



**Asia-Pacific
Economic Cooperation**

**Experience exchange
on the use of tools and Information
Technology for goods identification**

APEC Sub-Committee on Customs Procedures

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INTRODUCTION

Context

1. In the post-9/11 context, Customs administrations have been addressing efforts and resources to maintain and enhance security by, inter alia, improving the inspection process without hindering the movement of cargo at borders. Existing inspection processes have underscored longstanding inadequacies in interagency information collection, sharing, and analysis. A better and wider use of available technologies was required in many countries as an option to reduce these inadequacies.
2. To respond to this situation, under the banner of the World Customs Organization (WCO), Directors General of Customs unanimously adopted the SAFE Framework of Standards at the June 2005 annual Council Sessions in Brussels, Belgium.
3. In line with the Revised Kyoto Convention, the SAFE Framework of Standards harmonizes the advance electronic cargo information requirements on inbound, outbound and transit shipments. In particular, it stipulates that:
 - a. Each country joining the SAFE Framework commits to employing a consistent risk management approach to address security threats;
 - b. At the reasonable request of the receiving nation, based upon a comparable risk targeting methodology, the sending nation's Customs administration will perform an outbound inspection of high-risk containers and cargo, preferably using non-intrusive detection equipment such as large-scale X-ray machines and radiation detectors;
 - c. Customs will provide defined benefits to businesses that meet minimal supply chain security standards and best practices.
4. In this context, the APEC Sub-Committee on Customs Procedures (SCCP) decided to conduct a study to improve the use of tools and IT for goods identification.

The Questionnaire

5. The questionnaire has been developed for the APEC SCCP by the National Superintendency of Tax Administration (SUNAT-Peru) with the assistance of an external consultant. Response to the Questionnaires were intended to be used to collect experiences of the economies that have adopted (or that are going to adopt) international tools and IT for cargo identification, in the context of their border inspection process.
6. The information on these experiences covers the necessary reforms to comply with new standards and requirements, as well as the practical aspects related with operational modalities of implementing the tools and IT for cargo identification, as they are presently undertaken by APEC economies
7. The questionnaire was addressed to the security-concerned units within the Customs administrations of the APEC Member Economies.
8. SUNAT-Peru was in charge of consolidating and evaluating the questionnaires results and of assembling the final report of the study for its dissemination within Member Economies.

Scope of the Questionnaire

9. The questionnaire comprises two parts. The first part (Part ONE) includes 27 questions necessary to understand the context of the use of cargo identification tools. The second part (Part TWO) includes 29 questions referring to the cargo identification technologies currently in use. These questions are optional but important to complete the picture emerging from Part ONE.

10. The context of use of cargo identification tools includes questions grouped into seven (7) sections: Agency mission; Inspection locations; Documentation; Inspection process; Reporting; inspection technology; Human resource development issues. The 27 questions under Part ONE offer 193 possible combinations of answers.

11. The cargo identification technologies have been grouped according to their (main) use in primary inspection or secondary inspection. Questions related to primary inspection refer to Radiation Portal Monitors (RPMs), No-Intrusive Inspection Devices (NIIDs) and Track devices. Questions related to secondary inspection refer to Radioactive Isotope Identification Devices (RIIDs), Personal Radiation Detectors (PRDs) and other common tools including canines. While the 29 questions under Part TWO offer 519 possible combinations of answers, some of the questions might not be relevant to a particular Economy that may not use one or another of the technologies.

12. At the end of Part ONE and Part TWO, Member Economies were invited to make comments related to any particular view on cargo identification issues and to the Questionnaire itself.

13. The Questionnaire was intended to be user-friendly and easy to answer by inputting directly into the respective sheets of EXCEL worksheet. Information could only be entered in the YELLOW cells, by selecting from the proposed list or typing a number (value or percentage). PURPLE cells are included to enter "free text", comments, additional information.

Contents of this report

14. This report compiles the answers received from the APEC Member Economies that have responded to the Questionnaire. The main body of the report is structured as follows:

1. A general overview of the received answers;
2. An analysis of the answers to Part ONE of the Questionnaire;
3. A presentation of the answers to Part TWO of the Questionnaire.

15. The report is complemented by a series of annexes:

1. The Questionnaire;
2. A background information note on cargo identification tools;
3. A print-out of the database corresponding to the answers received for Part ONE;
4. A print-out of the database corresponding to the answers received for Part TWO.

16. In addition to the survey on adoption of tools and IT for goods identification, the APEC SCCP project also included the organization, by SUNAT-Peru, of a Seminar to disseminate the findings of the survey and share experiences among APEC Member Economies' representatives. To report on this last activity, a document was assembled by the Consultant who attended and contributed to the seminar. The document covers: the Consultant's mission report to APEC, together with: (1) the seminar's contents and participants' list; (2) a presentation summarizing the findings of the SUNAT's work; (3) a summary of the presentations delivered at the seminar; and (4) a summary of the main Questions and Answers. This document is attached as the last annex to this report.

OVERVIEW OF THE RECEIVED ANSWERS TO THE QUESTIONNAIRE

Preliminary considerations

17. An APEC Economy that responded to the Questionnaire is qualified as "responding Economy". A responding Economy may have provided answers to some of the questions only.

General observations

18. By the end of August 2009, fourteen (14) APEC Member Economies had submitted their answers. The table below indicates the Economies that responded to the Questionnaire.¹

| APEC ECONOMIES THAT HAVE RESPONDED TO THE QUESTIONNAIRE | | | |
|--|---------------|------------------------------------|---------------|
| Developed (DEV) Economies | | Developing (DING) Economies | |
| Name | Ident. | Name | Ident. |
| Australia | AUS | Chile | CHL |
| Canada | CDA | People's Republic of China | PRC |
| Chinese Taipei | CT | Malaysia | MAS |
| Hong Kong, China | HKC | Mexico | MEX |
| Japan | JPN | Peru | PE |
| New Zealand | NZ | Thailand | THA |
| United States of America | USA | Viet Nam | VN |
| Total | 7 | Total | 7 |

Rate of responses

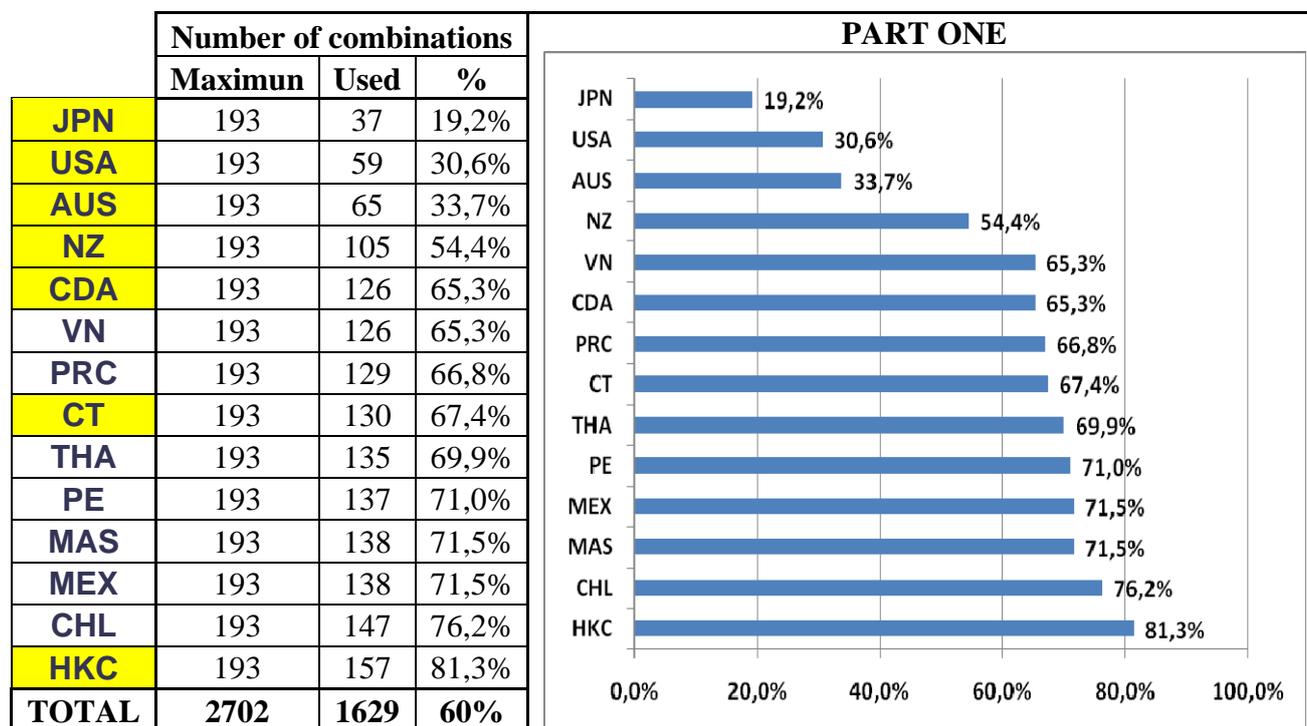
19. For each question under Part ONE and Part TWO, a series of combinations of answers were expected. However, not all Economies have provided information for all possible combinations. For a given responding Economy, the rate of responses to the Questionnaire corresponds to the ratio between the total number of combinations used and the maximum possible combinations. A low rate may reflect that the person who answered the Questionnaire was not in a position to provide an answer to all the questions; a high rate would reflect that the person who answered was knowledgeable of the local situation of his/her Economy and could pick up a suitable combination for most of the questions.

Rate of responses for Part ONE

20. All responding Economies were expected to provide information on each of the questions under Part ONE. As mentioned above, these 27 questions offer 193 possible

¹ The classification of APEC Member Economies into "Developed" and "Developing" Economies has been taken from the report "Study to Identify Best Practices in Processes From Transportation Arrival To the Presentation of Goods Declaration" prepared by SUNAT-Peru, for the APEC SCCP, dated October 2008.

combinations of answers. For each of the responding Economies, the table below shows the rate of responses to these questions.²



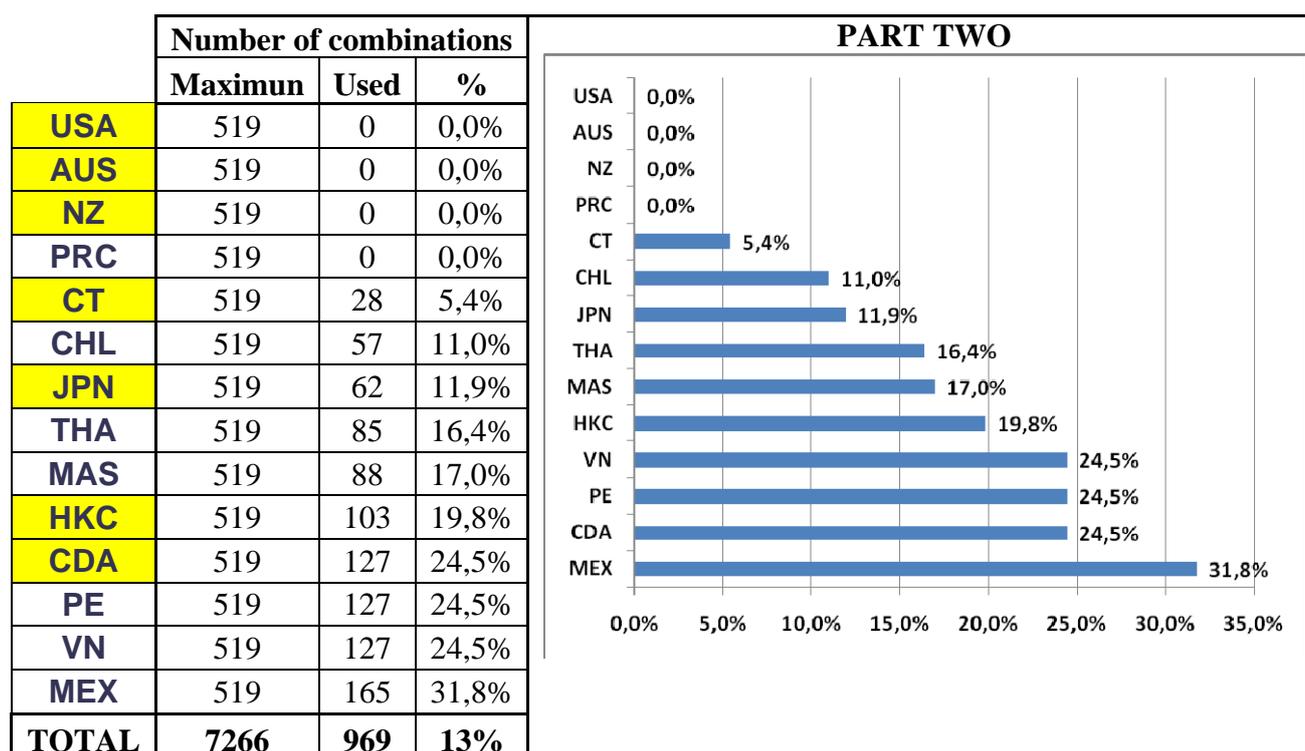
21. From this table, it can be observed that the rates of responses of all 7 DING Economies and three DEV Economies are above the overall average (60%); the four remaining Economies are DEV Economies (AUS, JPN, NZ and USA).

22. Regarding the seven (7) responding Developed Economies (DEV), the average rate of response on Part ONE questions is 50,3%, with AUS, USA and JPN responding below average. Regarding the DING Economies alone, the average rate of response is 70,3%, with VN, PRC and THA responding below average.

Rate of responses for Part TWO

23. Part TWO of the Questionnaire was optional. De facto, three DEV Economies (AUS, NZ and USA) and one DING Economy (PRC) did not provide any answer to this Part. The questions under Part TWO refer to the use of cargo identification technologies by APEC Economies. While the 29 questions under Part TWO offer 519 possible combinations of answers, some of the questions might not be relevant to a particular Economy that may not use one or another of the technologies. For this reason, each of the 519 combinations of answers cannot be expected to be used. In this case, the rate of responses may provide a rough indication of the variety of tools in use or of the interest/willingness to provide information. For each of the responding Economies, the table below shows the rate of responses to these questions.

² In the column identifying the Economies, a **YELLOW** background indicates a Developed (DEV) Economy.



24. Regarding the rate of response to Part TWO questions, 5 DING and two DEV Economies are above the overall average (13%); out of the seven remaining Economies, four had not provided answers.

25. The rate of response to Part TWO questions is very low. Three (3) DEV and one DING Economies did not respond. Among the four (4) other DEV Economies, the average rate was 15,4%; two Economies were below average (**JPN** with 11,9% and **CT** with 5,4%). Regarding the DING Economies, one Economy (**PRC**) did not provide information. The average rate of the other six (6) DING Economies was 20,8%, a level sunstantially higher than DEV Economies'one (20,8% against 15,4%). Three DING Economies were below average (**CHL** with 11%, **THA** with 16,4% and **MAS** with 17%).

ANALYSIS OF THE ANSWERS TO THE QUESTIONS UNDER PART ONE

26. The answers to each question under Part ONE are analyzed below according to the following pattern:

- 1) Question number
- 2) Statement of the question
- 3) Reference to the proposed combinations of answers
- 4) Statistics on the answers provided by DEV Economies
 - a. Number of responding Economies
 - b. List of figures given by each Economy
 - c. Main indicator that can be drawn from these figures
 - d. Graphical presentation (if appropriate)
 - e. Comments submitted by the Economies
 - f. Analysis of the information provided by DEV Economies
- 5) Statistics on the answers provided by DING Economies
 - a. Number of responding Economies
 - b. List of figures given by each Economy
 - c. Main indicator that can be drawn from these figures
 - d. Graphical presentation (if appropriate)
 - e. Comments submitted by the Economies
 - f. Analysis of the information provided by DING Economies
- 6) Overall analysis of the answers provided by all responding Economies

SECTION 1: Agency Missions

The questions under Section #1 address the basic missions and enforcement strategies of APEC Member Economies.

