcement IP Crime Conference
28-29 August 2017, New York City, USA

European Intelligence and Security Informatics Conference (EISIC) 2017
11-13 September 2017, Dekelia Air Base, Attica, Greece

The Council of Supply Chain Management Professionals (CSCMP) EDGE 2017
24-17 September 2017, Atlanta, USA

12th Annual WCO PICARD Conference
26-28 September 2017, Tunis, Tunisia

FIATA World Congress 2017
4-8 October 2017, Kuala Lumpur, Malaysia

Homeland security week
23-25 October 2017, Washington D.C., USA

Food Brexit: The Big Debate
31 October 2017, London, Great Britain

6th WCO Technology & Innovation Forum 31 October-2 November 2017, Tokyo, Japan

8th Middle East Security Conference & Exhibition
5-7 November 2017, Bahrain

19th ACM International Conference on Multimodal Interaction
13-17 November 2017, Glasgow, Scotland

Supply Chain Risk Management Forum
15-16 November 2017, Berlin, Germany

ODASCE 2017
16-17 November 2017, France

European Big Data Value Forum 2017
21-23 November 2017, Versailles, France

Milipol Paris 2017
21-24 November 2017, Paris, France

UK Security Expo
29- 30 November 2017, London, England

6th International Conference on Dynamics in Logistics, (LDIC) 2018
20-22 February 2018, Bremen, Germany

10th IATA World Cargo Symposium
13-15 March 2018, Dallas, United States

Homeland Security and Crisis Management
25-28 October 2018, Nice, France



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