

Singapore's Transshipment & Transit Controls



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SINGAPORE CUSTOMS

We Make Trade Easy, Fair & Secure

Outline

- Background
- Enhanced Transshipment & Transit Controls
- Permit Requirements
- Enforcement Case Highlights
- Key Challenges
- Conclusion



BACKGROUND



Singapore's Strategic Interests

- Existential threat to Singapore
- Contribute to a safer global environment
- Trusted and secure trade hub
- Responsible UN member
- Total Supply Chain



Definitions

Export/ Re-export

- Bring goods out of Singapore by air/sea/land
- Local consignor

Transshipment

- Through Bill of Lading or Air WayBill
- Goods unloaded & loaded on conveyance
- No local consignee

Bring-In- Transit

- Through Bill of Lading or Air WayBill
- Goods remain onboard conveyance
- No local consignee



ENHANCED TRANSHIPMENT AND TRANSIT CONTROLS



Enhanced Transshipment & Transit Controls

With effect from 1 Jan 2015:

- New listed items for goods brought-in-transit (as per a new Fifth Schedules of the Strategic Goods (Control) Regulations)
- Added new items for transshipments (under the Fourth Schedule)
- New items include military items and nuclear equipment and materials which are deemed to be of higher sensitivity



Fourth Schedule - Transshipment List

- More items listed under the Fourth Schedule

| FOURTH SCHEDULE | |
|---|--|
| (Goods the transshipment of which the exemption under regulation 13(2)(a) does not apply) | |
| ML1 | 0A, 0B, 0C, 0D, 0E |
| ML2 | 1A202, 1A225, 1A226, 1A227; |
| ML3 | 1B201, 1B225, 1B226, 1B228, 1B229, 1B230, 1B231, 1B232, 1B233, 1B234; |
| ML4 | 1C202, 1C210, 1C216, 1C225, 1C226, 1C227, 1C228, 1C229, 1C230, 1C231, 1C232, 1C233, 1C234, 1C235, 1C236, 1C237, 1C238, 1C239, 1C240, 1C241, 1C350 (only 1C350.1. to 9., 11., 12., 13., 17., 18., 19., 21., 22., 23., 26. to 36., 38., 46., 51., 52., 54. to 57., 59. and 63.), 1C351 (only 1C351.a.1., 2., 4., 5., 6., 8., 9., 11., 12., 14., 16., 17., 18., 21. to 25., 27., 34., 38., 43., 45., 50., 54., 1C351.c.1. to 6., 13. to 17., 22. and 1C351.d.1., 2., 4. to 7. and 12.), 1C354 (only 1C354.b.1., 5. and 1C354.c.1.), 1C450; |
| ML6 | 1D201; |
| ML7 | 1E201, 1E202, 1E203; |
| ML8 | 2A225, 2A226; |
| ML9 | 2B201, 2B204, 2B206, 2B207, 2B209, 2B219, 2B225, 2B226, 2B227, 2B228, 2B230, 2B231, 2B232, 2B233; |
| ML10 | 2D201, 2D202; |
| | 2E201; |
| | 3A201, 3A225, 3A226, 3A227, 3A228, 3A229, 3A230, 3A231, 3A232, 3A233, 3A234; |
| | 3D225; |
| | 3E201, 3E225; |
| | 6A202, 6A203, 6A205, 6A225, 6A226; |
| | 6D203; |
| | 6E201, 6E203. |

(Note: Additions highlighted in red)