Q_1: Missions

| | |
|--|---|
| What are the missions of your agency (at ports of entry)? | |
| Proposed combination of answers: | YES or NO, |
| | for each of the missions in the list (11 missions mentioned, plus "Other"). |
| Number of combinations of answers: | 12 + 1 (text for "Other") |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|---|----------------|-----|-----|-----|------|-----|-----|-----|-------|-------|
| Type of missions | # comb. | | | | | | | | | |
| <i>Health</i> | 6 | Yes | Yes | Yes | n.a. | No | No | Yes | 4 | 57% |
| <i>Safety</i> | 6 | No | Yes | Yes | n.a. | Yes | Yes | Yes | 5 | 83% |
| <i>Immigration</i> | 6 | Yes | Yes | No | n.a. | Yes | No | Yes | 4 | 67% |
| <i>Environ'tal Protection</i> | 6 | No | Yes | Yes | n.a. | No | No | Yes | 3 | 50% |
| <i>Border Security</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>Trade Compliance</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Currency</i> | 6 | Yes | Yes | Yes | n.a. | No | Yes | Yes | 5 | 83% |
| <i>Stolen Property</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>Narcotics Trafficking Interdiction</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Weapons/Explosives</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Criminal Finance</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>National Law Enforcement</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |

Comments submitted:

- **AUS** indicates additional missions such as **Fauna / Flora / CITES / IPR** (although these missions could be covered in Environmental protection and Trade compliance)
- **HKC** indicates additional missions such as **Dutiable commodities, IPRs, legitimate trade facilitation** (although these missions could be covered under Environmental protection and Trade compliance)
- **JPN** stresses that the answers are based on the Japanese Customs Law.
- **NZ** makes reference to its "umbrella" mission statement: "*The mission statement of the New Zealand Customs Service is Protecting New Zealand's border and revenue so that New Zealanders may live in safety whilst actively participating in the global community.*"

Observations: All responding DEV Economies are sharing 7 out of the 12 proposed missions.

DING Economies

| DING Economies that have answered | 7 | PRC | MAS | MEX | THA | PE | VN | CHL | # YES | % YES |
|---|---------|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Type of missions | # comb. | | | | | | | | | |
| <i>Health</i> | 7 | No | No | Yes | Yes | Yes | Yes | No | 4 | 57% |
| <i>Safety</i> | 7 | No | Yes | Yes | Yes | Yes | Yes | Yes | 6 | 86% |
| <i>Immigration</i> | 7 | No | 0 | 0% |
| <i>Environ'tal Protection</i> | 7 | Yes | 7 | 100% |
| <i>Border Security</i> | 7 | Yes | Yes | Yes | Yes | No | No | No | 4 | 57% |
| <i>Trade Compliance</i> | 7 | Yes | 7 | 100% |
| <i>Currency</i> | 7 | No | Yes | Yes | Yes | No | Yes | Yes | 5 | 71% |
| <i>Stolen Property</i> | 7 | Yes | Yes | No | No | No | Yes | No | 3 | 43% |
| <i>Narcotics Trafficking Interdiction</i> | 7 | Yes | 7 | 100% |
| <i>Weapons/Explosives</i> | 7 | Yes | 7 | 100% |
| <i>Criminal Finance</i> | 7 | No | Yes | Yes | Yes | Yes | Yes | Yes | 6 | 86% |
| <i>National Law Enforcement</i> | 7 | No | Yes | Yes | Yes | Yes | Yes | Yes | 6 | 86% |

Comments submitted:

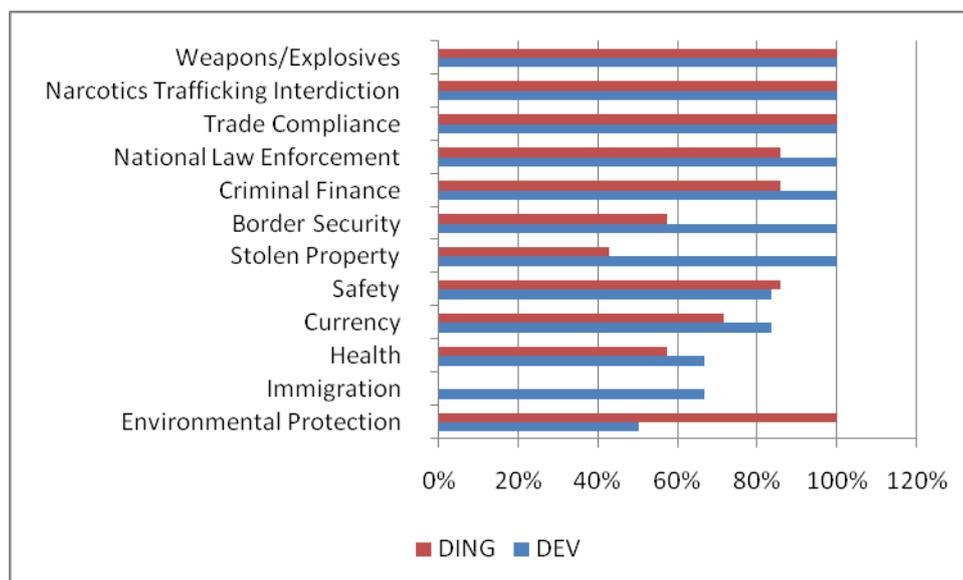
- **CHL** makes reference to its "umbrella" mission statement: *"To protect the country from the trade trafficking and custom tax evasion."*

Observations: Four of the 12 proposed missions are shared by the 7 responding DING Economies.
None of the DING Economies has selected "*Immigration*" as a mission.
Stolen property, Health and Border security

Overall analysis of both DEV and DING Economies

| Missions | shared by xx out of 14 Economies | Comments |
|---|---|---|
| <i>Trade Compliance</i> | 14 | Three of the 12 missions are shared by all responding Economies: Trade compliance, Narcotics trafficking interdiction and Weapons/explosives. |
| <i>Narcotics Trafficking Interdiction</i> | 14 | |
| <i>Weapons/Explosives</i> | 14 | |
| <i>Criminal Finance</i> | 12 | Two more (Criminal finance and National law enforcement) are shared by 12 Economies. |
| <i>National Law Enforcement</i> | 12 | |
| <i>Safety</i> | 11 | Immigration is only shared by four DEV Economies and none of the DING Economies. |
| <i>Environmental Protection</i> | 10 | |
| <i>Border Security</i> | 10 | |
| <i>Currency</i> | 10 | Environmental protection ranks highest in DING Economies and lowest in DEV's. |
| <i>Stolen Property</i> | 9 | |
| <i>Health</i> | 8 | |
| <i>Immigration</i> | 4 | |

Comparison between DING and DEV Economies regarding the missions of the Agency



Q_2: Principal enforcement strategies

**What is your principal enforcement strategy?
(Indicate a relative percentage of effort for each)**

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of the enforcement strategy in the list (8 strategies mentioned, plus “Other”), please indicate the relative percentage of effort for this strategy. The sum of figures should be not greater than 100. |
| Number of combinations of answers: | 9 + 1 (text for “Other”) |

DEV Economies

| DEV Economies that have answered | 4 | AUS | CDA | HKC | JPN | NZ | CT | USA |
|---|---------------|-------------|-----|-----|-------------|----|----|-------------|
| Type of enforcement strategies | AVG %. | | | | | | | |
| <i>Intelligence and Targeting</i> | 43,8 | n.a. | 35 | 25 | n.a. | 70 | 45 | n.a. |
| <i>Documentary Discrepancy</i> | 17,5 | n.a. | 35 | 15 | n.a. | 0 | 20 | n.a. |
| <i>Investigation</i> | 11,3 | n.a. | 0 | 10 | n.a. | 30 | 5 | n.a. |
| <i>Laboratory Analysis</i> | 1,3 | n.a. | 0 | 0 | n.a. | 0 | 5 | n.a. |
| <i>Random Inspection</i> | 7,8 | n.a. | 1 | 10 | n.a. | 0 | 20 | n.a. |
| <i>Statistical Sampling or Modeling</i> | 0,0 | n.a. | 0 | 0 | n.a. | 0 | 0 | n.a. |
| <i>Intrusive Examination</i> | 4,8 | n.a. | 9 | 10 | n.a. | 0 | 0 | n.a. |
| <i>Non-intrusive Examination</i> | 13,8 | n.a. | 20 | 30 | n.a. | 0 | 5 | n.a. |

Comments submitted:

- **NZ** indicates that “*Intrusive and non intrusive examination of goods flow out from the strategies identified above.*”
- **CT** adds “*Canines*” to the proposed enforcement strategies.
- **USA** indicates that “*CBP utilizes a layered enforcement strategy.*”

DING Economies

| DING Economies that have answered | 7 | CH L | PR C | MA S | ME X | P E | TH A | V N |
|---|-------------|---------|---------|---------|---------|--------|---------|--------|
| Type of enforcement strategies | AVG % | | | | | | | |
| <i>Intelligence and Targeting</i> | 25,6 | 25 | 25 | 30 | 10 | 30 | 5 | 54 |
| <i>Documentary Discrepancy</i> | 11,4 | 5 | 25 | 10 | 15 | 10 | 5 | 10 |
| <i>Investigation</i> | 7,9 | 20 | 5 | 5 | 10 | 5 | 5 | 5 |
| <i>Laboratory Analysis</i> | 6,7 | 5 | 5 | 5 | 15 | 10 | 5 | 2 |
| <i>Random Inspection</i> | 10,4 | 10 | 1 | 5 | 10 | 2 | 40 | 5 |
| <i>Statistical Sampling or Modeling</i> | 14,0 | 5 | 25 | 25 | 5 | 30 | 5 | 3 |
| <i>Intrusive Examination</i> | 11,3 | 15 | 6 | 5 | 25 | 5 | 5 | 18 |
| <i>Non-intrusive Examination</i> | 12,7 | 15 | 8 | 15 | 10 | 8 | 30 | 3 |

Observations: Figures from VN summed up 128. They were uniformly reduced to sum up to 100.

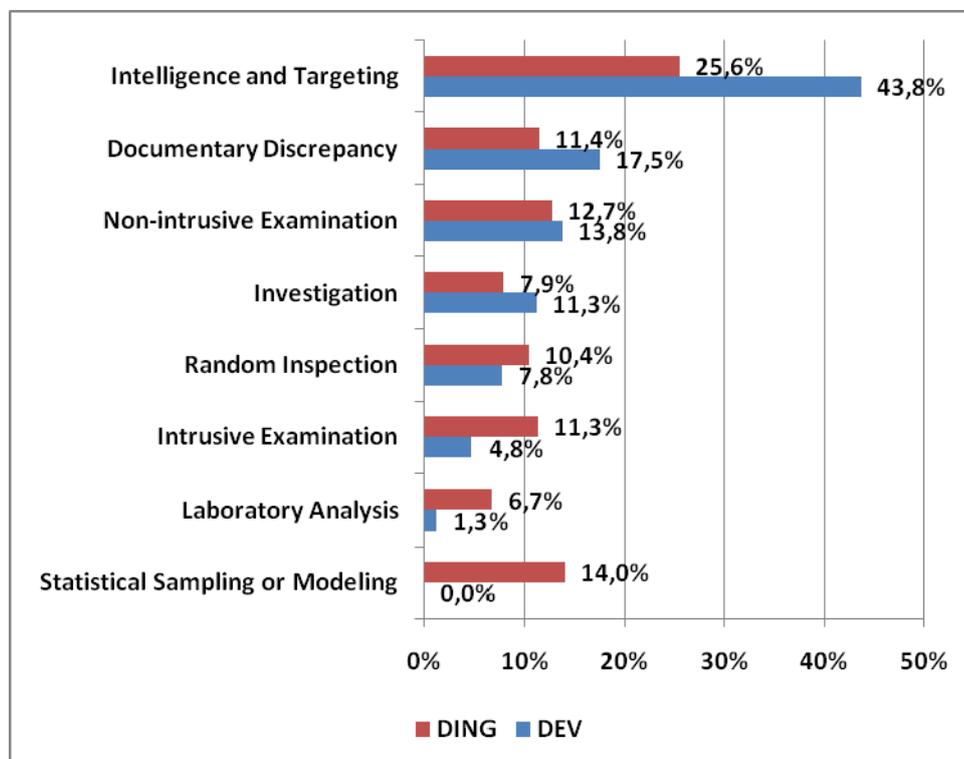
Overall analysis of both DEV and DING Economies

DEV Economies appear to rely almost twice more on Intelligence and targeting and 1.5 time more on Documentary discrepancy than DING Economies. These two strategies have more 1.5 times more weight than the remaining six. They do not rely on Statistical sampling or modeling, and very little on Laboratory analysis.

DEV and DING Economies appear to rely almost equally on Non-intrusive examination.

For DING Economies, Statistical sampling or modeling ranks second to Intelligence and targeting. Random inspection and Intrusive examination have similar importance. Laboratory analysis is approx. five times more important than in DEV Economies, a situation that may generate additional delay to cargo clearance.

Comparison between DING and DEV Economies regarding enforcement strategies



Section 1 (Agency missions): Synthesis of observations

The questions under Section #1 address the basic missions and enforcement strategies of APEC Member Economies.

There is a certain consensus between DEV and DING Economies regarding the missions of the Customs Administration.

Enforcement strategies seem to be different in essence. DEV Economies appear to rely on information and processing of information, whereas DING tend to prefer more “traditional” strategies, a situation that may reflect a certain resistance to change.

SECTION 2: Inspection locations

The questions under Section #2 address the locations of the various tasks involved in the inspection process, in particular: Customs documentation, non-intrusive examination, review of data from non-intrusive examination, physical examination or inspection.

Q_3: Place of review of documentation

Where does your agency review of Customs import or export documentation take place?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the locations in the list (4 locations mentioned, plus “Other”). |
| Number of combinations of answers: | 5 + 1 (text for “Other”) |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|--|----------------|-----|-----|-----|-----|-----|-----|------|-------|-------|
| Review of Customs IM-EXport documentation | # comb. | | | | | | | | | |
| <i>Port of Entry – Local Office</i> | 7 | Yes | 7 | 100% |
| <i>Regional Office</i> | 6 | Yes | Yes | Yes | Yes | No | No | n.a. | 4 | 67% |
| <i>Headquarters</i> | 7 | Yes | Yes | No | Yes | No | No | Yes | 4 | 57% |
| <i>Remote</i> | 7 | Yes | Yes | No | Yes | No | No | Yes | 4 | 57% |

Comments submitted:

- NZ indicates that “National Targeting Center operates across the main ports of entry; Auckland and Tauranga.”

