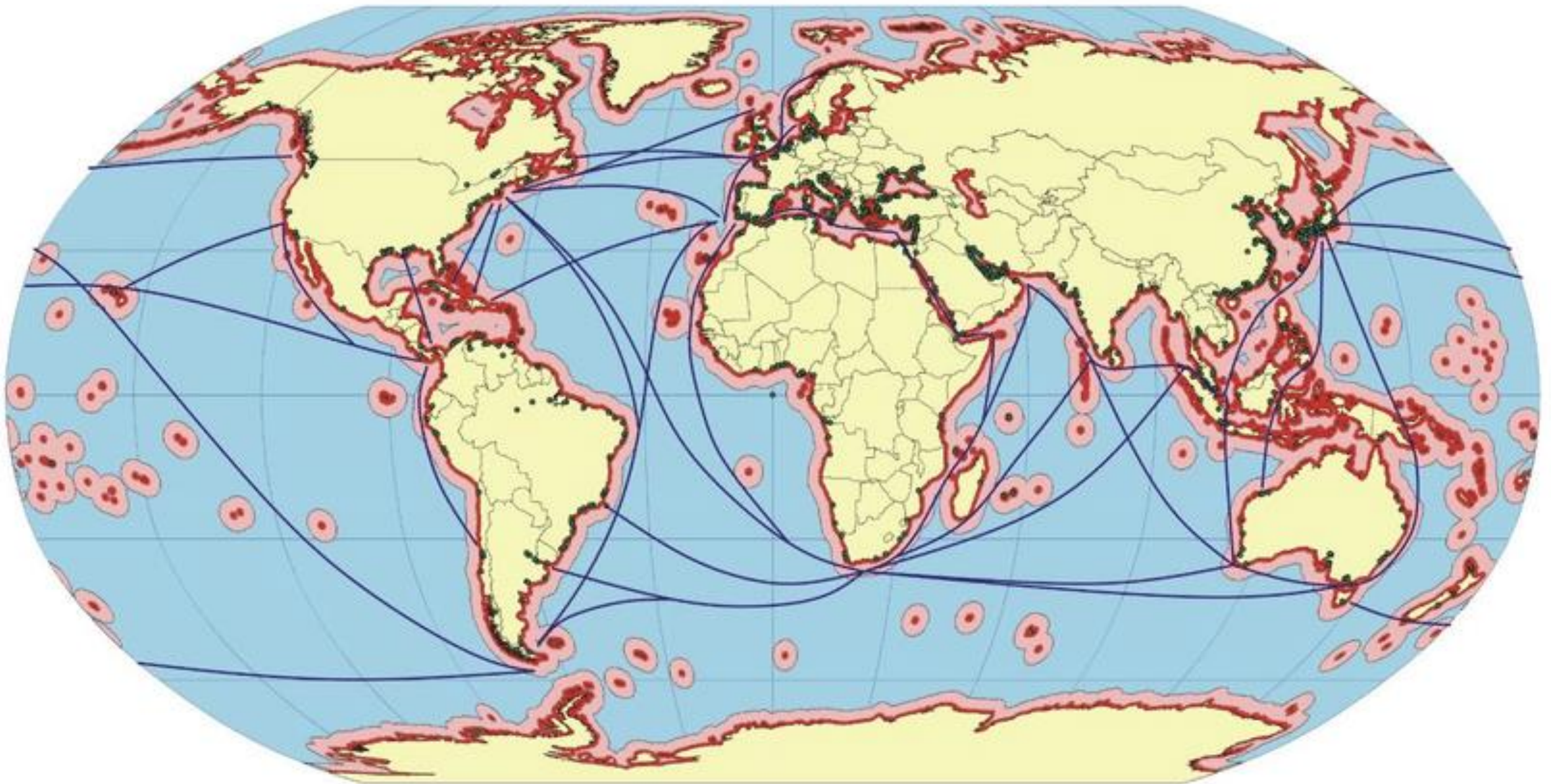# Connecting dots in Maritime Environment
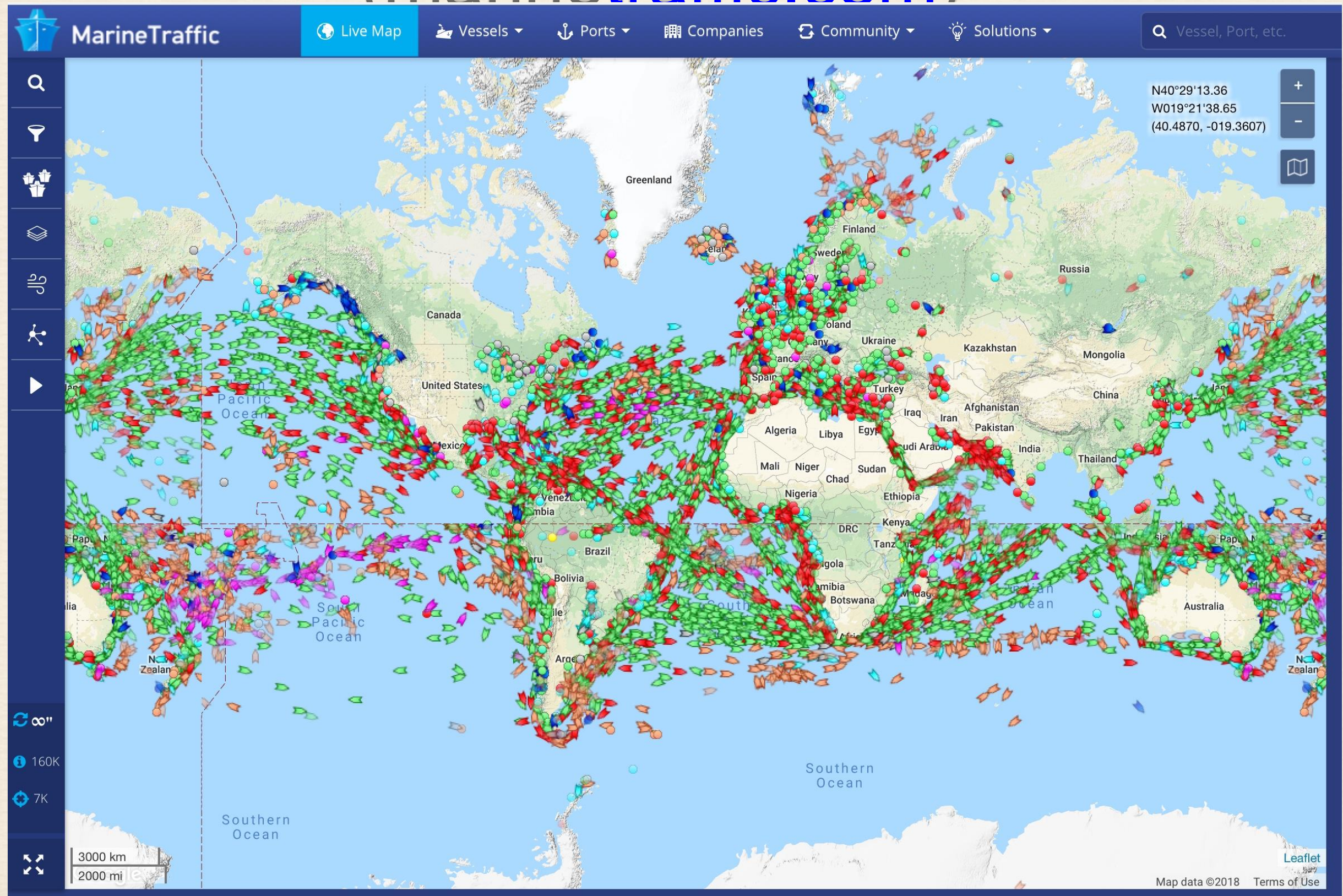
Raju Boddu
Antigua&Barbuda/ CCLEC
7 June 2018, Lima, Peru

