CBRA Monthly

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CORE Observatory

Dear CBRA Monthly Reader,

I am pleased to announce that - jointly between Riga Technical University, HEC University of Lausanne and Cross-border Research Association – a new compendium titled "Supply Chain Security (SCS) Compendium: A Decade of SCS Research" has been published. Below I share the key acknowledgements.

First and foremost, I would like to thank Professor Ari-Pekka Hameri and the Faculty of Business and Economics at University of Lausanne for providing the baseline funding and overall infrastructure for the supply chain security research work, which started already in January 2002.

Second, I would like to thank Professor Aivars Vilnis Krastins, Mr. Normunds Rudzitis, and Riga Technical University, the Institute of International Business and Customs, for organizing and financing the printing of this compendium.

Third, I thank the European Commission and FP7-project CORE as well as the Swiss–Latvian cooperation program block grant "Swiss Researchers' Activities in Latvia" for the financial support.

Fourth, I thank all the original publishers of these research papers for granting the re-printing rights, among them: EEAS, Emerald, Inderscience Publishers, OSCE, Procon, Springer, UNECE, World Customs Journal, WCO; as well as the organizers of the e-Freight, HICL and T-LOG conferences.

And last, but definitely not least, I would like to thank all the co-authors across the 18 research papers in this Compendium: Mr. Abu Ayyash, Mr. Ahokas, Professor Finger, Mr. Fossen, Dr Gutierrez, Professor Hameri, Mr. Heijmann, Professor Holmström, Ms. Khan, Ms. Lazarescu, Mr. Myers, Dr. Mohanty, Dr. Männistö, Mr. Rudzitis, Mr. Sahlstedt, Mr. Thibedeau, Mr. Tsikolenko, Dr. Urciuoli, Professor Wieser, and Ms. Wieting. Finally, I express my gratitude to Mr. Blegen, Mr. van Bockel, Dr. Grainger and Dr. Trail for their critical review of several of these publications.

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

Blog: Approaching the Grand Finale of DOTCOM Waste

This Blog offers a quick glimpse at the recent endeavours of the DOTCOM Waste project consortium, partnered by the United Nations University (Germany), Cross-border Research Association (Switzerland), Compliance & Risks (Ireland), TECOMS (Italy), Ports Environmental Network-Africa (Ghana), Basel Convention Regional Centre for Asia and the Pacific (China), Basel Convention Regional Centre for West Africa (Nigeria), and the Public Prosecutor Office of Bari (Italy).

The two-year European Commission (DG HOME) funded project that kicked off in January 2016, seeks to enhance the capabilities of a range of governmental authorities, including police, customs, port authorities, environmental agencies and prosecution offices, to fight cross-border waste crime more effectively. To attain this goal, the project aims to increase stakeholders' understanding of current waste crime trends as well as to identify and share good practices for detecting, investigating and prosecuting waste crime activities. Some key actions envisaged are the development of a targeted training toolkit, including training materials and practical operational tools, and the execution of training activities for relevant stakeholders. DOTCOM Waste is now reaching its culmination as the knowledge accumulated throughout the project has morphed into a complete set of training materials, including live and online training seminars. Two separate face-to-face training sessions will take place this year in Rome (EU/West Africa routes) and Beijing (EU/China routes), in September and October respectively. The webinar series planned to take place in May and June, is underway. Six webinars have been scheduled so far and more may take place in the future, should the need arise. Experts may present either in English or in other languages in future webinars. Information on the training events were advertised on the DOTCOM website and circulated among the networks of the partners. Nearly 120 people registered for the first two webinars and there are 122 applications for the face-to-face training workshops. Applications are being reviewed for the final selection for the live training sessions. These events will target mixed groups of intermediate to high level practitioners, mostly from police, customs, port authorities, environmental agencies and prosecutors; while the webinar/ e-learning courses allows for the delivery of more basic training to a wider range of stakeholders.

The training toolkit for the face to face sessions will largely focus on a broad range of subjects including the Legislative Landscape; Waste Classification and Problematic Waste Streams; Inspection and Detection; Next Generation Compliance; Investigation; Intelligence; Illegal Shipments; Prosecution; Sentencing; and Interagency Collaboration and Networking. Each webinar intends to provide up to date insights on a separate topic, namely Intelligence in Fighting Waste Crime; Collaboration on Illegal Waste Crime; Financial Investigation in Tackling Waste Crime; Inspection Plans and Next Generation Compliance; Legislation on Transfrontier Shipments of Waste; and Using Remote Sensing Technologies when Fighting Illegal Waste Crime. A comprehensive Risk Analysis of waste crime, a systematic assessment of the current gaps in capacity building and training needs (Training Needs Assessment) of the stakeholder groups, as well as a compilation of a Compendium of Best Practices on waste crime response, led to the designing of the DOTCOM training toolkit and materials.