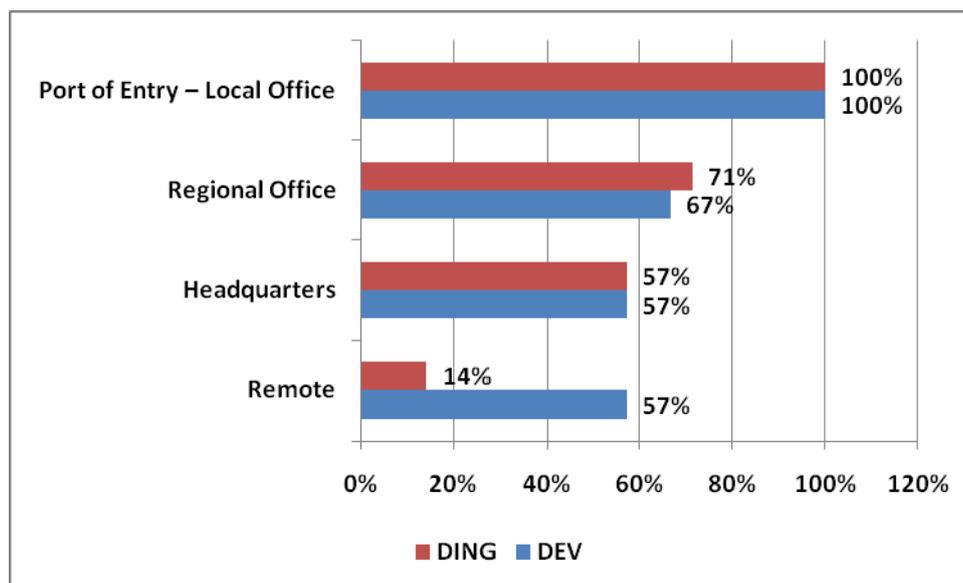
DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Review of Customs IM-EXport documentation | # comb. | | | | | | | | | |
| <i>Port of Entry – Local Office</i> | 7 | Yes | 7 | 100% |
| <i>Regional Office</i> | 7 | Yes | Yes | Yes | No | No | No | Yes | 4 | 57% |
| <i>Headquarters</i> | 7 | Yes | No | Yes | Yes | Yes | Yes | No | 5 | 71% |
| <i>Remote</i> | 7 | No | No | No | No | No | No | Yes | 1 | 14% |

Overall analysis of both DEV and DING Economies

| Review of Customs IM-EXport documentation | shared by xx out of 14 Economies | Comments |
|--|---|---|
| <i>Port of Entry – Local Office</i> | 14 | The review of Customs import or export documentation takes place in the local office at the port of entry for all responding Economies. The use of Regional office and Headquarters is similarly common in DEV and DING Economies. The Remote review of documentation is not common in DING Economies.. |
| <i>Headquarters</i> | 9 | |
| <i>Regional Office</i> | 8 | |
| <i>Remote</i> | 5 | |

Comparison between DING and DEV Economies regarding the place where IM-EXport documentation takes place



Q 4: Place of non-intrusive examination

| |
|--|
| Where does the initial non-intrusive examination of target population physically occur? |
|--|

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the locations in the list (3 locations mentioned, plus “Other”). |
| Number of combinations of answers: | 4 + 1 (text for “Other”) |

DEV Economies

| DEV Economies that have answered | 6 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|---|----------------|-----|-----|-----|------|------|-----|------|-------|-------|
| Initial non-intrusive examination occurs | # comb. | | | | | | | | | |
| <i>Apron, Dockside or at Anchor</i> | 4 | Yes | Yes | Yes | n.a. | n.a. | No | n.a. | 3 | 75% |
| <i>Within the Airport/Port Complex</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>Co-located with another Agency</i> | 4 | No | No | Yes | n.a. | n.a. | No | n.a. | 1 | 25% |

Comments submitted:

- **HKC** mentions the location: “*Port of entry at our Land Boundary Control Points and cargo yard at rail stations.*”
- **JPNC** mentions the location: “*Customs Inspection Areas.*”

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | #YES | %YES |
|---|----------------|-----|-----|-----|-----|-----|-----|-----|------|------|
| Initial non-intrusive examination occurs | # comb. | | | | | | | | | |
| <i>Apron, Dockside or at Anchor</i> | 7 | No | No | No | Yes | Yes | Yes | Yes | 4 | 57% |
| <i>Within the Airport/Port Complex</i> | 7 | Yes | 7 | 100% |
| <i>Co-located with another Agency</i> | 7 | Yes | No | No | No | No | No | Yes | 2 | 29% |

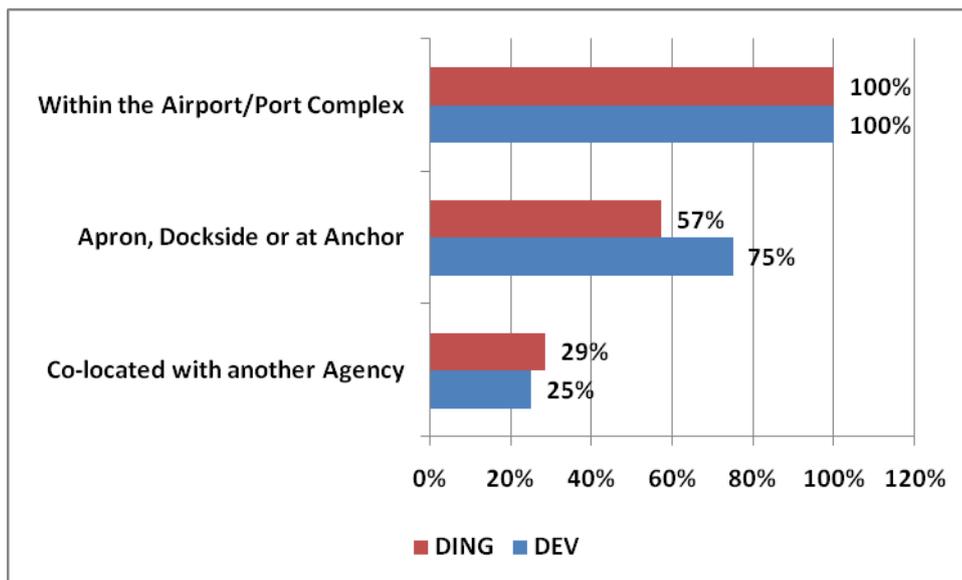
Comments submitted:

- **CHL** mentions the location: “*Border.*”
- **PE** mentions the location: “*Storage terminal.*”

Overall analysis of both DEV and DING Economies

| Initial non-intrusive examination occurs | shared by xx out of 14 Economies | Comments |
|---|---|--|
| <i>Within the Airport/Port Complex</i> | 13 | The initial non-intrusive examination occurs within the airport/port complex in all responding Economies. It occurs at Apron, dockside or at anchor in approx. 60-70% of all Economies, and at another location in approx. 30% of all Economies. |
| <i>Apron, Dockside or at Anchor</i> | 7 | |
| <i>Co-located with another Agency</i> | 3 | |

Comparison between DING and DEV Economies regarding the place where Initial non-intrusive examination occurs



Q_5: Place of review of data from examination

Where is the principal location that you review the data from an initial non-intrusive examination of the target population? (Indicate a relative percentage of review for each)

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of the locations in the list (5 locations mentioned, plus “Other”), please indicate the relative percentage to each location where review may occur. The sum of all figures should be not greater than 100. |
| Number of combinations of answers: | 6 + 1 (text for “Other”) |

DEV Economies

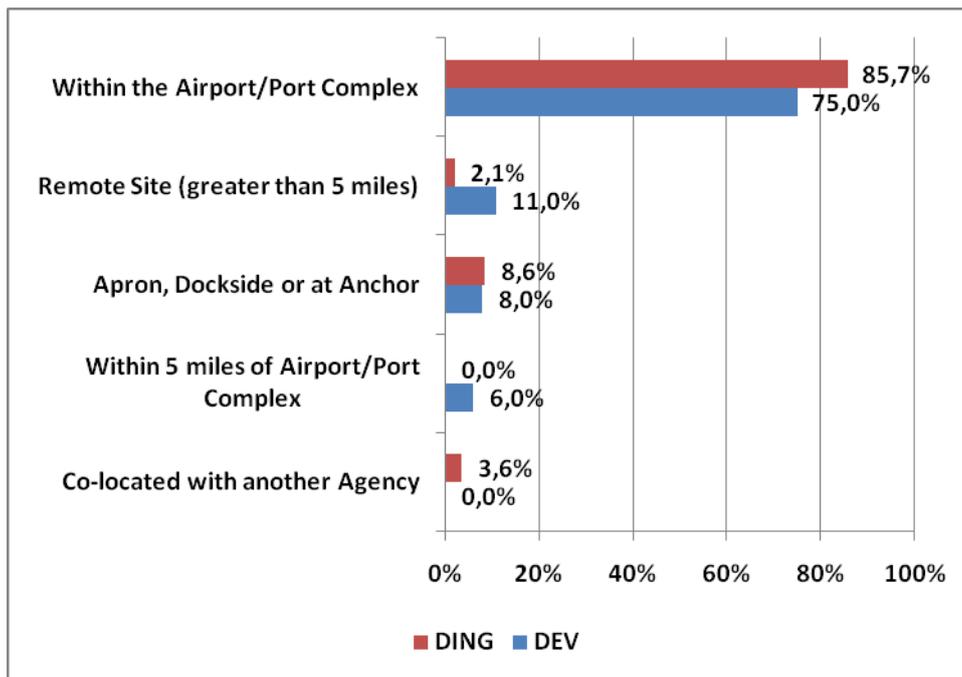
| DEV Economies that have answered | 5 | AUS | CDA | HKC | JPN | NZ | CT | USA |
|---|--------------|-------------|-----|-----|-------------|----|-----|-----|
| Principal location for review of data | AVG % | | | | | | | |
| <i>Apron, Dockside or at Anchor</i> | 8,0 | n.a. | 15 | 25 | n.a. | 0 | 0 | 0 |
| <i>Within the Airport/Port Complex</i> | 75,0 | n.a. | 30 | 65 | n.a. | 80 | 100 | 100 |
| <i>Within 5 miles of Airport/Port Complex</i> | 6,0 | n.a. | 30 | 0 | n.a. | 0 | 0 | 0 |
| <i>Remote Site (greater than 5 miles)</i> | 11,0 | n.a. | 25 | 10 | n.a. | 20 | 0 | 0 |
| <i>Co-located with another Agency</i> | 0,0 | n.a. | 0 | 0 | n.a. | 0 | 0 | 0 |

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN |
|---|--------------|-----|-----|-----|-----|----|-----|----|
| Principal location for review of data | AVG % | | | | | | | |
| <i>Apron, Dockside or at Anchor</i> | 8,6 | 0 | 0 | 0 | 40 | 10 | 0 | 10 |
| <i>Within the Airport/Port Complex</i> | 85,7 | 60 | 100 | 100 | 60 | 90 | 100 | 90 |
| <i>Within 5 miles of Airport/Port Complex</i> | 0,0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Remote Site (greater than 5 miles)</i> | 2,1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Co-located with another Agency</i> | 3,6 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |

Overall analysis of both DEV and DING Economies

For all responding Economies, the principal location for review of data from an initial non-intrusive examination is located within the Airport/Port Complex (more than 75% of the cases). In few cases, it may be located at Apron, dockside or at anchor (approx. 8% of the cases). In DEV Economies, it may also be located at a remote site (greater than 5 miles).



Q_6: Place of final physical examination

| |
|--|
| Where is the final physical examination or inspection performed of target population? |
|--|

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the locations in the list (5 locations mentioned, plus “Other”). |
| Number of combinations of answers: | 6 + 1 (text for “Other”) |

DEV Economies

| DEV Economies that have answered | 6 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|---|----------------|-----|-----|-----|------|------|-----|------|-------|-------|
| Final physical examination or inspection | # comb. | | | | | | | | | |
| <i>Airport/Marine Terminal/dockside</i> | 4 | Yes | Yes | Yes | n.a. | n.a. | Yes | n.a. | 4 | 100% |
| <i>Port of Entry</i> | 5 | Yes | Yes | Yes | n.a. | n.a. | Yes | Yes | 5 | 100% |
| <i>Off site Examination</i> | 6 | Yes | Yes | Yes | n.a. | Yes | No | Yes | 5 | 83% |
| <i>Bonded Warehouse</i> | 6 | Yes | Yes | No | n.a. | Yes | Yes | Yes | 5 | 83% |
| <i>Ultimate Consignee's Facility</i> | 4 | Yes | No | Yes | n.a. | n.a. | No | n.a. | 2 | 50% |

Comments submitted:

- **HKC** mentions the location: “*Customs Examination Halls/Compounds at various cargo terminals, cargo yard at rail stations.*”
- **JPNC** mentions the location: “*Customs Inspection Areas.*”

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|---|----------------|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Final physical examination or inspection | # comb. | | | | | | | | | |
| <i>Airport/Marine Terminal/dockside</i> | 7 | Yes | Yes | No | Yes | Yes | Yes | Yes | 6 | 86% |
| <i>Port of Entry</i> | 7 | Yes | 7 | 100% |
| <i>Off site Examination</i> | 7 | Yes | Yes | No | No | No | Yes | No | 3 | 43% |
| <i>Bonded Warehouse</i> | 7 | Yes | Yes | Yes | No | Yes | Yes | Yes | 6 | 86% |
| <i>Ultimate Consignee's Facility</i> | 7 | Yes | Yes | Yes | No | No | Yes | Yes | 5 | 71% |

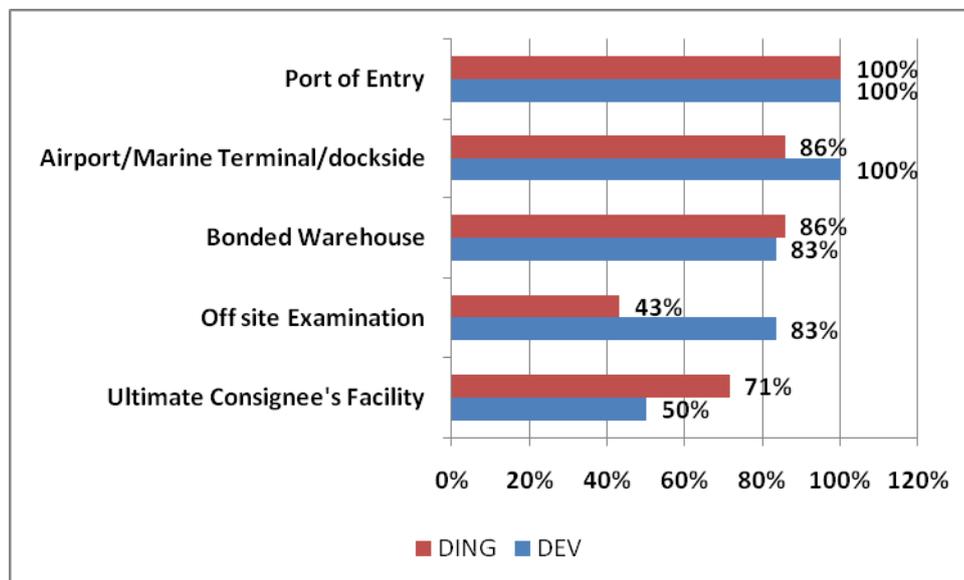
Comments submitted:

- **PRC** mentions the location: “*Customs Surveillance Areas.*”
- **PE** and **THA** mention the location: “*Storage Terminals.*”

Overall analysis of both DEV and DING Economies

| Final physical examination or inspection occurs at | shared by xx out of 13 Economies | Comments |
|--|----------------------------------|--|
| <i>Port of Entry</i> | 12 | For all responding Economies, the final physical examination or inspection occurs at the Port of entry. It may also occur at the Airport/Marine terminal/dockside in DEV Economies and to a slightly less extent in DING Economies. Bonded warehouse are equally used in DEV and DING Economies at a rate of approx. 85%. Offsite examination occurs twice more in DEV Economies (83%) than in DING Economies (43%). Ultimate consignee's facility is used more in DING than in DEV Economies (71% against 50%). |
| <i>Bonded Warehouse</i> | 11 | |
| <i>Airport/Marine Terminal/dockside</i> | 10 | |
| <i>Off site Examination</i> | 8 | |
| <i>Ultimate Consignee's Facility</i> | 7 | |

Comparison between DING and DEV Economies regarding the place where final physical examination or inspection occurs



Q_7: Place of principal office by function

| |
|---|
| Where is the principal office that exercises each of the following inspection functions? |
|---|

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of combinations of inspection functions and locations in the lists (5 inspections functions and 3 locations mentioned, plus “Other”). |
| Number of combinations of answers: | 20 |

The answers to this question for DEV and DING Economies are presented in the two following pages.

Where is the principal office that exercises each of the following inspection functions?