Maritime Trade Routes

Snap Shot of Maritime Traffic (marinetraffic.com)

Container Traffic (TEU) across Trade Routes
2013 (Source: World Shipping Council)

| Route	West Bound	East Bound	North Bound	South Bound	Total
Asia-North America	7,739,000	15,386,000			23,125,000
Asia-North Europe	9,187,000	4,519,000			13,706,000
Asia-Mediterranean	4,678,000	2,061,000			6,739,000
Asia-Middle East	3,700,000	1,314,000			5,014,000
North Europe-North America	2,636,000	2,074,000			4,710,000
Australia-Far East *			1,072,016	1,851,263	2,923,279
Asia-East Coast South America			621,000	1,510,000	2,131,000
North Europe/Mediterranean-East Coast South America			795,000	885,000	1,680,000
North America-East Coast South America			656,000	650,000	1,306,000

Maritime Activity

- Container Port Throughput in 2016-701.42 million TEU (687.71million in 2015)- UNCTAD

- Cruise industry generated an estimated revenue of $39.6 billion in 2015

- Passenger capacity in Cruise market reached 466,000 in 2016; expected to be 521,000 in 2018

- More than 10, 000 Yachts of 100 feet or more in US alone. Millions of recreational boats

Challenges to Connecting dots

•Differing legislative frame works:

•Differing National Priorities in Border Security, Trade facilitation and Revenue collection

•Organizational issues of lack of Co-ordination among different Border Security and Trade Facilitation agencies

•Infrastructure inadequacies of varying degrees

•Capacity building challenges

•Varied levels of technology interventions and incompatible systems nationally, regionally and internationally

•Resource constraints to leverage latest technology to enhance efficiencies and effectiveness in border security, trade facilitation and revenue collections

