

University of Essex

Secur.Ports

Organised Crime in Commercial Seaports

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THE AWARDS
2018

Winner
University of the Year

The Project

- Funded by the British Academy “Tackling the UK’s International Challenges” – Genoa, Melbourne, Montreal, New York, Liverpool - WHY
- With the University of Turin, Dr Luca Storti, for NYC
- In progress (Genoa, Melbourne, Montreal completed, NYC ongoing, Liverpool, then Gioia Tauro- After Brexit ports Dublin, Belfast & Felixstowe)
- End of the project December 2021)
- Authorities/Institutions/Text



Dimensions and Spatial Configurations of Ports

SPATIAL CONFIGURATIONS	LOCAL	GLOBAL
Access	Port as gate, door and barrier	Port as shipping hub (delivery and departure)
Physical Territory	Port-City Interface (Inward Border)	Port-Sea Interface (Outward Border)
Social Territory	Port as space of relationships across private and public sectors	Port as space of international governance
Economic settings	Port as space of investment and employment	Port as hub/node in global trade

BRISTOL SHORTS RESEARCH

PORTS, CRIME AND SECURITY

Governing and Policing Seaports in a Changing World

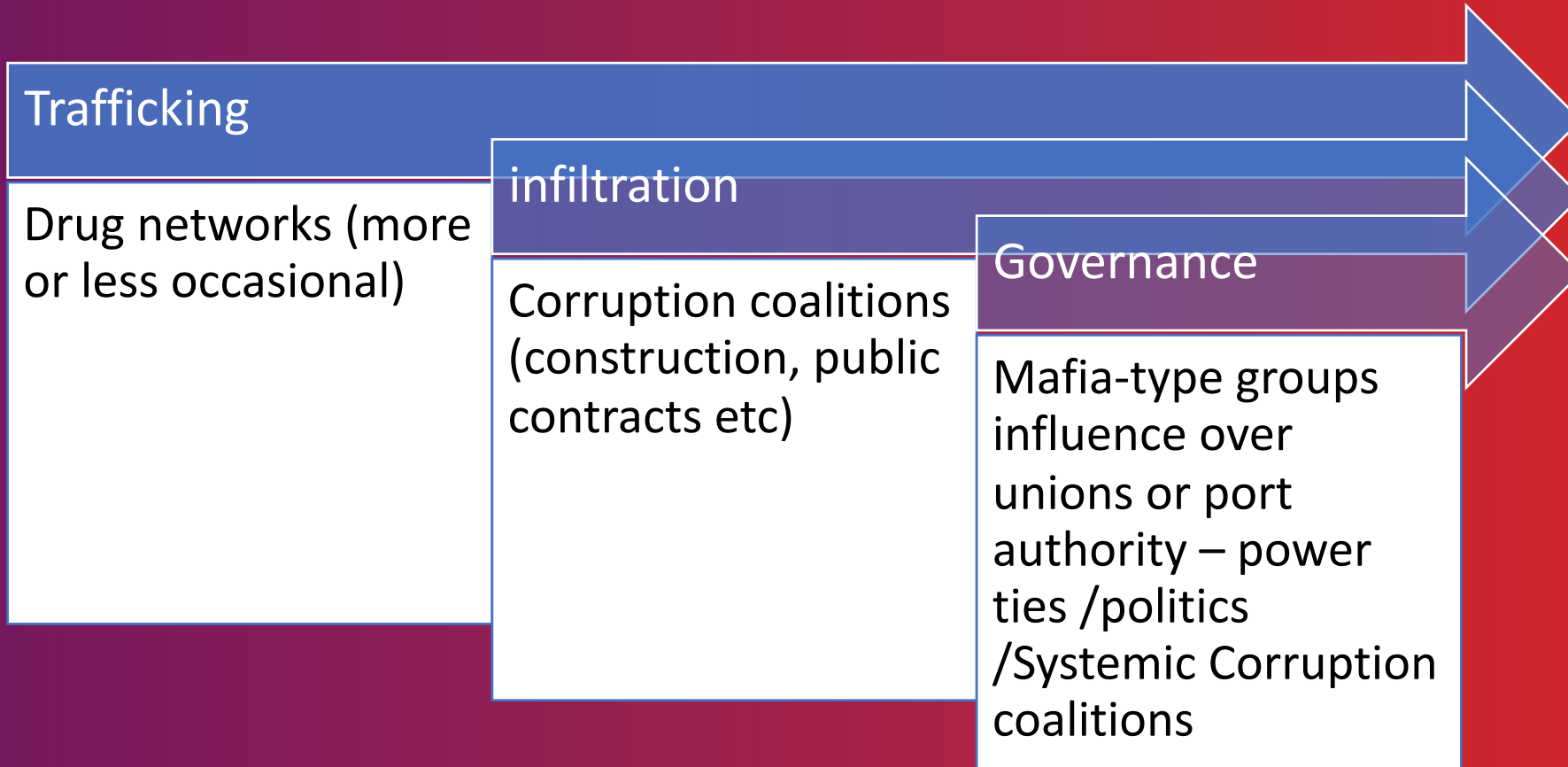
ANNA SERGI, ALEXANDRIA REID, LUCA STORTI
AND MARLEEN EASTON

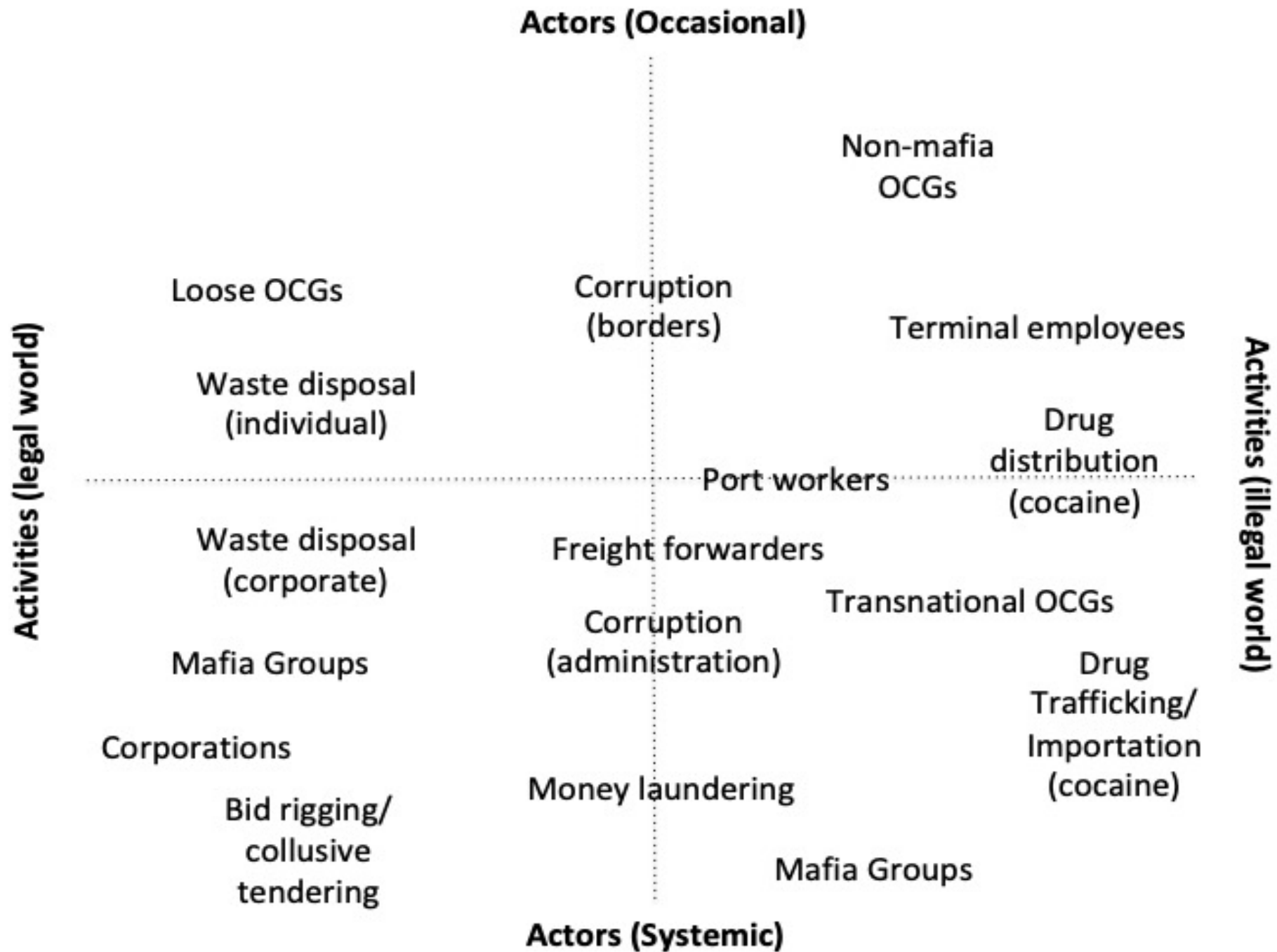


Table 2.1: Complex crime in the ambivalent dimensions of ports

Complex crime	Local	Global
Organized crime – illicit trafficking	Access/entry/exit Looking for doors (incl. individual corruption) Hybrid policing (leaning low)	Transport and shipping opportunities Hybrid policing (leaning high)
Organizational crime – infiltration in the legal economy	Cartels of entrepreneurs, private actors and Organised Crime Groups (OCGs) (incl. systemic corruption), or OCGs' initiatives – port-city interface Hybrid policing	Port economy opportunities and global trade relationships – port-sea interface Hybrid policing (leaning high)
Organized crime – extra-legal governance	Influence over labour unions, port administration and other power brokers for financial or political gain Hybrid policing	N/A

Criminal Activities in Ports





Ports & Brexit - Risk Profiles

Maritime Policing

- Different shipping routes and Irish sea border
- UK policing its own waters
- Waste and pollution crimes at sea, illegal fishing, and maritime smuggling

Small Boats & Small Ports

- Already known increased of small boats and yachts and ferries for illicit trades and drugs regional distribution
- Container shipping of drugs is not decreasing and going North
- Smaller ports are already under pressure because of new custom requirements, potentially leading to mismanagement, a laissez-faire attitude, or even increased corruption.