DEV Economies

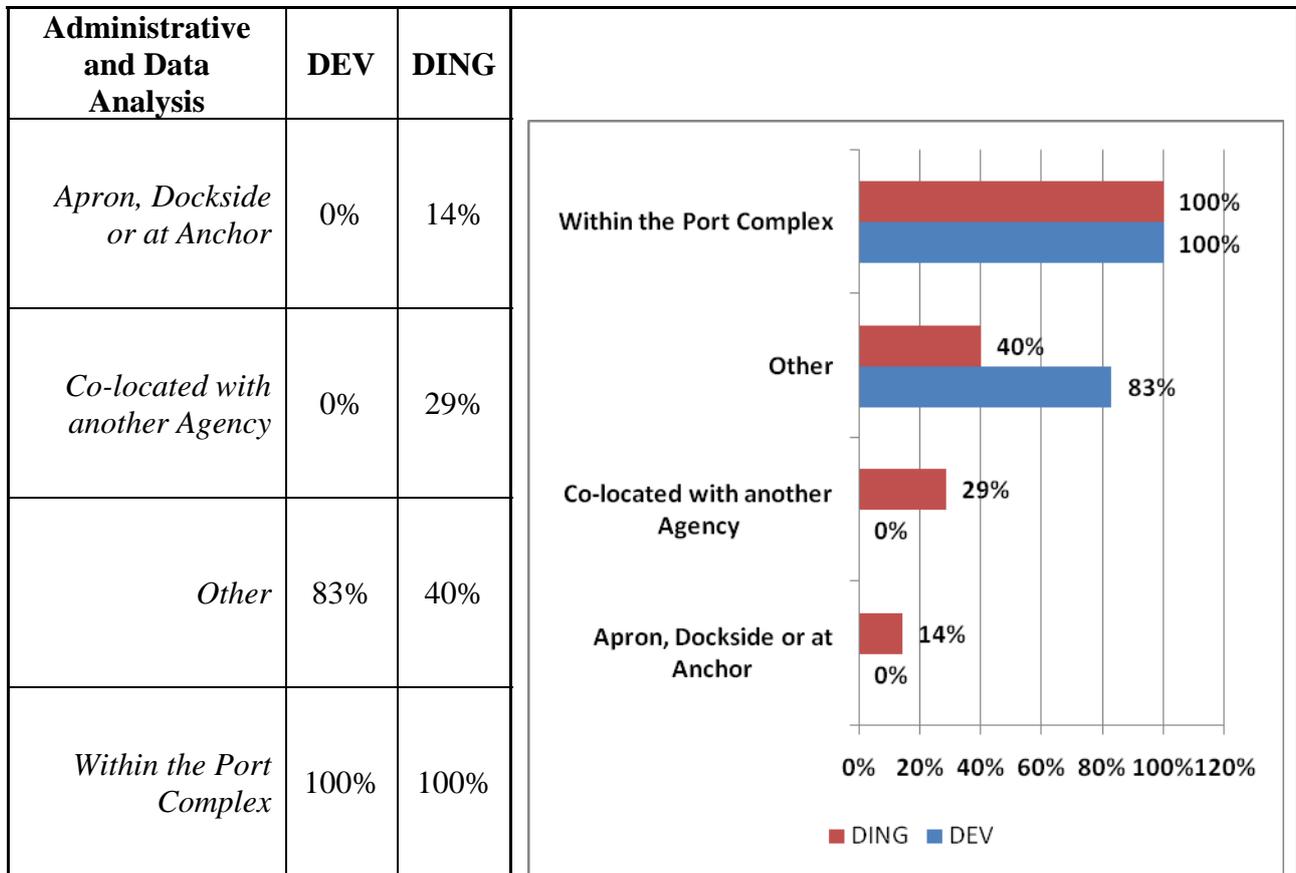
| DEV Economies that have answered | | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | #YES | % YES |
|----------------------------------|--------------------------------|---------|------|-----|-----|------|------|-----|------|------|-------|
| Function | Location | # comb. | | | | | | | | | |
| Administrative and Data Analysis | Apron, Dockside or at Anchor | 3 | n.a. | No | No | n.a. | n.a. | No | n.a. | 0 | 0% |
| | Within the Port Complex | 3 | n.a. | Yes | Yes | n.a. | n.a. | Yes | n.a. | 3 | 100% |
| | Co-located with another Agency | 3 | n.a. | No | No | n.a. | n.a. | No | n.a. | 0 | 0% |
| | Other | 6 | Yes | Yes | Yes | n.a. | Yes | No | Yes | 5 | 83% |
| Documentary Review and Reporting | Apron, Dockside or at Anchor | 3 | n.a. | Yes | No | n.a. | n.a. | No | n.a. | 1 | 33% |
| | Within the Port Complex | 4 | n.a. | Yes | Yes | n.a. | n.a. | Yes | Yes | 4 | 100% |
| | Co-located with another Agency | 5 | n.a. | No | No | Yes | Yes | No | n.a. | 2 | 40% |
| | Other | 4 | Yes | Yes | Yes | n.a. | n.a. | No | n.a. | 3 | 75% |
| Intelligence and Targeting | Apron, Dockside or at Anchor | 3 | n.a. | No | No | n.a. | n.a. | No | n.a. | 0 | 0% |
| | Within the Port Complex | 4 | n.a. | Yes | Yes | n.a. | n.a. | Yes | Yes | 4 | 100% |
| | Co-located with another Agency | 5 | n.a. | No | No | n.a. | Yes | No | Yes | 2 | 40% |
| | Other | 5 | Yes | Yes | Yes | n.a. | n.a. | No | Yes | 4 | 80% |
| Physical Inspection | Apron, Dockside or at Anchor | 5 | Yes | Yes | No | n.a. | n.a. | No | Yes | 3 | 60% |
| | Within the Port Complex | 5 | Yes | Yes | Yes | n.a. | n.a. | Yes | Yes | 5 | 100% |
| | Co-located with another Agency | 3 | n.a. | No | No | n.a. | n.a. | No | n.a. | 0 | 0% |
| | Other | 6 | n.a. | Yes | Yes | Yes | Yes | No | Yes | 5 | 83% |
| Screening Examination | Apron, Dockside or at Anchor | 4 | n.a. | Yes | No | n.a. | n.a. | Yes | Yes | 3 | 75% |
| | Within the Port Complex | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| | Co-located with another Agency | 3 | n.a. | No | No | n.a. | n.a. | No | n.a. | 0 | 0% |
| | Other | 4 | n.a. | No | Yes | Yes | n.a. | No | n.a. | 2 | 50% |

Where is the principal office that exercises each of the following inspection functions?

DING Economies

| DING Economies that have answered | | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | #YES | %YES |
|-----------------------------------|--------------------------------|---------|-----|------|-----|------|-----|-----|-----|------|------|
| Function | Location | # comb. | | | | | | | | | |
| Administrative and Data Analysis | Apron, Dockside or at Anchor | 7 | No | No | No | Yes | No | No | No | 1 | 14% |
| | Within the Port Complex | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| | Co-located with another Agency | 7 | No | No | No | Yes | No | No | Yes | 2 | 29% |
| | Other | 5 | Yes | n.a. | No | n.a. | No | No | Yes | 2 | 40% |
| Documentary Review and Reporting | Apron, Dockside or at Anchor | 7 | Yes | No | No | Yes | No | No | No | 2 | 29% |
| | Within the Port Complex | 7 | Yes | Yes | Yes | Yes | No | Yes | Yes | 6 | 86% |
| | Co-located with another Agency | 7 | No | No | No | No | No | No | No | 0 | 0% |
| | Other | 5 | Yes | n.a. | No | n.a. | Yes | No | Yes | 3 | 60% |
| Intelligence and Targeting | Apron, Dockside or at Anchor | 7 | No | No | No | Yes | No | No | Yes | 2 | 29% |
| | Within the Port Complex | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| | Co-located with another Agency | 7 | No | No | No | No | No | No | Yes | 1 | 14% |
| | Other | 5 | Yes | n.a. | No | n.a. | No | No | Yes | 2 | 40% |
| Physical Inspection | Apron, Dockside or at Anchor | 7 | Yes | No | No | Yes | No | No | No | 2 | 29% |
| | Within the Port Complex | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| | Co-located with another Agency | 7 | No | No | No | Yes | No | No | Yes | 2 | 29% |
| | Other | 5 | No | n.a. | No | n.a. | No | No | No | 0 | 0% |
| Screening Examination | Apron, Dockside or at Anchor | 7 | No | No | No | Yes | No | No | No | 1 | 14% |
| | Within the Port Complex | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| | Co-located with another Agency | 7 | Yes | No | No | No | No | No | Yes | 2 | 29% |
| | Other | 5 | No | n.a. | No | n.a. | No | No | No | 0 | 0% |

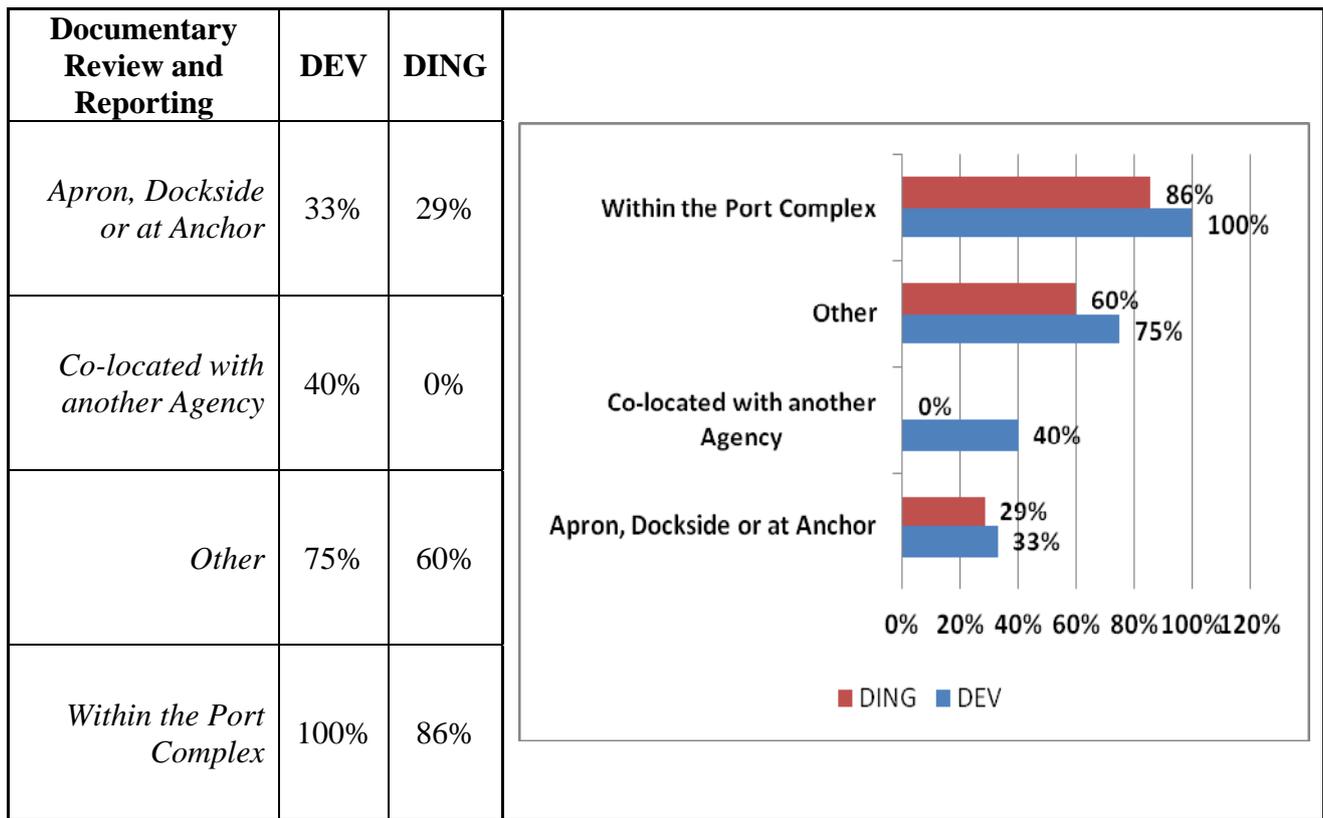
Overall analysis of both DEV and DING Economies



For all responding Economies, the function of **administrative and data analysis** is performed within the Port complex.

In 5 out of 6 responding DEV Economies, this function may also be performed at other places; this is twice more than in DING Economies.

In none of the DEV Economies, this function is performed at Apron, dockside or at anchor, or co-located with another agency.

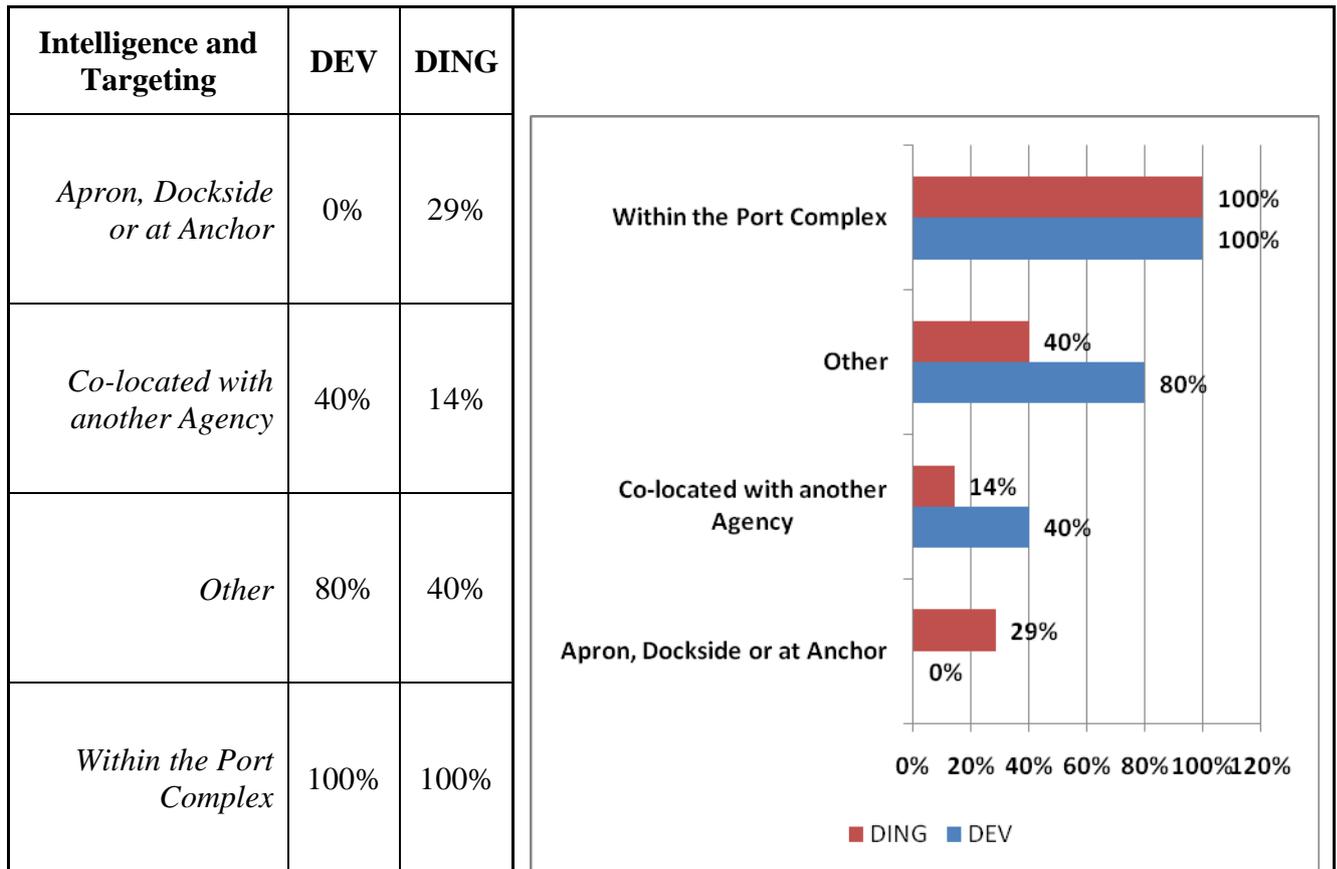


For all responding Economies except **PE**, the function of **documentary review and reporting** is performed within the Port complex.

In 3 out of 4 DEV Economies and 3 out of 5 DING Economies, this function may also be performed at other places.

In 2 out of 5 DEV Economies, this function may be co-located with another agency. This does not occur in DING Economies.