Caribbean Context
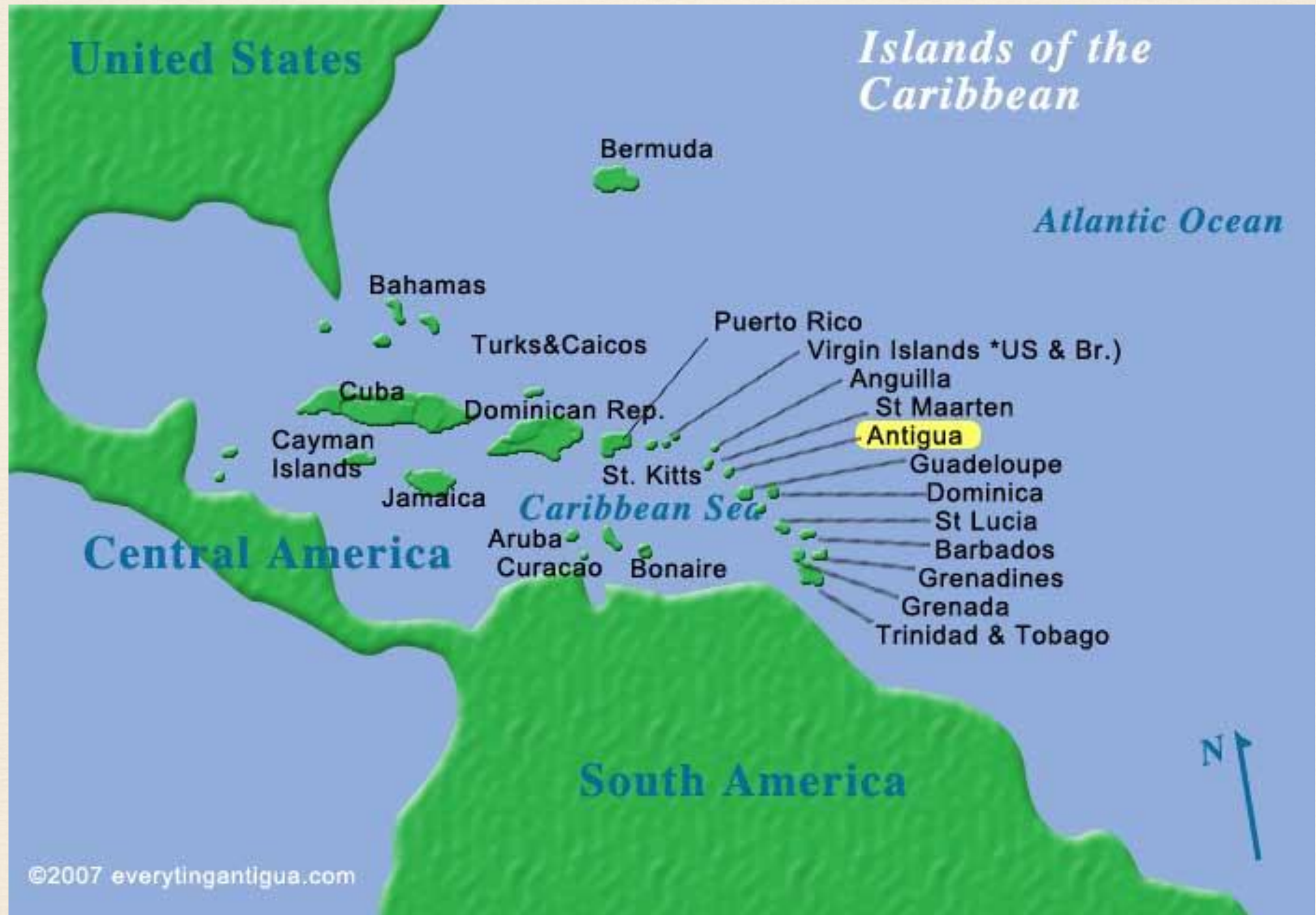
Collaborative efforts in the Caribbean

- Caribbean Law Enforcement Council(CCLEC)

- CCLEC's RCS and SailClear

- CARICOM IMPACS-JRCC

- APIS/PNR

- ACIS-Advance Cargo Information System

SAFE Frame work of WCO

- Three Pillars plus various tools and guidance

- This should be the backbone to connecting the dots

- Appropriate Technologies to be leveraged

Leveraging Technology

- Data Analytics

- Artificial Intelligence

- Blockchain Technology

The Mantra

* WCO SAFE frame work to be the underlying back bone

* Selection of appropriate technology after evaluating the various IT related risks

* Advocacy for Customs administration to active partners in Border security operations

Conclusion

- Borders divide, but Customs connects

   and therefore,

- Dynamically leading the modernization and connectivity in a rapidly changing world

Thank You

Questions time!!!