To maximise the output of the project, the training toolkit will also be made available online in a members-only section, vastly increasing the amount of people who will be able to access the training materials. These e-learning modules will reflect the content of the face-to-face training events and webinar content, and users will be able to easily navigate to any topics that they have a specific interest in.

A "Validation Meeting" was organised in Dublin in March this year to test the training toolkit and e-learning materials. A group of high-level experts with in-depth experience in training law enforcement officials and prosecutors was involved in the review of the materials. The DOTCOM consortium reviewed and amended the training package based on the new insights and feedback gained in this crucial expert meeting.

On May 1 2017, DOTCOM Waste hosted a side event at this year's Conferences of the Parties to the Basel, Rotterdam and Stockholm Conventions (COPs), in Geneva entitled,

"Get the Tools You Need to Make a Difference – Global Training Toolkit + Waste & Chemicals Inspection App". The participants were briefed on the main activities of the DOTCOM Waste project and received an overview of the online training toolkit on enforcing transboundary movements of waste regulations. There was also a demonstration of the new inspection application for environmental inspections called WATCH-IT.

The joint final conference of the DOTCOM Waste and BLOCKWASTE projects will be held in Brussels on 23 November 2017. In addition to presenting the results of the two EU Internal Security funded projects on illegal waste management and trafficking, the conference will promote interactive and constructive dialogue through round table discussions with contributions from experts. The conference aims to highlight concrete ways of addressing cross-border waste crime, while at the same time build on the valuable insights gained in the projects by keeping alive the spirit of collaboration and continuous process of finding new solutions.

31.5.2017, CBRA Blog by Dr. Sangeeta Mohanty

Eager to learn more on DOTCOM Waste?
Visit: www.dotcomwaste.eu
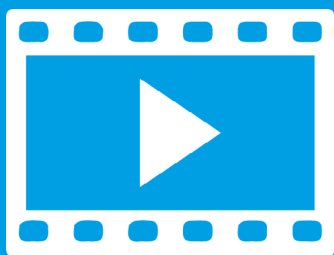
Featured video clip!

Customs Enforcement: Our Global Contribution to Securing Borders and Trade

https://www.youtube.com/watch?v=C1YO7bXlMdo

For more information about the WCO, please visit the following webpage:
http://www.wcoomd.org

Blog: FP7-CORE & Cops

The fourth and last year of FP7-project has started, with a large number of research, innovation, technical and educational activities going on – until the project finalization on 30.4.2018. In this CBRA Blog we elaborate on our ideas to expand CORE outreach towards European and Global police organizations.

As many of you CBRA Blog readers are aware, FP7-CORE project focuses on improving the security of global supply chains, while facilitating the cross-border trade transactions and logistics movements to the maximum. Main part of the remaining work in CORE is performed in dozen+ tangible supply chain security pilots and demonstrations, one example being "enhancing governmental agency cooperation in flower trade lane from Kenya to the Netherlands – with the explicit aim to reduce trafficking in prohibited goods, to minimize tax fraud as well as to mitigate the risk of plant diseases" - thanks to improved national and international information exchange, physical inspection and other cooperation between police, customs and phytosanitary agencies.

One of the areas we here at CBRA plan to explore in more detail during the next 11 months is about "Police relevant CORE outcomes and results". Supply chains are more and more commonly seen as key elements of critical infrastructures, thus calling for "Critical Infrastructure Protection (CIP)" measures. Next to the European Programme for Critical Infrastructure Protection (EPCIP), this can be linked all the way to the recent United Nations Security Council resolution UNSC 2341, which discusses, among other topics, the necessity of "...capacity-building and technical assistance to protect critical infrastructure from terrorists...". Certainly, good potential for the CORE-project to make police relevant contributions, both from European as well as global perspectives!