This function is performed at apron, dockside or at anchor, in approx. 30% of the cases in both DEV and DING Economies.

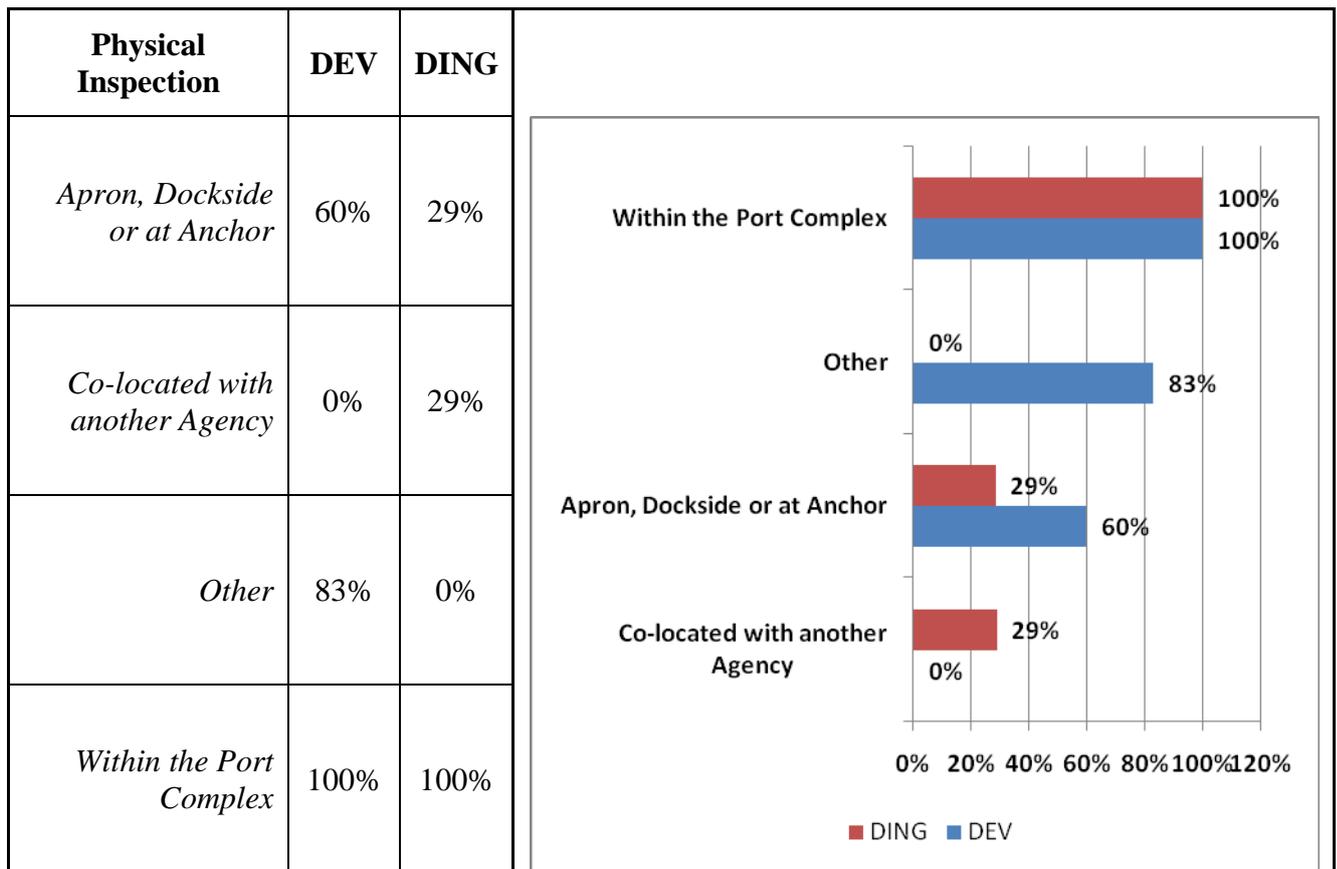


For all responding Economies, the function of **Intelligence and Targeting** is performed within the Port complex.

In 4 out of 5 responding DEV Economies, this function may also be performed at other places; this is twice more than in DING Economies (2 out of 5 Economies).

In none of the DEV Economies, this function is performed at apron, dockside or at anchor while it is performed in 2 out of 7 DING Economies.

The function is three times more often co-located with another agency in DEV Economies than in DING Economies.

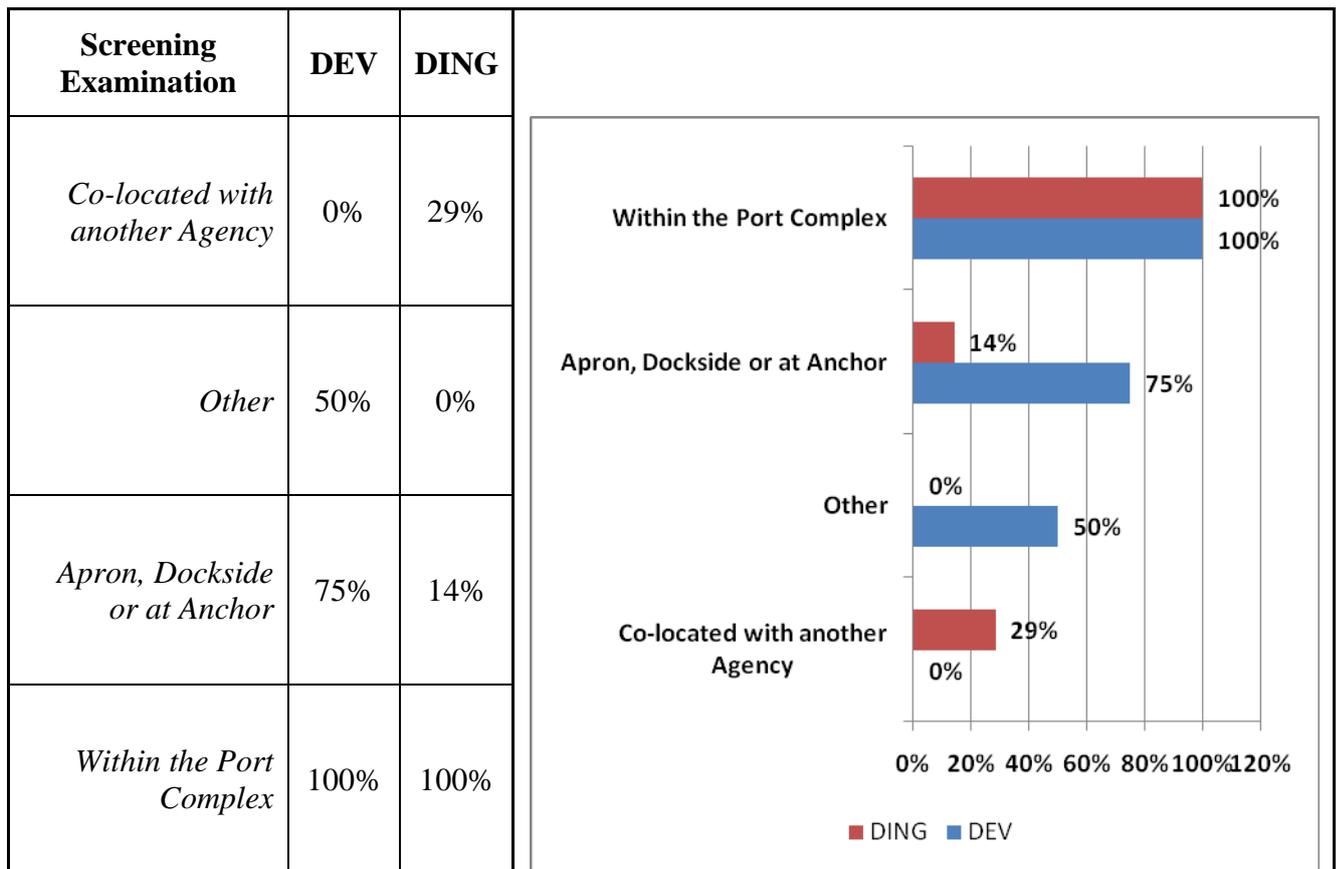


For all responding Economies, the function of **Physical Inspection** is performed within the Port complex.

The function is never performed at Other locations in DING Economies, while it may be performed at Other places in 5 out of 6 DEV Economies.

It may take place at Apron, Dockside or at Anchor twice more often in DEV Economies (3 out of 5 DEV Economies) than in DING Economies (2 out of 7).

In none of the DEV Economies, this function is co-located with another Agency while it is co-located with another agency in 2 out of 7 DING Economies.



For all responding Economies, the function of **Screening Examination** is performed within the Port complex.

The function is never performed at Other locations in DING Economies, while it may be performed at other places in 2 out of 4 responding DEV Economies.

It may take place at Apron, Dockside or at Anchor much more often in DEV Economies (3 out of 4 DEV Economies) than in DING Economies (1 out of 7).

In none of the DEV Economies, this function is co-located with another Agency while it is co-located with another agency in 2 out of 7 DING Economies.

Q_8: Cost-recovery mechanism

**Has a cost-recovery mechanism been established regarding the use of cargo inspection tools?
Who directly contributes to this mechanism?**

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for the main question and an answer from the list (Cargo concerns, Terminal operators, Cargo & Terminal, or Others). |
| Number of combinations of answers: | 2 + 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA |
|--|----------------|-------------|------------|------------|------------|----------------|-----------|------------|
| Cost-recovery mechanism | # comb. | | | | | | | |
| Has a cost-recovery mechanism been established ? | 5 | Yes | No | No | No | Yes | No | No |
| <i>Who directly contributes to this mechanism?</i> | 1 | n.a. | | | | Cargo concerns | | |

All DEV Economies have responded the question; only two have established a cost-recovery mechanism.

DING Economies

None of the 7 responding Economies reports the establishment of a cost-recovery mechanism regarding the use of cargo inspection tools.

Overall analysis of both DEV and DING Economies

Regarding the use of cargo inspection tools, none of the DING Economies has established a cost-recovery mechanism while 2 out of the 5 responding DEV Economies have done so.

In one of these two cases (NZ), **cargo concerns** are contributing to the mechanism.

Section 2 (Inspection locations): Synthesis of observations

The questions under Section #2 address the locations of the various tasks involved in the inspection process, in particular: Customs documentation, non-intrusive examination, review of data from non-intrusive examination, physical examination or inspection.

As expected, in both DEV and DING Economies, the Port/Airport complex is the place where most of the inspection tasks are performed. It is interesting to observe that DING Economies, more than DEV Economies, tend to perform some of those tasks at Headquarters.

In both DEV and DING responding Economies, there is a reluctance to locate the performance of these tasks with another agency.

SECTION 3: Documentation

The question under Section #3 is intended to determine the levels of inspection, in quantitative terms, that may render effective the inspection process.

Q_9: Indicators and deterrence level

**With regards to the indicators below, what do you consider to be an effective deterrence level for your target population?
(Please indicate a number or a percentage, and specify if "Other")**

| | |
|---|---|
| Proposed combination of answers: | A value |
| | for each of the indicators in the list (4 indicators mentioned, plus 3 "Other"). For the 1 st indicator, a number was expected, while a percentage would have applied to the 3 following indicators. |
| Number of combinations of answers: | 7 |

DEV Economies

| DEV Economies that have answered | 2 | HKC | NZ |
|--|----------------|------------------------------------|---|
| Type of indicators | # comb. | | |
| <i>Number of Annual Inspections</i> | 1 | 0 | 225000 |
| <i>% of Annual Passengers</i> | 1 | 0 | 2 |
| <i>% of Container Volume Throughput</i> | 1 | 30 | 2 |
| <i>% of Inspection Target Population</i> | 1 | 70 | 2 |
| <i>Other: (please specify)</i> | 1 | Case detected | 100% Data validation - Risk management of import and export transactions |
| <i>Other: (please specify)</i> | 1 | No. of arrest /conviction | 100% Data validation -Risk mangement of arriving passengers (both air and sea) and crew |
| <i>Other: (please specify)</i> | 1 | No. of consignments for inspection | 100% physical screening of incoming and outgoing mail. |

This question was qualified of "unclear" by one DEV Economy (**USA**). Five out the 7 responding DEV Economies did not provide data (**AUS, CDA, JPN, CT** and **USA**).

It seems that one of the responding DEV Economies (**HKC**) has provided a percentage to the proposed indicators, but not an "effective deterrence level".

Only **NZ** seems to have provided "coherent" information. In particular, regarding the indicator "Number of annual inspections", it provided (as requested) an absolute number. The appropriateness of this particular indicator may surely be questioned since there is no available information regarding, for example, the total number of shipments.

Regarding the indicators "Percentage of annual passengers", "Percentage of container volume throughput" and "Percentage of inspection target population", **NZ** indicates a value of 2%. These figures seem reasonable and somewhat consistent with the answers provided by DING Economies.

DING Economies

| DING Economies that have answered | 6 | CHL | PRC | MAS | MEX | PE | THA |
|--|----------|-----|------|------|-----|------|------|
| Indicators | # comb. | | | | | | |
| <i>Number of Annual Inspections</i> | 1 | 75 | 0,05 | 0,05 | 25 | 0,05 | 0,05 |
| <i>% of Annual Passengers</i> | 1 | 0 | 5 | 1 | 10 | 1 | 0 |
| <i>% of Container Volume Throughput</i> | 1 | 0 | 4 | 3 | 15 | 3 | 95 |
| <i>% of Inspection Target Population</i> | 1 | 25 | 1 | 100 | 50 | 100 | 0 |
| <i>Other: (please specify)</i> | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Other: (please specify)</i> | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Other: (please specify)</i> | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

One responding DING Economy (**VN**) did not provide information. It appears that a number of other DING Economies have provided a percentage to the proposed indicators, but not an "effective deterrence level".). This is the case for **CHL**, **MEX** and **THA**.

The other 3 responding DING Economies (**PRC**, **MAS** and **PE**) have provided reasonable data regarding the indicators "Percentage of annual passengers" and "Percentage of container volume throughput": respectively between 1 and 5%, and between 3 and 4%

Regarding the indicator "Number of annual inspections", it seems that four DING Economies (**PRC**, **MAS**, **PE** and **THA**) have indicated a percentage (of the total number of shipments ?). As mentioned earlier, the appropriateness of this particular indicator may surely be questioned.

Finally, regarding the "percentage of inspection target population", **PRC** is providing reasonable figure (1%) while two others (**MAS** and **PE**) refer to a very high figure (100%).

Section 3 (Documentation): Synthesis of observations

The question under Section #3 was intended to determine the levels of inspection, in quantitative terms, that may render effective the inspection process. **It appears that there has been a misunderstanding among some Economies between percentages and numbers. Therefore, no general statement can be made.** It would be expected however that the levels of inspection should strike an adequate level to balance trade facilitation and protection of national interests.

SECTION 4: Inspection process

The questions under Section #4 address the inspection process in terms of its main elements, its primary inspection targets (in general and in container traffic), its performance indicators and its criteria to target containers.

Q_10: Basic elements of inspection process

What are the basic elements of your agency's port of entry inspection process?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the basic elements in the list (9 elements, plus "Other"). |
| Number of combinations of answers: | 10 + 1 (text for "Others") |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|--|----------------|-----|-----|-----|------|------|-----|------|-------|-------|
| Elements of inspection process | # comb. | | | | | | | | | |
| <i>Data analysis and Profiling</i> | 6 | Yes | Yes | Yes | Yes | Yes | Yes | n.a. | 6 | 100% |
| <i>Documentary Review and Reporting</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Intelligence and Targeting</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Investigation</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>Laboratory Analysis</i> | 5 | No | No | Yes | n.a. | n.a. | Yes | Yes | 3 | 60% |
| <i>Non-intrusive Screening and Examination</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>Random or Statistical Sampling</i> | 6 | No | Yes | Yes | n.a. | Yes | Yes | Yes | 5 | 83% |
| <i>Physical Intrusive Examination</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i>Inspection Technology</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Elements of inspection process | # comb. | | | | | | | | | |
| <i>Data analysis and Profiling</i> | 7 | Yes | 7 | 100% |
| <i>Documentary Review and Reporting</i> | 7 | Yes | 7 | 100% |
| <i>Intelligence and Targeting</i> | 7 | Yes | 7 | 100% |
| <i>Investigation</i> | 7 | Yes | Yes | Yes | Yes | No | Yes | Yes | 6 | 86% |
| <i>Laboratory Analysis</i> | 7 | Yes | Yes | No | Yes | Yes | Yes | Yes | 6 | 86% |
| <i>Non-intrusive Screening and Examination</i> | 7 | Yes | 7 | 100% |
| <i>Random or Statistical Sampling</i> | 7 | Yes | 7 | 100% |
| <i>Physical Intrusive Examination</i> | 7 | Yes | 7 | 100% |
| <i>Inspection Technology</i> | 7 | Yes | 7 | 100% |

Overall analysis of both DEV and DING Economies

There is a strong convergence among DEV and DING Economies regarding the elements of inspection process.