Fifth Schedule – Transit List

- New Fifth Schedule

| FIFTH SCHEDULE | |
|--|---|
| (Goods the bringing in transit of which the exemption under regulation 13(2)(a)(b) does not apply) | |
| ML1 | 0A, 0B, 0C, 0D, 0E |
| ML2 | 1A202, 1A225, 1A226, 1A227; |
| ML3 | 1B201, 1B225, 1B226, 1B228, 1B229, 1B230, 1B231, 1B232, 1B233, 1B234; |
| ML4 | 1C202, 1C210, 1C216, 1C225, 1C226, 1C227, 1C228, 1C229, 1C230, 1C231, 1C232, 1C233, 1C234, 1C235, 1C236, 1C237, 1C238, 1C239, 1C240, 1C241; |
| ML6 | 1D201; |
| ML7 | 1E201, 1E202, 1E203; |
| ML8 | 2A225, 2A226; |
| | 2B201, 2B204, 2B206, 2B207, 2B209, 2B219, 2B225, 2B226, 2B227, 2B228, 2B230, 2B231, 2B232, 2B233; |
| | 2D201, 2D202; |
| | 2E201; |
| | 3A201, 3A225, 3A226, 3A227, 3A228, 3A229, 3A230, 3A231, 3A232, 3A233, 3A234; |
| | 3D225; |
| | 3E201, 3E225; |
| | 6A202, 6A203, 6A205, 6A225, 6A226; |
| | 6D203; |
| | 6E201, 6E203. |

(Note: Additions highlighted in red)



PERMIT REQUIREMENTS



Permit Requirements

- All permit applications for strategic goods to be submitted in advance (latest 5 working days prior to shipment, but possibility of shipment delays due to longer processing time required).
- Must be accompanied by complete set of supporting documents, including:
 - Technical specifications, End-user statement, invoices, packing lists, etc.



Permit Requirements

A strategic goods permit is required for the [export, transshipment, or transit](#) of strategic goods and related technology. No strategic goods transshipment and transit permits are required if the goods are not listed in the Fourth and Fifth Schedules to the Strategic Goods (Control) Regulations (SGCR) & fulfil the following exemption criteria:

| Activity | Criteria for Permit Exemption |
|---|---|
| Transshipment <ul style="list-style-type: none"> ■ of strategic goods not listed in the Fourth Schedule to the SGCR | <ul style="list-style-type: none"> ■ Goods are taken into free trade zone(s) [FTZ(s)] immediately after being brought into Singapore; ■ Goods remain in an FTZ at all times or in 2 or more FTZs except when being transferred, before they are brought out of Singapore; and ■ Goods remain in FTZ(s) for no more than <ul style="list-style-type: none"> • 45 days, if brought in by sea • 21 days, if brought in by air <p>Note: The transport mode by which the goods first enter Singapore will determine the applicable period to remain in the FTZ(s).</p> |
| Transit <ul style="list-style-type: none"> ■ of strategic goods not listed in the Fifth Schedule to the SGCR | <ul style="list-style-type: none"> ■ Goods remain in transit for no more than <ul style="list-style-type: none"> • 45 days, if brought in by sea • 21 days, if brought in by air |





ENFORCEMENT CASE HIGHLIGHTS



Enforcement

- Compliance checks conducted to ensure legitimate trade of strategic goods and related technology:
 - Documentary checks and audits
 - Physical inspections & interdictions
- Penalties meted out based on :
 - Nature and severity of the offence
 - Intent of the offenders
 - Types of goods involved and any proliferation concerns
 - Corrective measures implemented to avoid reoccurrence



Case #1

- **DPRK SCUD Missile Parts**

- Customs seized **11 crates of suspected missile parts** that transhipped through Singapore
- Expert's report identified goods as controlled under **ML4**
- Goods were forfeited and sent for destruction



Case #2

- **Aluminium Powder**

- Customs seized **302 drums of aluminium powder** that transited through Singapore
- Experts confirmed goods as controlled under **ML8.c.8** and **1C111.a.1**
- Goods were forfeited and disposed



KEY CHALLENGES



Key Challenges

- Ensuring that strategic trade controls do not stifle legitimate trade
- Identifying dual-use and catch-all goods at the point of inspection/examination
- Keeping up with emerging technologies
- Securing timely and accurate intelligence or international cooperation on transboundary transactions



CONCLUSION



Conclusion

- Continuous journey
 - Review and update laws
 - Keep up with technology and international developments
 - Capacity building
- Continuing to work with partners



THANK YOU



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