IMO – INTERPORTPOLICE Symposium

Maritime Anti-Corruption Network | 16 March 2023

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Global trends

- Global and national legislative landscape is rapidly changing
- More countries are developing and implementing legislation
- Extraterritorial laws
- Increased enforcement and stricter penalties
- Corporate and senior management liability
- Third party responsibility
Today’s global trade requires collective action

• Shipping makes a positive contribution to countries’ economic development:
  – 90% of all cargo is transported on ships
  – Shipping is the safest and most environmentally-responsible way to transport goods

• Shipping is an anonymous and complex part of the trade chain:
  – Dispersed operation
  – Highly regulated
  – Operates in many different jurisdictions

• Shipping is also a risky business:
  – Frequent and multiple contacts with government officials makes it prone to corruption risks
  – Risks of delays, safety for the crew and ship, and commercial pressure leave shipping vulnerable to corrupt demands
Mission and vision

**MACN Mission**

- Raising **awareness** of the challenges faced.
- Implementing the MACN Anti-Corruption Principles and co-developing and sharing best practices.
- Collaborating with governments, non-governmental organizations, and civil society to **identify and mitigate** the root causes of corruption.
- Creating a **culture of integrity** within the maritime community.

**MACN Vision**

A maritime industry **free of corruption** that enables fair trade to the benefit of society at large.
Membership

180+ members

Over 50% of global tonnage
CAPABILITY BUILDING
COLLABORATION
COLLECTIVE ACTION
Capability Building - The Seven Principles

- Risk Assessment
- Compliance Program Requirements
- Monitoring & Internal Controls
- Reporting, discipline & incentives
- Training & Communications
- Due Diligence
- Proportionate policy & procedures
Collaboration

• In 2017, MACN worked together with International Chamber of Shipping and many other prominent associations to encourage discussions at the IMO on maritime corruption.
• In 2020, the IMO included maritime corruption as a new output and proposing to develop IMO guidelines to assist all stakeholders in embracing and implementing anti-corruption practices and procedures.
• In 2022, the Guidance to implement and adopt procedures against maritime corruption (FAL.5/Circ. 48 1 June 2022) was approved by the IMO FAL Committee with reference to MACN.
The Power of Collective Action

- Ukraine
- Pakistan
- India
- Bangladesh
- Egypt
- Nigeria
- Argentina
- Indonesia
- Helpdesk
- Working with Government
- Local Port Agents
- Global Expansion
- 50,000 Collected Anonymous Incident Reports
Solution Landscape - Seaports and Terminals

MACN Local HelpDesk

1. PRE ARRIVAL NOTICE TO PORTS

2. INCIDENT MANAGEMENT AT PORTS

3. POST DEPARTURE INVESTIGATION

VEssel PREparation

PORT AGent PREparation

LOCAL SUPPORT FOR CAPTAINS & COMPANIES

CASE INVESTIGATION

SHARING FEEDBACK & RECOMMENDATION
HelpDesk – Case

Pre-Arrival Notification

Incident occurs in Port
Demand for large cash payment of 2000 USD to clear inspection

Contact MACN HelpDesk
Incident escalated to local government officials

Less than 48 hours Later
Master received documents and the vessel is granted free pratique leaving port with no fine or payment

Results

Case resolution
Before: 7-10 days | Now: 1-8 hours

Operational savings
From 150,000 to 20,000 USD
Successful model we want to build on…
Together We Can

The maritime industry is uniting to fight corruption.

We can combat corruption!

Working together.
Thank you!