Only "*Laboratory analysis*" is not considered basic by two DEV and one DING Economies, while "*Investigation*" is not basic for one DING Economy and "*Random or Statistical Sampling*" is not basic for one DEV Economy.

Q_11: Primary inspection targets

**What is the primary inspection target for each function in ports of entry?
(Indicate a relative percentage of enforcement effort for each)**

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of the targets in the list (4 targets mentioned, plus “Other”), please indicate the relative percentage to each location where review may occur. The sum of all figures should be not greater than 100. |
| Number of combinations of answers: | 5+ 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 4 | AUS | CDA | HKC | JPN | NZ | CT | USA |
|-----------------------------------|---------------|-------------|-----|-----|-------------|-----|-----|-------------|
| Primary inspection targets | AVG %. | | | | | | | |
| <i>Baggage</i> | 18 | n.a. | 18 | 15 | n.a. | 20 | 20 | n.a. |
| <i>Bulk Freight</i> | 17 | n.a. | 2 | 25 | n.a. | 10 | 30 | n.a. |
| <i>Container Freight</i> | 46 | n.a. | 40 | 35 | n.a. | 60 | 50 | n.a. |
| <i>Vessel/Aircraft</i> | 14 | n.a. | 40 | 5 | n.a. | 10 | 0 | n.a. |
| <i>Other</i> | 5 | n.a. | 0 | 20 | n.a. | 0 | 0 | n.a. |
| Total | 100 | n.a. | 100 | 100 | n.a. | 100 | 100 | n.a. |

Comments submitted:

- **HKC** mentions “*Rail cargo, vehicle check and search.*”
- **USA** indicates that “*The U.S. has 327 ports of entry, and the primary inspection target at every port of entry are illegal goods or people.*”

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN |
|-----------------------------------|--------------|-----|-----|-----|-----|-----|-----|-----|
| Primary inspection targets | AVG % | | | | | | | |
| <i>Baggage</i> | 10 | 15 | 20 | 5 | 20 | 5 | 0 | 5 |
| <i>Bulk Freight</i> | 15 | 40 | 15 | 4 | 30 | 4 | 5 | 5 |
| <i>Container Freight</i> | 64 | 40 | 45 | 90 | 30 | 90 | 90 | 60 |
| <i>Vessel/Aircraft</i> | 12 | 5 | 20 | 1 | 20 | 1 | 5 | 30 |
| <i>Other</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Overall analysis of both DEV and DING Economies

For both DEV and DING Economies, container freight is the primary inspection target, with a higher importance given in DING Economies (64% against 46% in DEV Economies).

Bulk Freight is ranked second, approx. 4 times less important than container freight in DING Economies (almost 3 times less in DEV Economies).

Baggage comes close to bulk freight in DEV Economies while the third position is taken by Vessel/aircraft in DING Economies.

Q_12: Primary inspection target in container freight

If your primary target is container freight, what is your primary inspection target within the container?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the basic elements in the list (9 elements, plus “Other”). For two of the elements, there is a possibility to provide free-text information. |
| Number of combinations of answers: | 12 + 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 6 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|--|----------------|------|-----|-----|------|------|------|------|-------|-------|
| Primary inspection targets for containers | # comb. | | | | | | | | | |
| <i>Illegal Aliens</i> | 3 | No | No | Yes | n.a. | n.a. | n.a. | n.a. | 1 | 33% |
| <i>Plants</i> | 3 | No | No | No | n.a. | n.a. | n.a. | n.a. | 0 | 0% |
| <i>Animals</i> | 3 | No | No | No | n.a. | n.a. | n.a. | n.a. | 0 | 0% |
| <i>Weapons/Explosives</i> | 6 | Yes | No | Yes | Yes | Yes | Yes | n.a. | 5 | 83% |
| <i>Narcotics</i> | 6 | Yes | Yes | Yes | Yes | Yes | Yes | n.a. | 6 | 100% |
| <i>Currency</i> | 3 | No | No | No | n.a. | n.a. | n.a. | n.a. | 0 | 0% |
| <i>Merchandise Trade Compliance</i> | 5 | Yes | No | Yes | n.a. | Yes | Yes | n.a. | 4 | 80% |
| <i>Organics</i> | 3 | No | No | No | n.a. | n.a. | n.a. | n.a. | 0 | 0% |
| <i>Inorganic</i> | 3 | No | No | No | n.a. | n.a. | n.a. | n.a. | 0 | 0% |
| <i>Other</i> | 3 | n.a. | No | Yes | n.a. | Yes | n.a. | n.a. | 2 | 67% |

Comments submitted:

- HKC mentions as “Other target”: “Dutiable commodities.”
- NZ mentions as “Other target”: “Objectionable material.”
- CT mentions as “Other target”: “IPR, CITES.”
- USA mentions as “Other target”: “Anything illegal.”

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|---|---------|-----|------|------|------|------|-----|------|-------|-------|
| Primary inspection targets for containers | # comb. | | | | | | | | | |
| <i>Illegal Aliens</i> | 5 | No | Yes | n.a. | No | n.a. | No | Yes | 2 | 40% |
| <i>Plants</i> | 5 | No | Yes | n.a. | Yes | n.a. | Yes | Yes | 4 | 80% |
| <i>Animals</i> | 5 | No | Yes | n.a. | Yes | n.a. | Yes | Yes | 4 | 80% |
| <i>Weapons/Explosives</i> | 6 | Yes | Yes | Yes | Yes | n.a. | Yes | Yes | 6 | 100% |
| <i>Narcotics</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Currency</i> | 5 | No | Yes | n.a. | Yes | n.a. | Yes | Yes | 4 | 80% |
| <i>Merchandise Trade Compliance</i> | 6 | Yes | Yes | Yes | Yes | n.a. | Yes | Yes | 6 | 100% |
| <i>Organics</i> | 4 | No | n.a. | n.a. | No | n.a. | Yes | Yes | 2 | 50% |
| <i>Inorganic</i> | 3 | No | n.a. | n.a. | No | n.a. | Yes | n.a. | 1 | 33% |
| <i>Other</i> | 3 | No | Yes | n.a. | n.a. | n.a. | No | n.a. | 1 | 33% |

No specific information is provided by **THA** and **VN** regarding the target “Organics”.

No specific information is provided by **THA** regarding the target “Inorganics”.

No specific information is provided by **PRC** regarding “Other”.

Overall analysis of both DEV and DING Economies

Regarding the primary inspection targets for container freight, **Weapons/explosives**, **Narcotics**, and **Merchandise trade compliance** are considered to be the most important targets by both DEV and DING Economies.

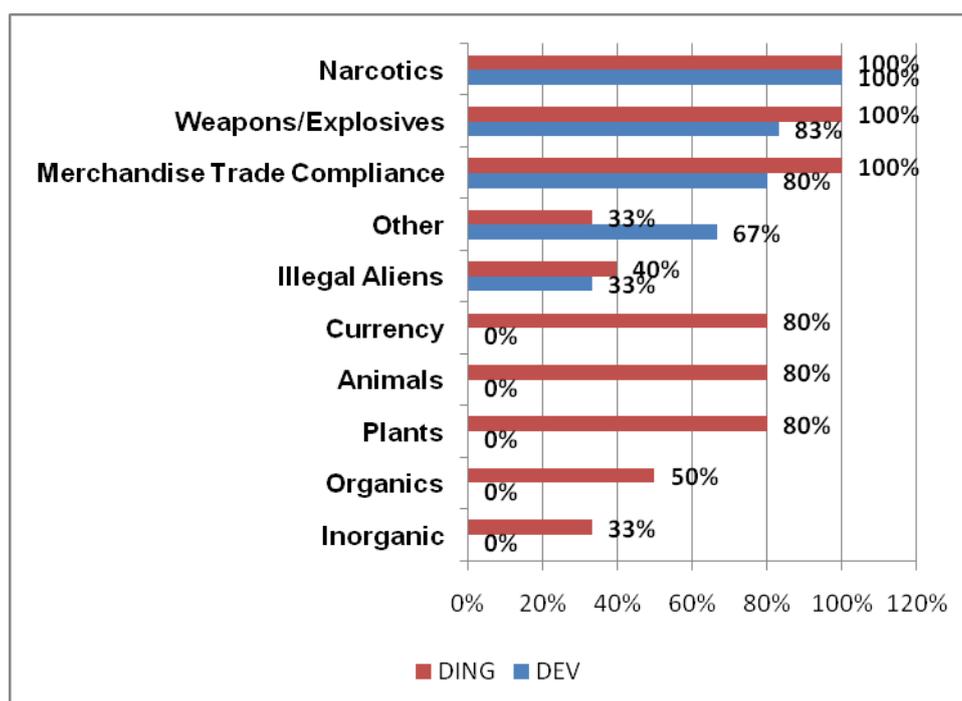
Animals, **plants** and **currency** are the second most important targets in DING while there are not considered as important targets in DEV Economies.

Illegal aliens is a primary inspection target in one of the two DEV Economies that responded this question.

Overall analysis of both DEV and DING Economies

| Primary inspection targets for container | shared by xx out of 13 Economies | Comments |
|--|----------------------------------|--|
| <i>Narcotics</i> | 13 | <p>Regarding the primary inspection targets for container freight, Narcotics, Weapons/explosives and Merchandise trade compliance are considered to be the most important targets by most responding DEV and DING Economies.</p> <p>Animals, plants and currency are the second most important targets in DING while there are not considered as important targets in DEV Economies.</p> <p>Illegal aliens is a primary inspection target in one of the three DEV Economies that responded this question.</p> |
| <i>Weapons/Explosives</i> | 11 | |
| <i>Merchandise Trade Compliance</i> | 10 | |
| <i>Plants</i> | 4 | |
| <i>Animals</i> | 4 | |
| <i>Currency</i> | 4 | |
| <i>Illegal Aliens</i> | 3 | |
| <i>Other</i> | 3 | |
| <i>Organics</i> | 2 | |
| <i>Inorganic</i> | 1 | |

Comparison between DING and DEV Economies regarding primary inspection targets



Q_13: Important performance indicators of inspection and enforcement

To measure inspection and enforcement effectiveness, which of the following performance indicators are considered important?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the basic elements in the list (9 elements, plus “Other”). |
| Number of combinations of answers: | 10 + 1 (text for “Others”) |

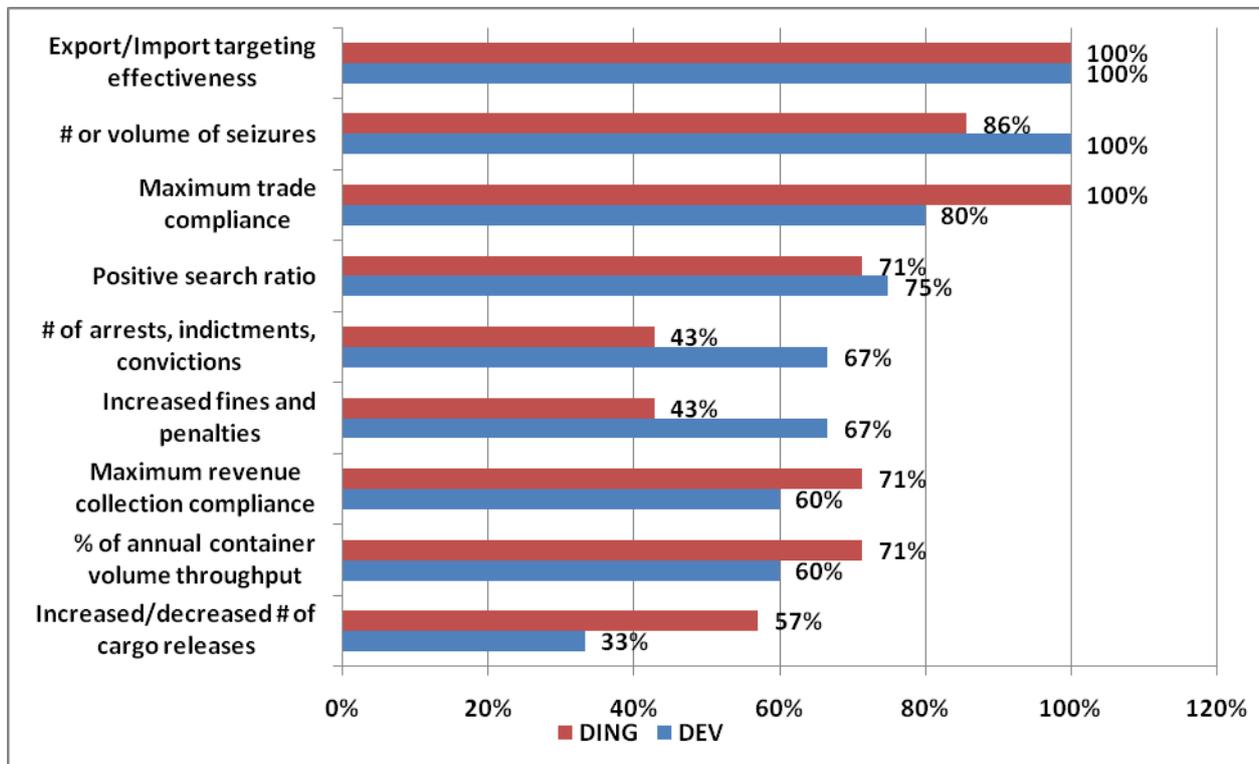
DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|--|----------------|------------|------------|------------|------------|-----------|-----------|------------|--------------|--------------|
| Importance of performance indicators | # comb. | | | | | | | | | |
| <i>% of annual container volume throughput</i> | 5 | Yes | No | Yes | n.a. | No | Yes | n.a. | 3 | 60% |
| <i>Maximum revenue collection compliance</i> | 5 | n.a. | No | Yes | n.a. | Yes | No | Yes | 3 | 60% |
| <i>Maximum trade compliance</i> | 5 | n.a. | No | Yes | n.a. | Yes | Yes | Yes | 4 | 80% |
| <i># or volume of seizures</i> | 6 | Yes | Yes | Yes | Yes | n.a. | Yes | Yes | 6 | 100% |
| <i>Increased/decreased # of cargo releases</i> | 3 | n.a. | No | Yes | n.a. | n.a. | No | n.a. | 1 | 33% |
| <i>Increased fines and penalties</i> | 3 | n.a. | No | Yes | n.a. | n.a. | Yes | n.a. | 2 | 67% |
| <i>Export/Import targeting effectiveness</i> | 6 | Yes | Yes | Yes | n.a. | Yes | Yes | Yes | 6 | 100% |
| <i># of arrests, indictments, convictions</i> | 3 | n.a. | Yes | Yes | n.a. | n.a. | No | n.a. | 2 | 67% |
| <i>Positive search ratio</i> | 3 | No | No | No | n.a. | n.a. | n.a. | n.a. | 0 | 0% |

