



The Global Port Integrity Platform

Presentation of work in progress on Port Integrity, by :

MACN: The Maritime Anti-Corruption Network,

and

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What is MACN?

- The Maritime Anti-Corruption Network is a **global business network** working towards the vision of a **maritime industry free of corruption** that enables fair trade to the benefit of society at large.
- Established in 2011, MACN has over 160 member companies, collectively carrying over 50% of the world's tonnage



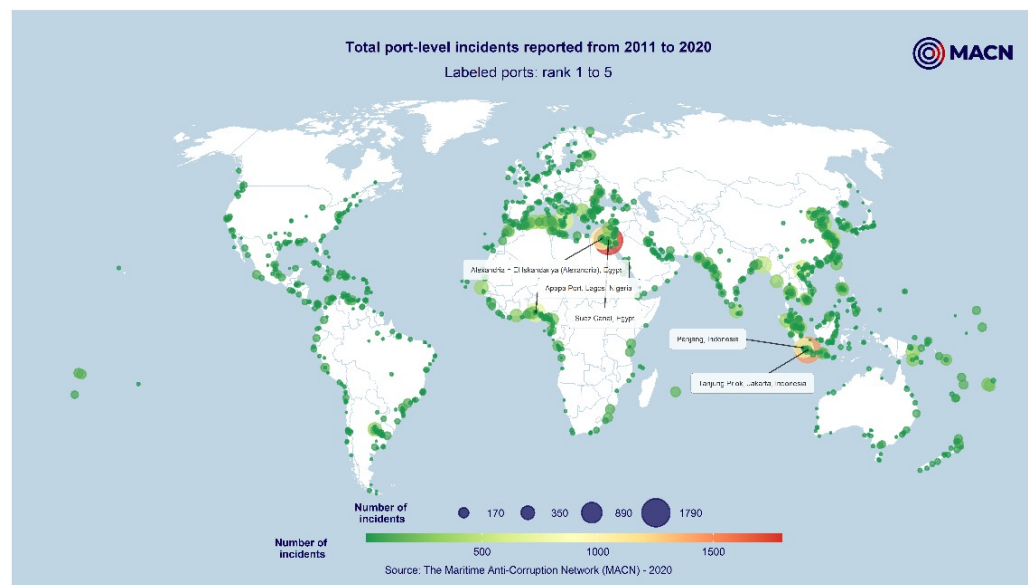
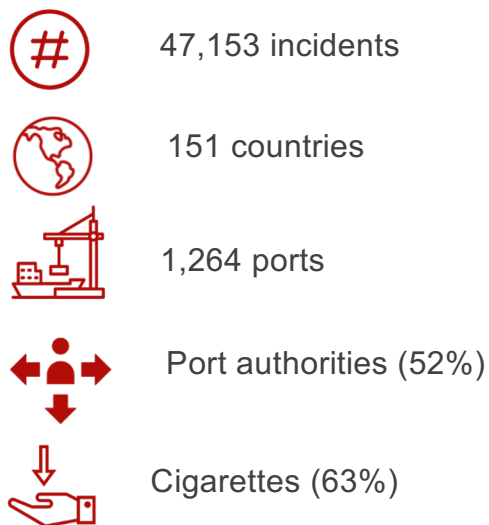
50%

of total global tonnage
operated by MACN members

164

Members (so far)

MACN Incident Reporting | Data at a Glance



Limitations to MACN's Incident Data

- The data is anonymous and unverified
- The data does not take port size and trade volume into consideration
- There is no systematic qualitative 'sense check' of the data from experts or the industry
- Government Authorities and Ports have no "Right to Respond"