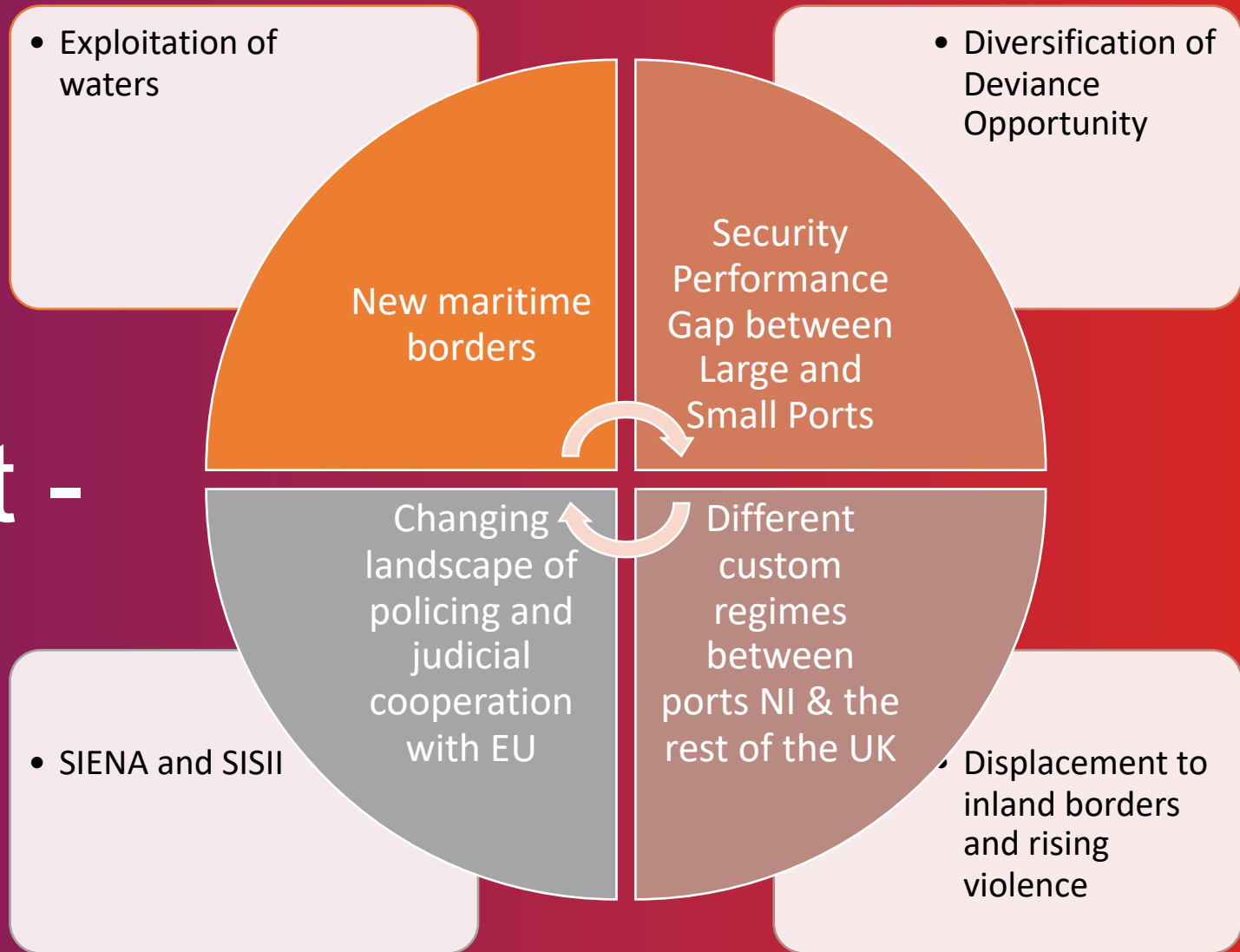
Port Security

- Port security is not meant to tackle organised but terrorism
- Ports in the UK are private and use different data retention and sharing regimes
- Criminogenic nature of Freeports

Irish Border & Ports

- Unpreparedness to new customs regulations
- Different NI & Irish regimes and mainland Britain
- Irish land border

Ports & Brexit - Outlook



Questions?

Thank you!

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