



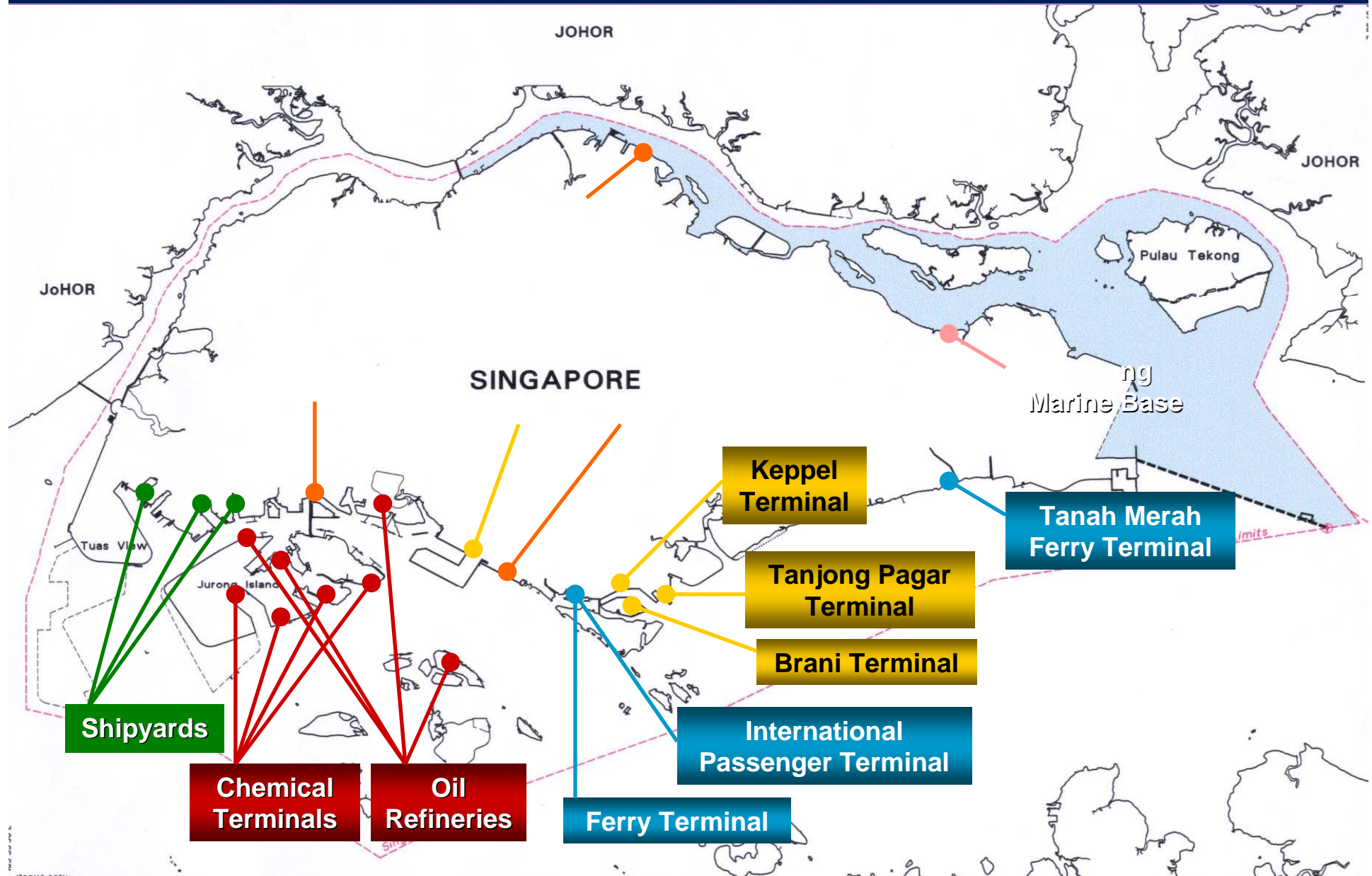
Supply Chain Security in Singapore

World Ports Summit
11-12 Mar 2008

Maritime and Port Authority of Singapore



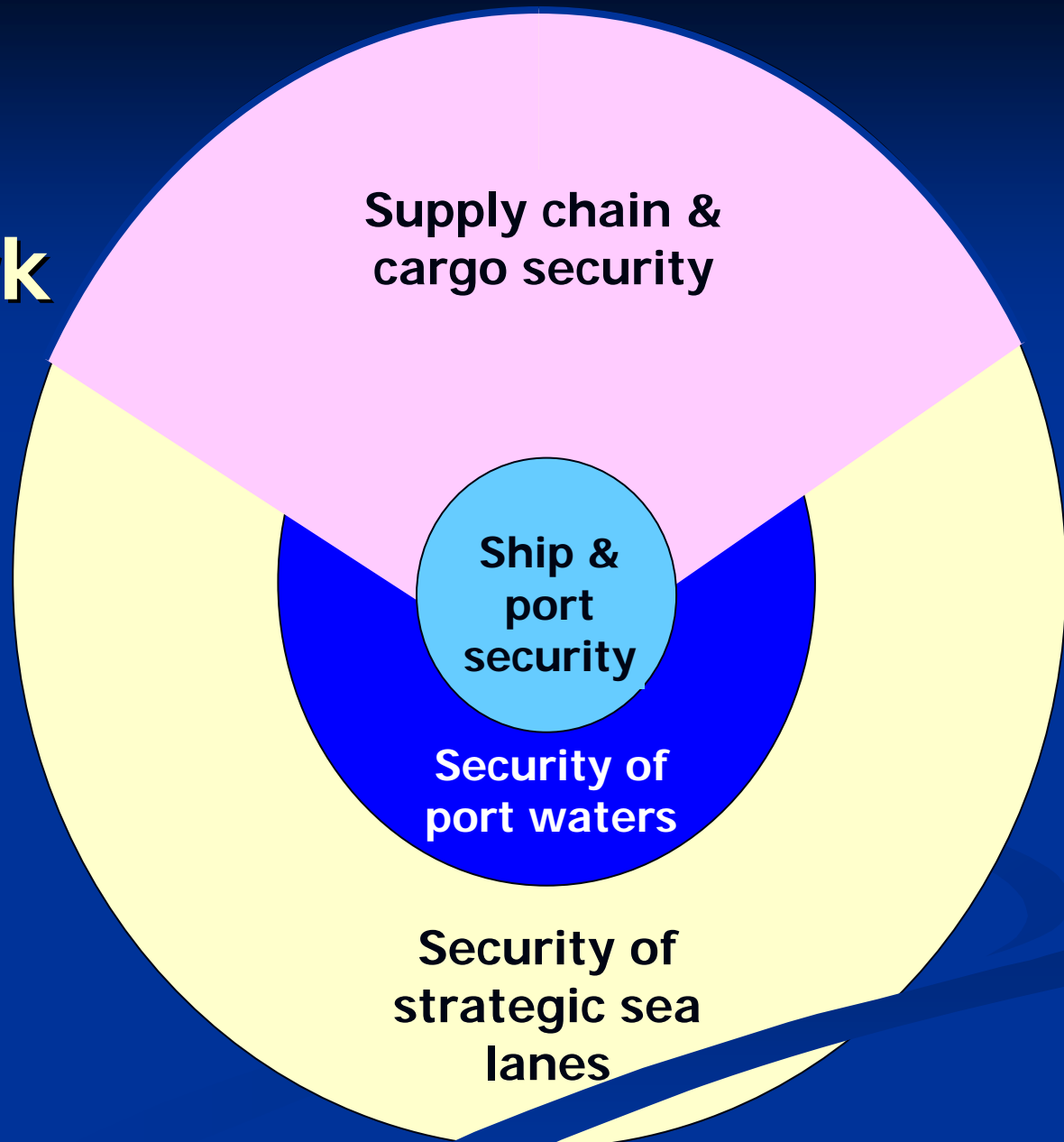
Singapore Port Facilities



Singapore's hub port

- world's busiest in 2007:
 - 128,568 vessel arrivals totalling 1.5 billion GT
 - busiest container port: 27.9 million TEUs handled
 - busiest bunkering port: 31.5 million tonnes sold
- world's 3rd largest oil refining centre with >18,000 tanker calls a year
- Straits of Malacca & Singapore are a vital trade lane
 - 1/3 of world's trade & 1/2 the world's oil pass through the Straits
 - 60,000 vessels pass through each year

4-Point Framework for Maritime Security



Total supply chain security approach

- need to go **upstream** & ensure cargo integrity **throughout supply chain**
- **chain of responsibility** where every player does his part to secure cargo as it passes through his hands
- **Avoid undue focus, burden and bottleneck on one single node** or player, eg the port
- **total supply chain approach** necessary due to **complexity** of cargo supply chain
- advocated by World Customs Organisation (WCO) SAFE Framework

Total supply chain security approach: AEO programmes

- Authorised Economic Operator (AEO) programmes enable Customs to concentrate on unknown shippers, without 'trusted' label
- AEO programmes launched or under development in the EU; Sweden; USA, New Zealand; Australia
- **Secure Trade Partnership (STP)**, Singapore's AEO programme, launched May 2007
 - voluntary certification by Singapore Customs in exchange for trade facilitation benefits

Development of Trade Recovery Programme (TRP)

- security efforts to date focus on preventing attacks
- however should an attack occur at a port, resulting **trade disruption** will be massive
- Singapore led experts group in studying development of **APEC-wide TRP**
 - principles & standards that will **enable restoration of trade** as soon as possible after a trade-disrupting attack
 - small group report adopted Sept 2007, workshop planned in S'pore July 2008

US cargo security initiatives

- initially guided by total supply chain approach
 - championing of SAFE Framework at WCO
 - C-TPAT
- however, focus now shifted to scanning at ports
 - Container Security Initiative (CSI)
 - Radiation Detection (Megaports) Initiative (PDP);
 - Secure Freight Initiative (SFI)
- Singapore continues to support the US CBP in its cargo scanning initiatives, by participating in pilots to test scanning technology and provide objective assessments/feedback
 - this is only one node in the supply chain

- need to strike a balance between security & commercial efficiency
- risk management approach
- multilateral action & international co-operation essential
- new paradigms:
 - security as source of competitive advantage, not additional cost
 - Customs as trade facilitators, not just revenue collectors

Thank You