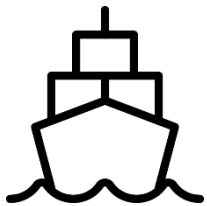


# WCO Permanent Technical Committee

WSC Proposed Contribution to the  
WCO – IAPH Guidelines

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# About World Shipping Council (WSC)



United voice of liner shipping, established in 2000 as a non-profit trade association



Offices in Washington, Brussels, London & Singapore

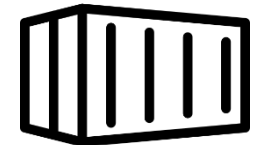


Consultative status at the International Maritime Organisation (IMO)

EC Trade Contact Group Member



Purpose: To shape the future growth of a socially responsible, environmentally sustainable, safe, and secure shipping industry



Our members operate 90% of the world's liner vessel services and transport more than USD 4 trillion worth of goods annually

# Liner Shipping keeps trade moving



Container carriers



Vehicle and Roro carriers

# Importance of the WCO – IAPH Guidelines

## WSC Welcomes the Guidelines:

- The guidelines contain important and valuable material.
- Enhanced cooperation between port and customs authorities in the interests of security and trade facilitation is key.
- Welcome emphasis on digital collaboration and use of innovative technology and port call optimisation to enable:
  - more efficient cargo flows, reduced trade costs and bureaucracy; less corrupt practises; greater data availability supporting trade insights and supply chain predictability.

## Potential to Enrich the Guidance

- The guidelines go beyond the bilateral relationship between ports and customs into areas impacting their relationship with carriers.
- April WCO PTC agreed that it would be appropriate to consider input from WSC to enrich the guidance with the shipping line perspective.

# WSC Proposals to Enrich the Guidance

1. Place a stronger emphasis on the need for port and customs authorities to cooperate and consult with carriers when developing data exchange strategies.
2. Seek clarifications on aspects of the relationship between customs, port authorities, port community systems, single windows and data providers.
3. Incorporate further lessons from the 'Operation Tin-Can' model of enhanced cooperation between ports, customs and carriers to detect and deter all types of illicit goods trafficking.

# 1. Cooperation & Consultation with Carriers and Port Users

**Propose a stronger emphasis throughout the text on need for Customs and Port Authorities to consult with carriers and other port users when undertaking new data collaboration strategy, digital or operational transformations.**

## ***Example:***

- Reference is made in paragraph 62 to the role of the *'...the NPCC steering committee...to lead the maritime supply chain trade digitalization roadmap'* .
- **However, WSC believes that:** *'...a decisive role must also be allotted to the private sector port users whose commercial investments and technological innovations are frequently leading the digitalization of their sector.'*

## 2. Customs, Port Authorities, PCS & Single Windows

**Seek clarifications on aspects of the relationship between customs, port authorities, port community systems, single windows and data providers:**

- Clarify the roles and data typically provided by shipping companies, ship agents and other supply chain parties.
- Clarify role of Single Window environments: reference UNECE recommendations (i.e. single entry point to fulfil all import, export and transit-related regulatory requirements) and facilitate an *'all-of-government'* response.
- Enable port users to submit all statutory required information (B2G data) to government (including customs) through maritime single window where they exist, without obligation to use services of commercial third party.
- Facilitate harmonized data, processes and IT systems and interfaces at national or regional (customs union) level.

# 3. Enhanced Cooperation to Prevent Illicit-Goods Trafficking

**Incorporate further lessons from the ‘Operation Tin-Can’ model of enhanced cooperation between ports, customs and carriers to detect and deter all types of illicit goods trafficking.**

- Vital for customs, ports and carriers to cooperate to detect and stop the flow of illicit goods including narcotics, illegal wildlife & timber, contraband, counterfeit items and sanctioned goods.
- Carriers are deploying different strategies (cargo screening centres, technology etc), depending on company structure, areas of operation, exposure to supply chain risks. No ‘one-size’ or permanent solutions.
- Highlight concrete results of enhanced cooperation as demonstrated by Operation Tin Can and the wider planned cooperation between WCO, UNODC and WSC (mutual training and data sharing).
- Uncleared and abandoned containers in ports pose hazardous and criminal risks, requiring better identification and more harmonised treatment globally.