So far during years 2016 and 2017 we have had several discussions about CORE (plus more) with the following European police networks and organizations:

- The European Network of Law Enforcement Technology Services, ENLETS, see e.g. https://euro-police.noblogs.org/2011/10/european-network-of-law-enforcement-technology-services-enlets-expert-meeting-in-warsaw/
- The European Traffic Police Network, TISPOL, https://www.tispol.org/
- EUROPOL, including units for trafficking in human beings and organized property crime, https://www.europol.europa.eu/

Following these preliminary discussions, the main objective of CBRA is to convert key results and findings from the CORE-project into "police relevant learning materials" – for example "global supply chains 101 for police officers", "how to enhance cooperation between police and customs agencies", and, "how can law enforcement officers benefit from trusted trade lanes", just to name but few examples. More specifically linked to the last example: "the CORE collaborative chain control approach in the trusted trade lane supervision concept allows for more targeted and effective combatting of tax fraud and other trade related crimes" is likely to raise high interest among broader police audiences. We plan to pilot such materials during October 2017 – March 2018, before publishing the final versions for European and worldwide police use in April 2018.

Last but not least, we have a continuous interaction with the "global INTERPOL family", when it comes to exploring CORE dissemination and exploitation among the global police communities. As a concrete example, Mr. Mike Ellis of CBRA (former head of illicit trade at INTERPOL), will host a CBRA-CORE booth at the INTERPOL World, Singapore, 4-7.7.2017, with the primary purpose of disseminating police relevant CORE brochures, https://www.interpol-world.com/supporting-organizations. In addition, CBRA is working closely with the INTERPOL International IP Crime Investigators College, and their e-learning platform, http://www.iipcic.org/.

To summarize, CBRA is looking forward to tightening CORE-cooperation with various police organizations – and of course any national police agencies who might have interest on crime prevention in global supply chains. In case your agency is interested to learn more, please contact us by email (cbra@cross-border.org) , or, by phone (+41765890967) to learn more!

In Lausanne, 24.5.2017, CBRA Blog by Dr. Juha Hintsa

Blog: A Decade of Academic SCS Research -compendium

I am pleased to announce that - jointly between Riga Technical University, HEC University of Lausanne and Cross-border Research Association – a new compendium titled "Supply Chain Security (SCS) Compendium: A Decade of SCS Research" has been published. Copies of the book have already been sent to key international organizations, and, will be soon made available for CBRA Partner Universities, on all continents, as part of early steps in setting up the Global Trade Facilitation Research Network (acronym G-FAN; more information will be shared later this year).

This compendium consists of 18 supply chain security research papers and related articles co-authored by Dr. Juha Hintsa, the founder of the Cross-border Research Association (CBRA), and several of his colleagues at HEC University of Lausanne, EPFL, Aalto University etc., during the years of 2005 to 2014. The target audience for this compendium is undergraduate and graduate students studying supply chain and logistics management, risk and security management, and customs administration management in various universities and other educational institutes across the world. In addition, supply chain security and customs practitioners and consultants may find the articles useful for their daily work.

The compendium aims to provide comprehensive information on the multifaceted subject of supply chain security (SCS) with a three-fold focus: First, it provides an overview of the negative impacts of illicit activities in global supply chains; second, it presents a broad spread of good practices across a range of governmental and private sector actors in response to identified threats; third, it outlines the drivers of change and future trends in SCS management in view of the current situation. In keeping with these objectives a systematic presentation of the 18 research papers have been made in the following thematic order (please note that with two of the papers we are sharing two chapters per paper in separate sections – thus the total number of 20 sections below):
1. Illicit activities and their (negative) consequences in global supply chains: papers coded CBRA1-6;
2. Governmental responses to secure the global supply chains: papers coded CBRA7-10;
3. Supply chain company responses to secure their supply chains: papers coded CBRA11-16; and
4. Change drivers and future trends in supply chain security management: papers coded CBRA17-20.

First and foremost, I would like to thank Professor Ari-Pekka Hameri and the Faculty of Business and Economics at University of Lausanne for providing the baseline funding and overall infrastructure for the supply chain security research work, which started already in January 2002. Second, I would like to thank Professor Aivars Vilnis Krastins, Mr. Normunds Rudzitis, Mr. Jan Jansson and Riga Technical University, the Institute of International Business and Customs, for the close collaboration within and beyond the World Customs Organization's PICARD program ever since the year of 2005. I also thank them for organizing and financing the printing of this compendium. Third, I thank the European Commission and FP7-project CORE as well as the Swiss–Latvian cooperation program block grant "Swiss Researchers' Activities in Latvia" for the financial support, enabling myself to focus on the development of educational and training materials on global supply chain security management. Fourth, I thank all the original publishers of these research papers for granting the re-printing rights, among them: EEAS, Emerald, Inderscience Publishers, OSCE, Procon, Springer, UNECE, World Customs Journal, WCO; as well as the organizers of the e-Freight, HICL and T-LOG conferences.