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|--|----------------|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Importance of performance indicators | # comb. | | | | | | | | | |
| <i>% of annual container volume throughput</i> | 7 | No | No | Yes | Yes | Yes | Yes | Yes | 5 | 71% |
| <i>Maximum revenue collection compliance</i> | 7 | Yes | Yes | Yes | Yes | No | Yes | No | 5 | 71% |
| <i>Maximum trade compliance</i> | 7 | Yes | 7 | 100% |
| <i># or volume of seizures</i> | 7 | Yes | Yes | Yes | Yes | No | Yes | Yes | 6 | 86% |
| <i>Increased/decreased # of cargo releases</i> | 7 | No | No | Yes | Yes | No | Yes | Yes | 4 | 57% |
| <i>Increased fines and penalties</i> | 7 | Yes | No | Yes | Yes | No | No | No | 3 | 43% |
| <i>Export/Import targeting effectiveness</i> | 7 | Yes | 7 | 100% |
| <i># of arrests, indictments, convictions</i> | 7 | No | No | Yes | Yes | No | Yes | No | 3 | 43% |
| <i>Positive search ratio</i> | 7 | Yes | No | Yes | Yes | Yes | No | Yes | 5 | 71% |

Comparison between DING and DEV Economies regarding performance indicators



Overall analysis of both DEV and DING Economies

| Importance of performance indicators | shared by xx out of 14 Economies | Comments |
|---|---|--|
| <i>Export/Import targeting effectiveness</i> | 13 | Export/Import targeting effectiveness and Number or volume of seizures are both indicators considered to be important to measure inspection and enforcement effectiveness by most of responding DEV and DING Economies. Maximum trade compliance is considered important by all DING Economies and by 4 of 5 responding DEV Economies. The % of annual container volume throughput, Maximum revenue collection compliance and Positive search ratio are ranked similarly by both DEV and DING Economies. Increased/decreased # of cargo releases, Increased fines and penalties and # of arrests, indictments, convictions are considered as not so relevant indicators particularly by DEV but also by DING Economies. |
| <i># or volume of seizures</i> | 12 | |
| <i>Maximum trade compliance</i> | 11 | |
| <i>% of annual container volume throughput</i> | 8 | |
| <i>Maximum revenue collection compliance</i> | 8 | |
| <i>Positive search ratio</i> | 8 | |
| <i>Increased/decreased # of cargo releases</i> | 5 | |
| <i>Increased fines and penalties</i> | 5 | |
| <i># of arrests, indictments, convictions</i> | 5 | |

Q_14: Specific criteria to target containers

| |
|--|
| What specific criteria in order of importance do you use to target particular containers for non-intrusive examination using inspection technology or for physical examination? |
|--|

| | |
|---|---|
| Proposed combination of answers: | Economies were invited to indicate up to 5 specific criteria. |
| Number of combinations of answers: | 5 |

DEV Economies

| Responding DEV Economies | Proposed criteria |
|---------------------------------|--|
| HKC | Intelligence and alert |
| | Profiling of risk indicators |
| | Consignment/importer/exporter/manifest details |
| | Routing of consignment/shipment |
| NZ | Specific alert |
| | Previous adverse recordings - supplier or importing entity |
| | 1st time importer |
| | Cost unit ratio |
| | Source country |
| CT | High Tariff or contraband goods |
| | Country of origin, Route |
| | Cargo description |
| | Consignee |
| | Customs broker |

The responding three (3) DEV Economies listed 14 criteria for non-intrusive examination.

AUS and **JPN** did not provide any information. **CDA** mentions that “A list of criteria that we have developed over the years.” **USA** indicates that “it cannot share this information.”

DING Economies

| Responding DING Economies | Proposed criteria |
|----------------------------------|--|
| CHL | New Importers |
| | Kind of Merchandise |
| | Country of Origin |
| | Importer Behavior History |
| PRC | Intelligence |
| | Company scores |
| | Risk analysis |
| MAS | Country of origin |
| | Type of cargo |
| | Importer's profile |
| | Importer's compliance level |
| MEX | Risk analysis |
| | Random selection |
| | Port of entry |
| | Type of container |
| | Experience |
| PE | Country of destination |
| | Specif Alert |
| | Score exporter |
| THA | Screen exporters and importers |
| | Specify tariff |
| | Country of destination or origin |
| VN | Lack of information on the containers |
| | Come from suspected countries or regions |
| | High risk |

The seven (7) responding DING Economies indicated a total of 25 criteria for non-intrusive examination.

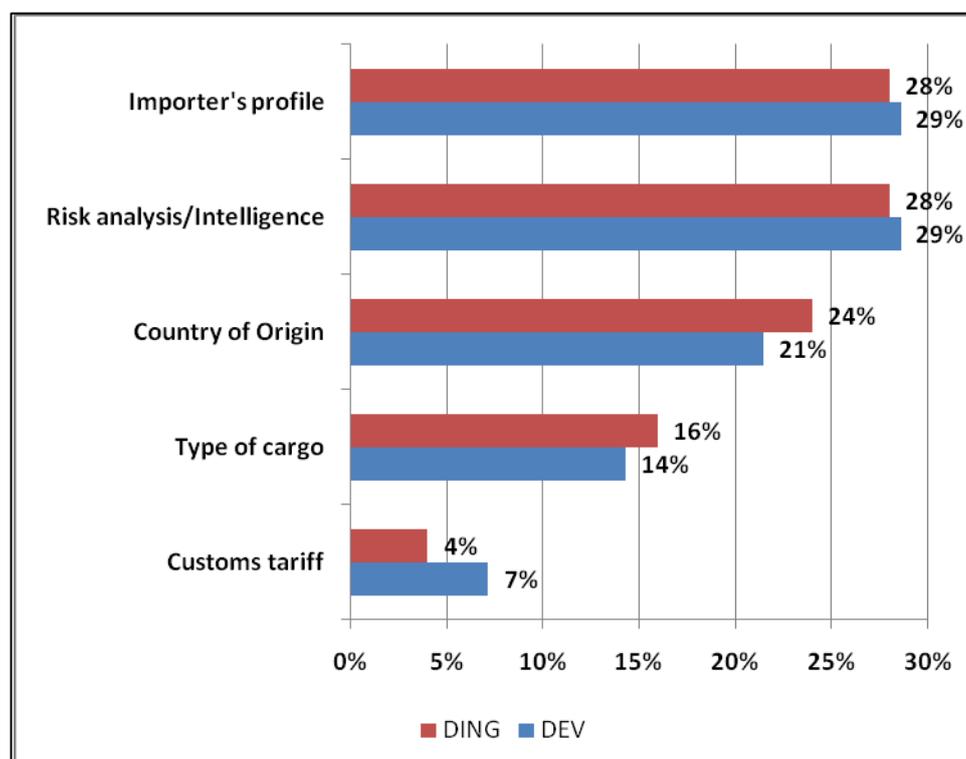
Overall analysis of both DEV and DING Economies

The criteria (39 in total) proposed by the responding Economies were regrouped into the following five (5) categories:

| Category of criteria | DEV | DING | DEV | DING |
|----------------------------|-----------|-----------|-------------|-------------|
| | Numbers | | Percentage | |
| Customs tariff | 1 | 1 | 7% | 4% |
| Type of cargo | 2 | 4 | 14% | 16% |
| Country of Origin | 3 | 6 | 21% | 24% |
| Risk analysis/Intelligence | 4 | 7 | 29% | 28% |
| Importer's profile | 4 | 7 | 29% | 28% |
| TOTAL | 14 | 25 | 100% | 100% |

Responding DEV and DING Economies came up with a similar choice of criteria and ranking. The two first criteria (Importer's profile and Riskanalysis/Intelligence) ranked high (around 29% of all proposed criteria), followed by country of origin (approx. 23%), Type of cargo (respectively 14 and 16%) and Customs tariff, far behind with 7 and 4%.

Comparison between DING and DEV Economies regarding criteria for examination



Section 4 (Inspection process): Synthesis of observations

The questions under Section #4 address the inspection process in terms of its main elements, its primary inspection targets (in general and in container traffic), its performance indicators and its criteria to target containers.

There is a strong convergence of views regarding the elements of the inspection process, along the line of WCO-recommended modern Customs practices. Investigation, Random or statistical sampling and Laboratory analysis are among the lower ranking elements.

Container freight is the primary inspection target, ranking far higher than the two other targets (Bulk freight and Baggage), particularly in DING Economies.

Regarding container freight inspection, Narcotics, Weapons/explosives and Merchandise trade compliance are the most relevant primary inspection targets.

Export/Import targeting effectiveness and Number/ volume of seizures are the most relevant indicators to measure inspection and enforcement effectiveness, closely followed by Maximum trade compliance.

Among other things, these observations may indicate that the role of Customs Administration in protecting national interests is increasingly geared towards security (rather than trade facilitation), with the support of modern practice and technologies (i.e. risk management).

SECTION 5: Reporting

The questions under Section #5 address the reporting of inspection results, in terms of level of reporting, types of results reported, location of records and sharing of results.

Q_15: Level of reporting of inspection results

To which level of the Control and Enforcement institution are inspection results reported?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each of the levels in the list (4 levels, plus "Other"). |
| Number of combinations of answers: | 5 + 1 (text for "Others") |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|-------------------------------------|----------------|------|-----|-----|------|------|-----|------|-------|-------|
| Level of reporting | # comb. | | | | | | | | | |
| <i>Port of Entry – Local Office</i> | 5 | n.a. | Yes | Yes | Yes | Yes | Yes | n.a. | 5 | 100% |
| <i>Regional Office</i> | 3 | n.a. | Yes | Yes | n.a. | n.a. | No | n.a. | 2 | 67% |
| <i>Headquarters</i> | 6 | Yes | Yes | Yes | n.a. | Yes | No | Yes | 5 | 83% |
| <i>Remote</i> | 3 | n.a. | Yes | Yes | n.a. | n.a. | No | n.a. | 2 | 67% |

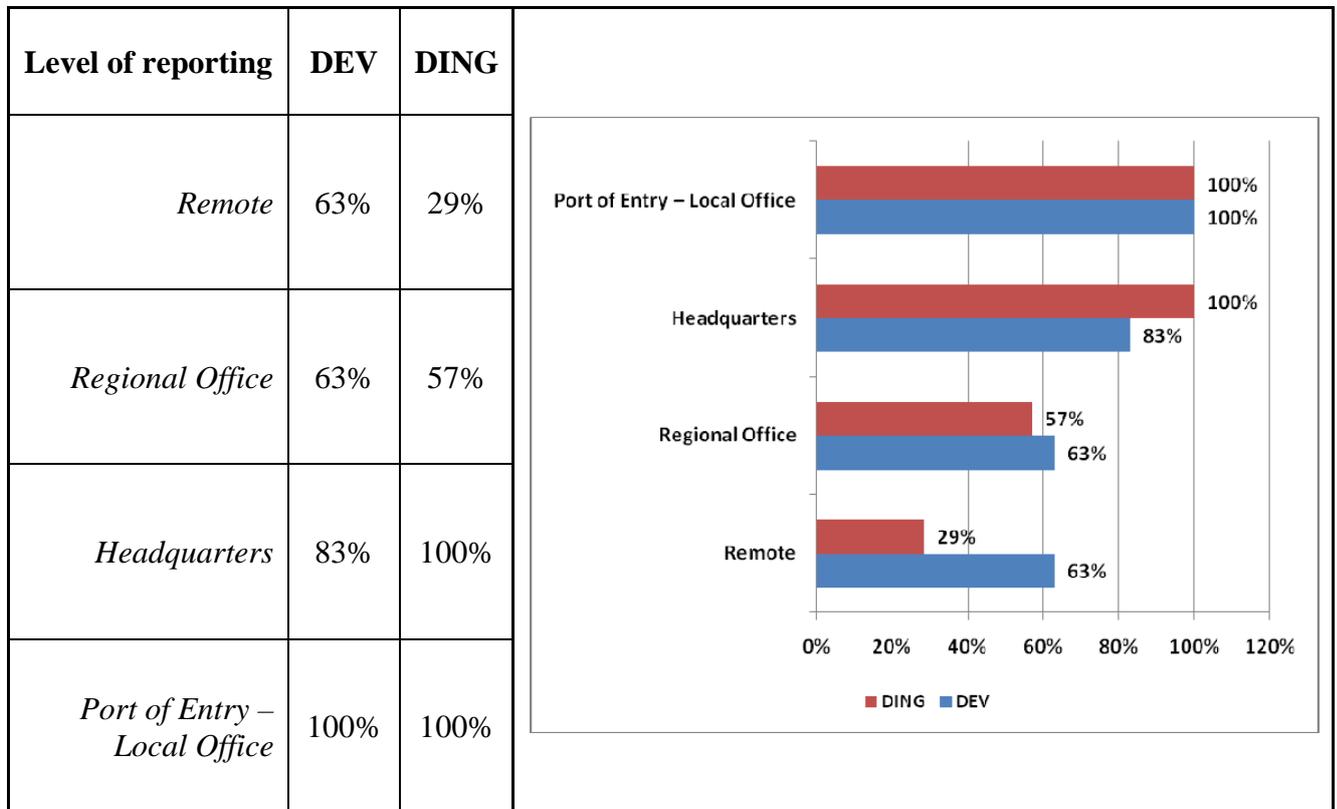
Comments submitted:

- NZ makes reference to its "National Targeting Center and Intelligence."

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | % YES | % YES |
|-------------------------------------|----------------|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Level of reporting | # comb. | | | | | | | | | |
| <i>Port of Entry – Local Office</i> | 7 | Yes | 7 | 100% |
| <i>Regional Office</i> | 7 | Yes | Yes | Yes | No | No | No | Yes | 4 | 57% |
| <i>Headquarters</i> | 7 | Yes | 7 | 100% |
| <i>Remote</i> | 7 | No | No | No | Yes | No | No | Yes | 2 | 29% |

Overall analysis of both DEV and DING Economies



Among all responding DING Economies, inspection results are reported at the levels of both Headquarters and Port of entry/local office of the Control and Enforcement Institution.

This situation is similar among responding DEV Economies, with the exception of CT that does not report to Headquarters.

Reporting at regional offices or remote places is much less common in all of the responding APEC Economies, particularly the DING ones.

Q_16: Types of inspection results reported

What type(s) of inspection results are reported?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each level in the list (4 levels, plus “Other”). |
| Number of combinations of answers: | 5 + 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|--|----------------|------------|------------|------------|------------|-----------|-----------|------------|--------------|--------------|
| Types of inspection results reported | # comb. | | | | | | | | | |
| <i>Successfull identifications</i> | 6 | Yes | Yes | Yes | Yes | Yes | No | n.a. | 5 | 83% |
| <i>Failures</i> | 5 | Yes | Yes | Yes | Yes | n.a. | No | n.a. | 4 | 80% |
| <i>Volume/number of cargo units inspected (throughput)</i> | 6 | Yes | Yes | Yes | Yes | Yes | Yes | n.a. | 6 | 100% |

Comments submitted:

- **CDA** informs that “*all targetted containers that are non-resultant are reported.*”
- **HKC** mentions that “*inspection/examination method, vehicle and passenger throughout*” are also reported.
- **USA** indicates that: “*Not sure what these options mean; what is a "failure" for inspection results?*”

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|--|----------------|------------|------------|------------|------------|-----------|------------|-----------|--------------|--------------|
| Types of inspection results reported | # comb. | | | | | | | | | |
| <i>Successfull identifications</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Failures</i> | 7 | Yes | Yes | Yes | Yes | No | Yes | Yes | 6 | 86% |
| <i>Volume/number of cargo units inspected (throughput)</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |

Overall analysis of both DEV and DING Economies

The volume/number of cargo units inspected (throughput) is always reported in both responding DEV and DING Economies.

Successfull identifications are reported in all DING Economies and in all DEV Economies, except **CT**.

To a less extent, failures are similarly reported in most responding DEV and DING Economies.

Q_17: Recording of inspection results

Where are the inspection results recorded?

