
Book Review

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Maritime Transport Security: Issues, Challenges, and National Policies
by: Khalid Bichou, Joseph S. Szyliowicz and Luca Zamparini
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As the editors of this book note in the introduction, maritime security has always been a concern for governments, traders, and the industries that rely on it for their raw materials, parts, and finished goods, however, the terrorism and piracy of the late 20th and early 21st century have led to heightened interest in the topic. There are several reasons why maritime security been the subject of such interest. First, globalisation has connected the world as never before. The volume of cargo shipped in containers by sea has risen fivefold since 1990. Any threat to the safety, security, and timely delivery of these cargos slows the global trading system. Second, the potential threats of terrorism – radioactive material, weapons of mass destruction – are far greater than at any time in our history. Thus, this book is a very timely addition to the academics teaching transportation and logistics and the professionals who deal with these issues on a daily basis.

Several of the chapters in Part I are noteworthy for the information that they convey. Chapters 2 and 3 give a very comprehensive overview of the key rules, policies, and processes that now govern maritime shipping including the 24-hour rule, the Container Security Initiative (CSI), the Customs-Trade Partnership against Terrorism (C-TPAT), and European Union Authorized Economic Operator (EU AEO). Chapter 5 follows on this general information with a discussion of safety risk-based models, security incident and precursor analysis, and the economic evaluation of security measures. The appendix for Chapter 6 provides a brief listing and description of attacks on port facilities from 1968 to 2007. Finally, Chapter 7 provides a fascinating look at maritime piracy analysis. The section on ‘Understanding the criminal business model’ behind piracy looks organised piracy and the changes that have occurred over time in the business of piracy.

Part II of the volume presents a look at the actions and policy frameworks of nine different countries ranging from the USA to Mauritius. While it is not clear how the countries were selected, the selection does provide an excellent overview of the problems, issues, and solutions of widely dissimilar countries. The first of these chapters covers the USA. As the target trading partner for many countries, the USA has driven many of the changes in the trading system since 9/11. Whether they agree with the US approach or not, countries interested in sending their good to the USA have had to accept the 24-hour rule, CSI, and C-TPAT. One of the biggest issues has been the 100% screening rule and the confusion this caused as countries, shippers, and companies tried

to understand what this meant. The article cited a Seaport Commission report issued prior to 9/11 that only 2% of cargo was physically inspected and that physically inspecting a container took five inspectors and average of 3 hours. Obviously, 100% physical inspection would bring the global trading system to a grinding halt, but agreement on alternatives has been difficult to achieve. Even the requirement of 100% scanning by non-intrusive means presents difficulties. This leaves various efforts to create safe shipper lists or profiles with some layered approach to identifying cargo that needs additional screening. This chapter is followed by a chapter on one of the closest and largest US trading partners – Canada. For various reasons of trade and history, Canada has willingly worked very closely with the USA on security. While the author notes that it is difficult to assess Canadian security at a detailed level, it should be interesting to see which approach to coordinating security proves more effective and efficient. The USA opted for the creation of the Department of Homeland Security, a mammoth, agglomeration of federal agencies with complex and sometimes conflicting relationships while Canada has chosen an interdepartmental working group. Other notable contributions in this section include the European chapter with case studies of safety and security from European shipping accidents, the chapter on security in the Straits of Malacca with the influence of non-governmental organisations like Lloyd's of London, and the struggles of small, island nations such as Mauritius in security and piracy.

Overall, this volume provides a wealth of valuable information to anyone interested in transport safety and security. A little over a decade removed from 9/11, it is certainly time to review the state of transportation security to see how the nations of the world are doing, identify gaps, and best practices. Since terrorist have shown such an amazing ability to adapt redeploy, and refocus, the system must be equally adaptive and willing to change or even the most comprehensive system will eventually fall prey an individual or group willing to learn the intricacies of the 'system' in order to ferret out the weaknesses. The editors have done an excellent job of focusing the chapters and balancing the need for broad coverage of the topic with nuggets of specific information that make the reader sit up and reach for a sticky note to highlight sections for further consideration. This series on transportation security by Edward Elgar promises to provide excellent reading for security and transport professionals and academics and is to be highly recommended.