And last, but definitely not least, I would like to thank all the co-authors across the 18 papers: Mr. Fathi Abu Ayyash, Mr. Juha Ahokas, Professor Matthias Finger, Mr. Cees Fossen, Dr. Ximena Gutierrez, Professor Ari- Pekka Hameri, Mr. Frank Heijmann, Professor Jan Holmström, Ms. Tamanna Khan, Ms. Minodora Lazarescu, Mr. Peter Myers, Dr. Sangeeta Mohanty, Dr. Toni Männistö, Mr. Normunds Rudzitis, Mr. Jukka Sahlstedt, Mr. Chris Thibedeau, Mr. Vladlen Tsikolenko, Dr. Luca Urciuoli, Professor Philip Wieser, and Ms. Melanie Wieting. Finally, I express my gratitude to Mr. Bryce Blegen, Mr. Roeland van Bockel, Dr. Andrew Grainger and Dr. Andrew Trail for their critical review on several of these publications.

In Lausanne, 26.5.2017, CBRA Blog by Dr. Juha Hintsa
Reference: Hintsa, J. (2017), "Supply Chain Security (SCS) Compendium: A Decade of SCS Research", HEC University of Lausanne, Switzerland & Riga Technical University, Latvia.

Interview with Mr. van Bockel, Dutch Ministry of Infrastructure

Thanks Roeland for joining CBRA Interview. Do you recall why and where we first met?

We met first in 2005. Between 2004-2008, I worked as a seconded national expert from the Netherlands at the European Commission. My task was to develop legislation that pieced together the already approved EU legislation on maritime and port security and extend it to surface freight transport.

We met at DG TREN. You identified yourself as a Ph.D student, researching the cost benefit for business to invest in transport security measures. At the time, the EC had outsourced consulting work to DNV, advising the EC on the most appropriate security mechanism to cover all surface transport modes especially focussing on terrorist threats. In 2005, we proposed to the EU Parliament and the EU Member States a kind of EU self regulatory legislation. This proposal for a "Regulation on enhancing supply chain security" allowed companies that met certain security quality criteria with a secure operator Status. These quality criteria referred to measures, being the measures taken by the operators, to safeguard the integrity of the supply chain for their part of the chain.

What happened with this proposal for Regulation on enhancing supply chain security?

To cut a long story short, this draft EU Regulation failed to be agreed by the EU Member States. As the legislation was to have an impact on 1.7 million EU companies, there appeared to be no common sense of urgency in Europe for this kind of all embracing supply chain security approach. In 2006, just after the EU Member States and the Parliament had approved the EU Customs legislation on the Authorised Economic Operator, EU AEO, we put the discussion of the proposal on hold.

What did you do after your job at the EC?

In 2008 I became a project manager of a EU FP 7 Research project on inland waterways transport "Platina", tasked with infrastructure issues including virtual infrastructure - River Information Services. I also took up the responsibility of developing a CEN standard on supply chain security. In 2012 this led to a CEN standard for Reporting Crime Incidents in logistics and a CEN SCS Good practice handbook. You and your associates at the Cross-border Research Association substantially contributed to this work.

What came after this CEN work?

In 2012, I became the project coordinator of the TEN-T AnNa project, that focussed on enabling 14 EU Member States to develop a Maritime Single Window for electronic ship reporting. The focus was the digitalisation of transport. The principle being reporting once, multiple use. The need for EU Member States to develop a Single Window was to implement EU Directive reporting formalities (2010/65/EU). This stimulated business to report data electronically and administrations to receive data in an electronic format and to work together. An especially important feature being the need to develop a Single Window in an efficient way, that is value for money, optimal usage of IT legacy and smooth interconnectivity between various systems. Many influential parties were involved, including the ports and the European Commission. Both using this legal opportunity to strengthening it's coordination tasks respectively in the perspective of smart ports and of an all-embracing EU

Transport. It's again a task that requires some endurance as it focuses on the need for administrations to co-operate and to develop an interoperable and understandable IT language that allows smooth data exchange between business and administrations. Fostering paperless transport of goods, I keep myself also busy in managing projects. In addition, the Dutch innovation in logistics goes hand in hand with cross border trade. Therefore, we support the development of an EU Digital Single Market and promote sophisticated trade facilitating approaches within the context of Union Customs Code. In my work, security remains an important theme. Without sufficient data security and privacy, smooth logistics interoperability is an illusion.