Indicator Framework

Domain	Indicator	Unit of Analysis	Rationale
A. Port Bribery Risk	<ul style="list-style-type: none"> A1: % Increase/Decrease of corrupt demands reported by the industry in the specific port, as a share of MACNs total incidences A2: Absolute number of MACN incidences reported in the past Quarter A3: % share of MACN reports in the country for previous year A4: Percentage of cash demands A5: Percentage of severe incidents A6: Top 5 Stakeholders involved in reported demand A7: Number of Port Calls 	<ul style="list-style-type: none"> Port Level 	<ul style="list-style-type: none"> Indicating scale and trend of corrupt demands relative to the proportion of all MACN reports received and number of port calls.
B. Port Integrity Commitments	<ul style="list-style-type: none"> B1: Does the port use systems for Electronic Exchange of Information between Ships and Port? (as defined in April 2019 FAL Convention) B2: Are Port Procedures for vessel clearance and inspections available online? B3: Is the authority's anti-corruption policy available on the authority's website? B4: Does the authority or other relevant government body have a comprehensive whistleblowing mechanism in place? B5: Does the authority or other relevant government body have a comprehensive complaints and appeals mechanism in place? 	<ul style="list-style-type: none"> Port Authority/ Operator Port Authority Customs Authority Immigration Authority Port Health Authority 	<ul style="list-style-type: none"> Data on integrity efforts at the port and government agency level. Data is collected via desktop research and via survey data from each authority covered. This data provides an entry point for action and improvements at the port level
C. Country Level Bribery & Corruption Risk	<ul style="list-style-type: none"> C1: Aggregate score from TRACE Matrix for bribery risk at country level 	<ul style="list-style-type: none"> Country Level 	<ul style="list-style-type: none"> Captures business bribery risks at the national level

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The on-going study of port integrity

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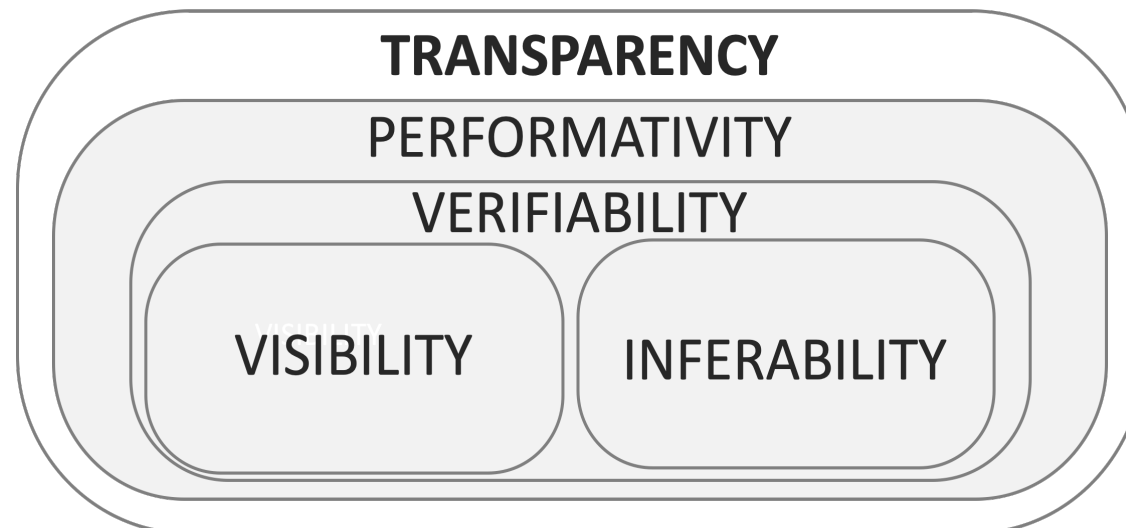
B5: Does the authority or other relevant government body have a comprehensive complaints and appeals mechanism in place?

Port Integrity & Dimensions of Transparency

(more than information disclosure)

- VERIFIABILITY - the quality and quantity of information permits to fully observe organizational action & provides a means of solving organizational and societal problems

- PERFORMATIVITY - a process with (un)intended dynamics that lead to the improvement of management in organizational settings.



- **VISIBILITY**- *visibility* of information, i.e. the degree to which information is complete and found with relative ease.

- **INFERABILITY** - the extent to which the disclosed information and/or data, in its form and content, can be used to draw accurate conclusions.

Data collection experiences

and potential research avenues

- **A ‘visibility’ gap - we can hardly identify measures towards integrity**
 - which processes do ports apply?
 - how do they implement the processes they have already in place?
- Broader questions;
 - **What is integrity for ports?**
 - **What is transparency for ports?**
- **Evidence on the progress of digitalisation:**
 - Communication to/with stakeholders whether & how they apply it deserves improvement (i.e. single window).
 - *Developing countries* seem to highlight more their initiatives than *developed countries* (cultural gap? Institutional gap? or else?)



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