

## Focus Group on Trading Across Borders (FGTAB)

# Harmonising Practices in Handling Container Shipping Seals



# Purpose

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**To update TWGTAB meeting on matters arising - Handling container shipping seals.**

# Concern

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**Different practices in collection of container shipping seals, lead to loss of productivity of lorry drivers.**

# Main actors

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Manufacturers / Exporters

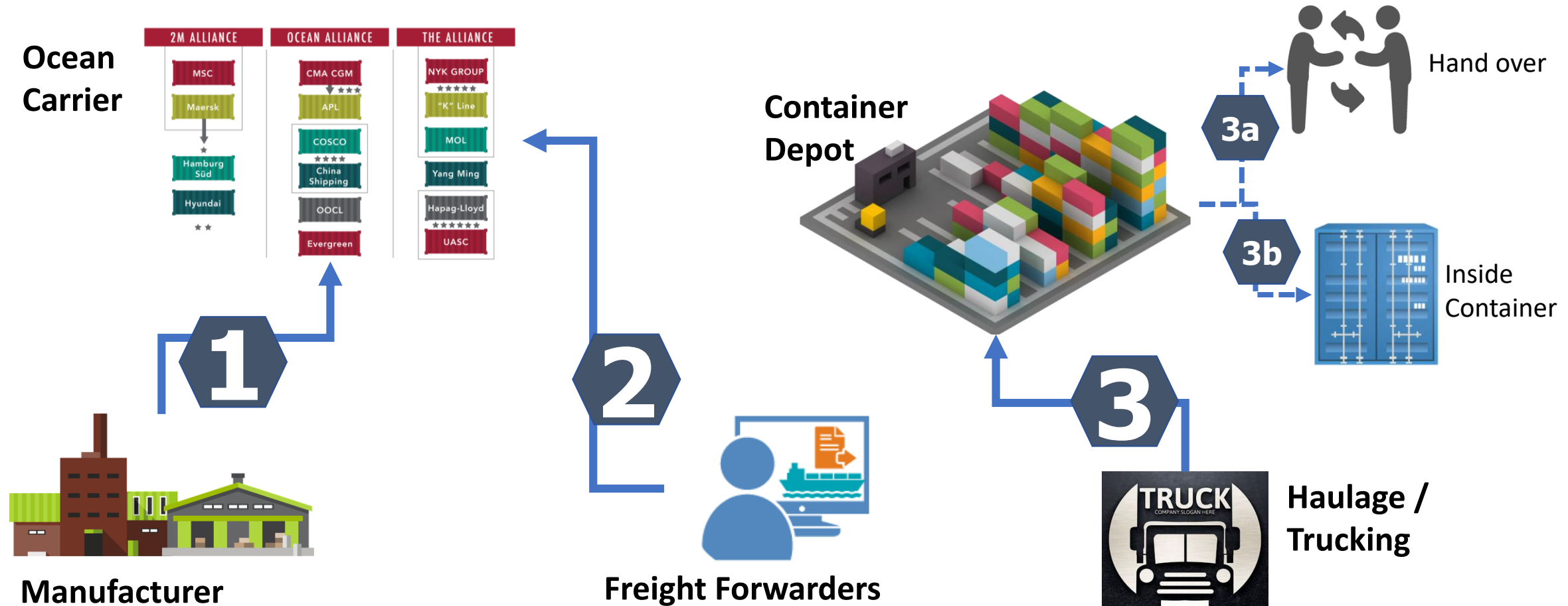
Freight Forwarders (FMFF)

Association of Malaysian Hauliers (AMH)

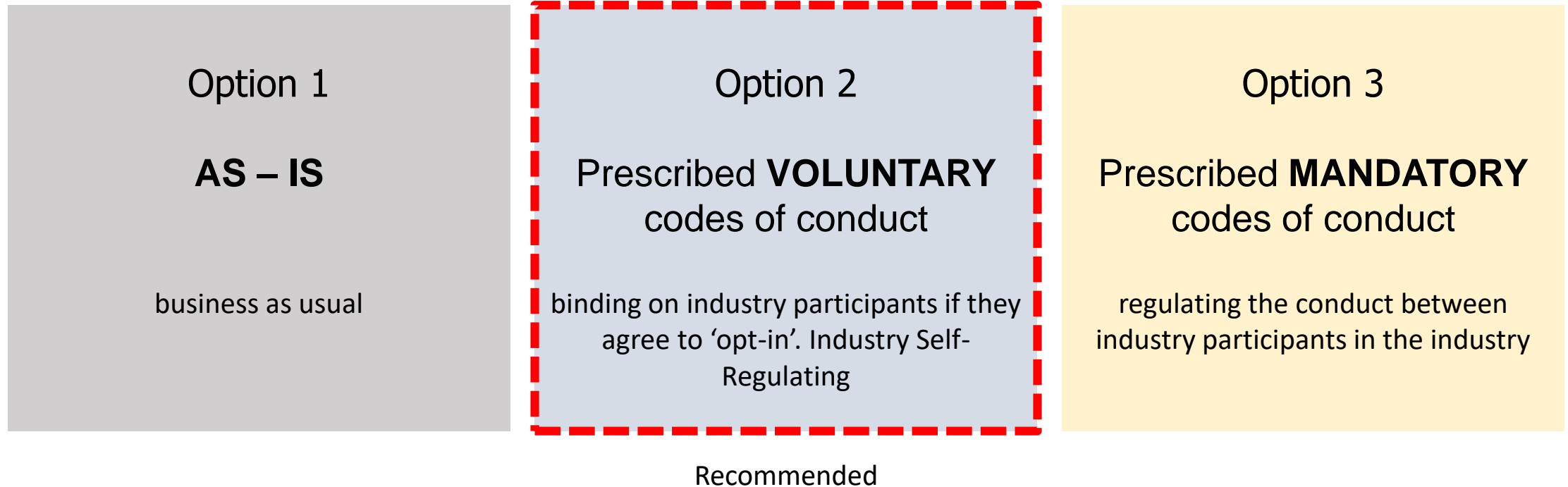
Shipping Association of Malaysia (SAM) / NVOCC

Container Depot Operators

# Current practices...



# Harmonising Practices in Handling Container Shipping Seal...



# Salient points..

## Burden of Proof

Due to requirement on security seal standard to minimize the risk of being stolen or forgery and unauthorized access to the seal, each ocean carriers use a different approach to control seals.

## Burden of Liability

Burden of liability is on haulier when the seals are either broken or missing even the service for collecting the seals is not chargeable to manufacturer/shippers.

## Burden of Costs

Additional costs to SMEs and Shippers to replace the broken or missing seals, and to Freight Forwarders for collecting container seals at Ocean carrier office.

## Best Practice

TAPA Trucking Security Requirements (TSR) 2014

6.2. Proof of shipping and receiving records

6.2.3 - A forwarder, a carrier, a trucking company, a warehouse operator, or any other company providing direct services within the supply chain must maintain records of all collections and proofs of delivery for a period of not less than two years that can be accessed if investigation of loss is required.

# The meeting concluded

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1. Strongly recommended on **Option 2 - Prescribed voluntary codes of conduct** for Harmonising Practices in Handling Container Shipping Seal.
  2. A **Consensus Decision Making** (MNSC/ SAM/ NVOCC/ AMH/ FMFF/ CDAM) lead by Malaysia National Shippers' Council (MNSC) and to be tabled to at NLTF meeting.
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