Thanks a lot Roeland for this interesting interview, and see you again this summer!

Maritime Information Systems, EMSA, covering safety, environmental and security issues.

What keeps you occupied these days?

In 2016, after having worked 12 years in Brussels, I returned to the Netherlands. Currently my main occupation at the Dutch Ministry of Infrastructure and the Environment relates to the digitalisation in logistics and the development of a Single Window for Trade and

CORE Information Observatory May 2017

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

Transport carrier
Scanning CORE WP15 Global CORE WP12
Data sharing
Trade facilitation CORE WP9 Sea port Demo-cluster
Government CORE WP6 Terrorism/destruction
WCO CORE WP13 CORE WP3 Counter-terrorism
Risk management CBRA Transport security agency
Maritime CORE WP14 Shipper EU Exporter Customs risks
Risk-cluster Manufacturer CORE WP10 CORE WP17 Trafficking
Supply chain security USA Importer
CORE WP11
Freight forwarder All transport modes Policy FP7 Screening Analytic
CORE WP19

CORE Information Observatory

TRANSPORTATION SECURITY ADMINISTRATION – Progress and Challenges Faced in Strengthening Three Key Security Programs, GAO, March 2012 (CORE1004)

The report discusses status and future challenges of the Transportation Security Administration's three key security programs: The Advanced Imaging Technology (AIT), the Screening of Passengers by Observation Techniques (SPOT) and the Transportation Worker Identification Credential (TWIC) program. The two earlier programs are related to the passenger security, which not in the scope of the CORE project. The third TWIC program – an initiative for vetting backgrounds of maritime workers that require access to regulated maritime facilities and vessels – is the only program on supply chain security. The report recommends that the Department of Homeland Security (DHS) would improve its internal procedures (e.g., enrolment practices, background checking and quality control) and define and measure performance criteria for assessing the TWIC program's efficiency and effectiveness. This GAO report discusses mainly passenger security programs that are not interesting for the CORE and for most of the project partners. However, learning about the TWIC program might be useful for at least those CORE demonstrations on maritime supply chain security.

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

This GAO reports contains crucial information about the US risk assessment and container targeting systems that benefit the CORE's risk cluster. The report outlines principles, procedures, datasets and scanning methods that constitute the world's most advanced risk assessment system for maritime shipping containers. The CORE's IT cluster might also benefit from the report's description of the CPB's Automated Targeting System (ATS) that is used to compute risk scores for shipping containers and flag the ones with the highest score as high-risk. Regarding the CORE demonstrations, the GM demon (WP19) must comply with data requirements (24-hour rule and the "10+2" rule) that enable the US risk assessment and targeting system. Also the demos involving customs controls, especially WP11.2 and WP10.1, may learn something from the ways how the US border control authorities are assessing risk levels of incoming containers.

Cross-references:

- Supply Chain Security: CBP Needs to Conduct Regular Assessments of Its Cargo Targeting System. GAO-13-9. Washington, D.C.: October 25, 2012.
- Maritime Security: Progress and Challenges in Key DHS Programs to Secure the Maritime Borders. GAO-14-196T. Washington, D.C.: November 19, 2013.
- Supply Chain Security: Feasibility and Cost-Benefit Analysis Would Assist DHS and Congress in Assessing and Implementing the Requirement to Scan 100 Percent of U.S.-Bound Containers. GAO-10-12. Washington, D.C.: October 30, 2009.

CORE Information Observatory

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

This GAO document summarizes the US maritime supply chain security and provides useful information for the CORE project across its work packages. This information most obviously benefits WP9 and WP14 that involve US-bound maritime trade lanes. However, also the CORE's risk cluster can find useful insight in the report, for example about challenges and opportunities of risk-based container targeting and screening approaches. This summary GAO document caters the needs of state-of-the-art work packages and the CORE's educational and training cluster that aims to produce relevant and up-to-date material about supply chain security for a variety of stakeholders.

Cross-references:

- Combating Nuclear Smuggling: Additional Actions Needed to Ensure Adequate Testing of Next Generation Radiation Detection Equipment. GAO-07-1247T. Washington, D.C.: September 18,
- Supply Chain Security: CBP Has Made Progress in Assisting the Trade Industry in Implementing the New Importer Security Filing Requirements, but Some Challenges Remain. GAO-10-841. Washington, D.C.: September 10, 2010.
- Supply Chain Security: CBP Needs to Conduct Regular Assessments of Its Cargo Targeting System, GAO-13-9. October 25, 2012.

