



Maritime Safety and Security

The United Nations Convention against Illicit Traffic in Narcotic Drugs and Psychotropic Substances, 1988, of which UNODC is the custodian of, explicitly recognises the importance to take effective action to counter the complex and multi-faceted nature of drug trafficking. At the end, Article 17 of the Convention requires Parties to "cooperate to the fullest extent possible to suppress illicit traffic by sea, in conformity with the international law of the sea." In response to this article, UNODC developed a pilot project on maritime drug law enforcement training, under which a training guide for boarding officers was developed and widely disseminated.

A user-friendly reference training guide to assist parties making requests and competent authorities who have the responsibility to receive and respond to requests under article 17 of the 1988 Convention, was developed.

Technical assistance : UNODC's Container Control Programme

Approximately 90 per cent of the world's goods shipped via maritime routes consist of approximately 250 million shipped in the international trade supply chain yearly. The selection and inspection of containers being used for illicit purposes has been a continuous challenge for law enforcement agencies. It is well documented that containers are being used for illegal activities including the smuggling of drugs, weapons, explosives and human beings and other contraband.

In order to address this issue, UNODC has developed the Container Control Programme which aims at assisting law enforcement agencies from developing countries to identify and inspect so-called "high-risk" containers. Strengthening the control of containers will prevent the use of sea containers in the trafficking of drugs, weapons, explosives and human beings. The national police in the programme will undergo detailed assessments to identify the training needs and the requirements of technical equipment. In addition, the law enforcement officials participating in the UNODC Container Control Programme will be encouraged to establish close cooperation with private sector entities operating in the port.

This technical assistance programme is currently operational in Ecuador (Guayaquil and Manta), Senegal (Dakar), Ghana (Tema), and Pakistan (Dry Ports: Lahore, Faisalabad, Sahiwal/Sialkot, Quetta/Chamman, Torkham, Multan and Sussat. Sea Ports: Karachi and Quam). Activities include capacity building, study visits to ports with proven expertise in container screening, as well as awareness raising.