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

This document has only a limited relevance for CORE because the consortium does not involve any US seaport operators. The demonstrations of WP9 and WP14 that cover shipping of goods from and into the US through local seaports might find it useful to learn about how US ports can apply for funds to improve the security. Otherwise, other demonstrations do not benefit much of this information. However, the CORE's risk cluster can benefit from the rather detailed description of the risk analysis model in the report's Appendix II.

Cross-references:

- Maritime Security: Actions Needed to Assess and Update Plan And Enhance Collaboration among Partners Involved in Countering Piracy off the Horn of Africa. GAO-10-856. Washington, D.C.: September 24, 2010.
- Critical Infrastructure Protection: Update to National Infrastructure Protection Plan Includes Increased Emphasis on Risk Management and Resilience. GAO-10-296. Washington, D.C.: March 5, 2010.
- Quadrennial Homeland Security Review: 2010 Reports Addressed Many Required Elements, but Budget Planning Not Yet Completed. GAO-11-153R. Washington, D.C.: December 16, 2010.

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=C1YO7bXlMdo

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=PcJGqBFeoxo

External News Headlines May 2017 onwards

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

22.5.2017: WCO_OMD enhances engagement with the Jamaica customs agency- http://www.wcoomd.org/es-es/media/newsroom/2017/may/wco-enhances-engagement-with-the-jamaica-customs-agency.aspx

22.5.2017: DHL adds supply chain cyber security monitoring to risk management platform - http://aircargoworld.com/dhl-adds-supply-chain-cyber-security-monitoring-to-risk-management-platform/

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19.5.2017: WCO_OMD Conference of Directors General of Customs of the Americas / Caribbean Region - http://www.wcoomd.org/en/media/newsroom/2017/may/conference-of-directors-general-of-customs-of-the-americas-caribbean-region.aspx

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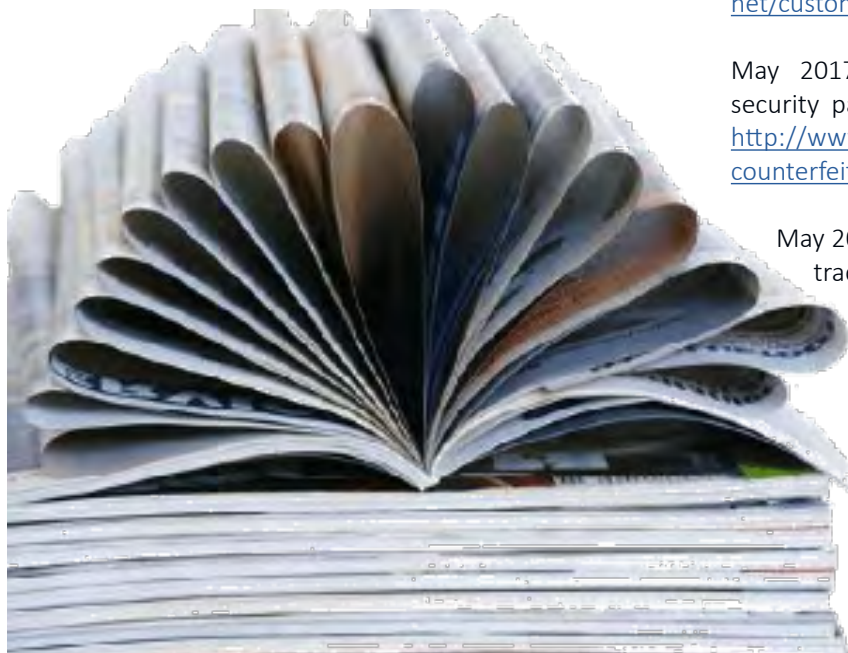
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Upcoming EVENTS

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

EuroCACS 2017
20-31 May 2017, Munich, Germany

Governance of Transport
31 May- 1 June 2017, Leipzig, Germany

International Cargo Insurance Conference (ICIC)
5-7 June 2017, Oxfordshire, England

2017 WCO IT Conference & Exhibition
7-9 June 2017, Tbilisi, Georgia

Ports and Terminals Insurance Seminar
13-14 June 2017, London, the UK

19th Annual EMEA Supply Chain & Logistics Summit 2017
19-21 June 2017, Barcelona, Spain

IFSEC International 2017
20-22 June 2017, London, England

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

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

19th ACM International Conference on Multimodal Interaction
13-17 November 2017, Glasgow, Scotland9

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

PLEASE CONTACT US WITH ANY QUESTIONS OR SUGGESTIONS:

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