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | for each option in the list (3 options, plus “Other”). |
| Number of combinations of answers: | 4 + 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|---|----------------|-------------|------------|------------|-------------|-------------|-----------|-------------|--------------|--------------|
| Recording of inspection results | # comb. | | | | | | | | | |
| <i>Manually in local Records Book</i> | 3 | n.a. | Yes | Yes | n.a. | n.a. | No | n.a. | 2 | 67% |
| <i>Customs computerized system</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Port Authority computerized system</i> | 3 | n.a. | No | Yes | n.a. | n.a. | Yes | n.a. | 2 | 67% |

Comments submitted:

- **HKC** mentions that “*Stand-alone computers are used.*”

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|---|----------------|------------|------------|------------|------------|-----------|------------|-----------|--------------|--------------|
| Recording of inspection results | # comb. | | | | | | | | | |
| <i>Manually in local Records Book</i> | 7 | No | Yes | Yes | Yes | Yes | Yes | Yes | 6 | 86% |
| <i>Customs computerized system</i> | 7 | Yes | Yes | Yes | Yes | Yes | Yes | Yes | 7 | 100% |
| <i>Port Authority computerized system</i> | 7 | No | No | No | No | No | No | No | 0 | 0% |

Comments submitted:

- **MEX** indicates the use of “*Central office thru internet system.*”

Overall analysis of both DEV and DING Economies

In both DEV and DING Economies, inspection results are recorded on the Customs computerized system. Manual recording of the results in local Records Books is a practice in most DING Economies and in few DEV ones. Recording these results on the local Port Authority computerized system is not a practice in the responding DING Economies, but it is in few DEV ones.

Q_18: Sharing of inspection results

| |
|--|
| Are inspections results shared with other concerned institutions? |
|--|

| | |
|---|---|
| Proposed combination of answers: | YES or NO, |
| | Opening question and for each of the levels in the list (3 levels, plus “Other”). |
| Number of combinations of answers: | 5 + 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 6 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|---|----------------|------------|------------|------------|------------|-----------|-----------|------------|--------------|--------------|
| Sharing of inspection results | # comb. | | | | | | | | | |
| <i>With the Port Authority?</i> | 4 | No | No | Yes | n.a. | n.a. | No | n.a. | 1 | 25% |
| <i>With other Customs Administrations abroad?</i> | 6 | Yes | Yes | Yes | n.a. | Yes | No | Yes | 5 | 83% |
| <i>With other Institutions?</i> | 5 | Yes | Yes | Yes | n.a. | Yes | No | n.a. | 4 | 80% |

Comments submitted:

- **AUS** does not indicate which other institutions.
- **CDA** mentions that “*Intelligence officers can/will disseminate results with other agencies, if information is pertinent.*”
- **HKC** mentions “*local enforcement agencies.*”
- **NZ** mentions “*Police and other government agencies, sometimes press if significant result.*”
- **USA** indicates that it “*depends on bilateral information sharing agreements/instruments.*”

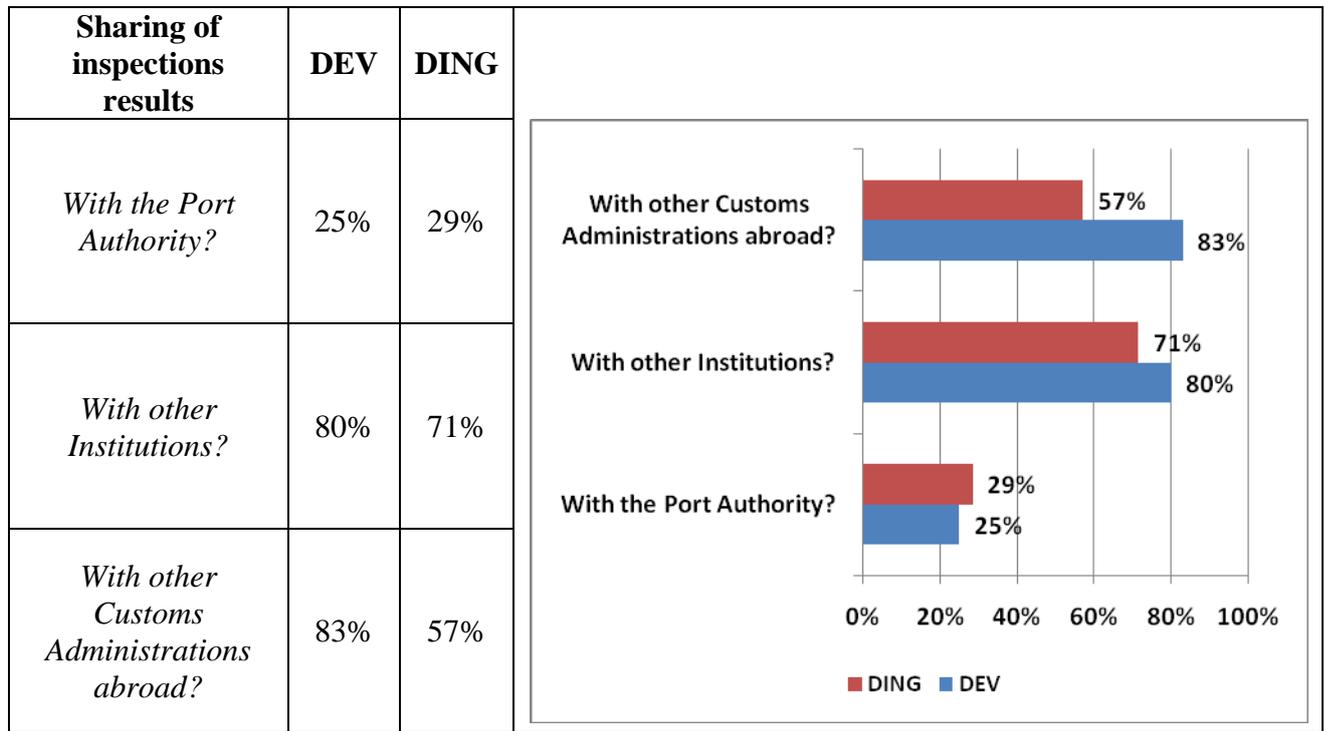
DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|---|----------------|------------|------------|------------|------------|-----------|------------|-----------|--------------|--------------|
| Sharing of inspections results | # comb. | | | | | | | | | |
| <i>With the Port Authority?</i> | 7 | No | No | Yes | No | No | No | Yes | 2 | 29% |
| <i>With other Customs Administrations abroad?</i> | 7 | No | No | Yes | Yes | Yes | No | Yes | 4 | 57% |
| <i>With other Institutions?</i> | 7 | Yes | No | Yes | Yes | Yes | No | Yes | 5 | 71% |

Comments submitted:

- **CHL** mentions “*Health Service, Treasury, Mobilization General Direction.*”
- **MAS** mentions “*The Police, Drug Enforcement Agency.*”
- **MEX** does not indicate which other institutions.
- **PE** mentions “*The Police.*”
- **VN** indicates that sharing of results only “*If required or requested.*”

Overall analysis of both DEV and DING Economies



Sharing inspection results with other Customs Administrations abroad is a practice more common in DEV Economies than in DING Economies (83% against 57%).

Sharing results with other local institutions is a relatively common practice in both DEV and DING Economies (around 75%).

Sharing with the Port Authority is a much less common practice in both DEV and DING Economies (approx. 28%).

Section 5 (Reporting): Synthesis of observations

The questions under Section #5 address the reporting of inspection results, in terms of:

- level of reporting: mostly Headquarters and Port of entry,
- types of results reported: volume of unit inspected and successful identifications,
- location of records: Customs computerized system. and
- sharing of results: eventually with other local institutions and Customs abroad.

SECTION 6: Inspection technology

The questions under Section #6 address the general features of the inspection technology used, in terms of mobility, technologies used and for what types of targets.

Q_19: Degree of mobility of inspection technology used

**What is the degree of mobility in the inspection technology that you utilize?
(Please indicate a percentage)**

| | |
|---|---|
| Proposed combination of answers: | A value for each of the mobility options in the list (3 options), please indicate the relative percentage of each option. The sum of all figures should be not greater than 100. |
| Number of combinations of answers: | 3 |

DEV Economies

| DEV Economies that have answered | 4 | AUS | CDA | HKC | JPN | NZ | CT | USA |
|----------------------------------|---------------|-------------|-----|-----|-------------|-----|-----|-------------|
| Degree of mobility used | AVG %. | | | | | | | |
| <i>Fixed</i> | 45 | n.a. | 30 | 38 | n.a. | 20 | 90 | n.a. |
| <i>Portable/transportable</i> | 28 | n.a. | 52 | 15 | n.a. | 40 | 5 | n.a. |
| <i>Mobile</i> | 28 | n.a. | 18 | 47 | n.a. | 40 | 5 | n.a. |
| Total | 100 | n.a. | 100 | 100 | n.a. | 100 | 100 | n.a. |

It can be noted that **CT** has a quite different approach on mobility of inspection technology, compared with the three other responding Economies.

DING Economies

| DEV Economies that have answered | 4 | CHL | PRC | MAS | MEX | PE | THA | CHL |
|----------------------------------|---------------|-----|-----|-----|-----|-----|-----|------------|
| Degree of mobility used | AVG %. | | | | | | | |
| <i>Fixed</i> | 54 | 60 | 15 | 80 | 69 | 0 | 100 | 54 |
| <i>Portable/transportable</i> | 28 | 25 | 50 | 20 | 25 | 50 | 0 | 28 |
| <i>Mobile</i> | 18 | 15 | 35 | 0 | 6 | 50 | 0 | 18 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

THA and **MAS** (to some extent) are giving more importance to “*fixed*” inspection technology, followed by **MEX** and **CHL**. Only **PRC** and **PE** are relying more on portable/transportable and mobile inspection technologies.

DING Economies appear to be more inclined towards the use of fixed technology.

Q_20: Kind of inspection technology used

| |
|--|
| What kind of inspection technology do you currently utilize for your target population? |
|--|

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of the technologies in the list (6 technologies mentioned, plus “Other”), please indicate the relative percentage to each technology used. The sum of all figures should be not greater than 100. |
| Number of combinations of answers: | 7+ 1 (text for “Others”) |

DEV Economies

| DEV Economies that have answered | 4 | AUS | CDA | HKC | JPN | NZ | CT | USA |
|-------------------------------------|---------------|-------------|-----|-----|-------------|-----|-----|-------------|
| Inspection technologies used | AVG %. | | | | | | | |
| <i>X-ray</i> | 71 | n.a. | 38 | 75 | n.a. | 80 | 90 | n.a. |
| <i>Gamma Ray</i> | 1 | n.a. | 4 | 0 | n.a. | 0 | 0 | n.a. |
| <i>Fast/Thermal Neutron</i> | 0 | n.a. | 0 | 0 | n.a. | 0 | 0 | n.a. |
| <i>Radioactive Isotope Detector</i> | 3 | n.a. | 10 | 0 | n.a. | 0 | 0 | n.a. |
| <i>Radiation Detector</i> | 7 | n.a. | 8 | 0 | n.a. | 10 | 10 | n.a. |
| <i>Vapor/Trace Detector</i> | 18 | n.a. | 40 | 20 | n.a. | 10 | 0 | n.a. |
| <i>Other</i> | 1 | n.a. | 0 | 5 | n.a. | 0 | 0 | n.a. |
| Total | 100 | n.a. | 100 | 100 | n.a. | 100 | 100 | n.a. |

Comments submitted:

- HKC mentions “*Detective dogs*” as another technology.

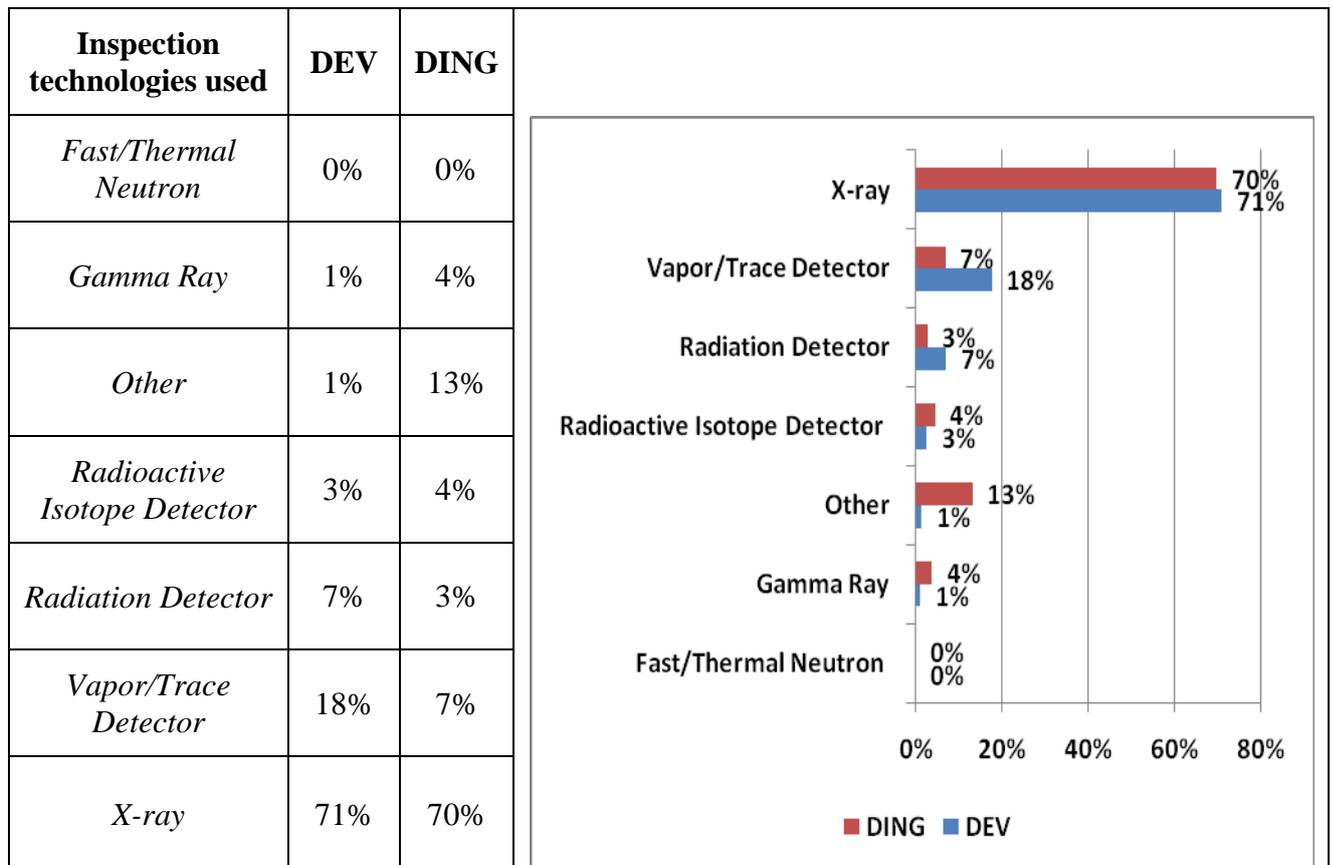
DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA |
|-------------------------------------|------------|-----|-----|-----|-----|-----|-----|
| Inspection technologies used | AVG %. | | | | | | |
| <i>X-ray</i> | 70 | 100 | 50 | 65 | 52 | 50 | 100 |
| <i>Gamma Ray</i> | 4 | 0 | 0 | 0 | 22 | 0 | 0 |
| <i>Fast/Thermal Neutron</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>Radioactive Isotope Detector</i> | 4 | 0 | 15 | 5 | 1 | 5 | 0 |
| <i>Radiation Detector</i> | 3 | 0 | 15 | 0 | 1 | 0 | 0 |
| <i>Vapor/Trace Detector</i> | 7 | 0 | 10 | 5 | 6 | 20 | 0 |
| <i>Other</i> | 13 | 0 | 10 | 25 | 18 | 25 | 0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Comments submitted:

- **PRC, MAS** and **PE** mention “Dogs” as another technology.
- **MEX** also uses “Phazir.”
- Although **VN** does not provide any data on the technologies used, it says that “we use X-ray scanners, inspection tools or dogs.”

Overall analysis of both DEV and DING Economies



Out of the four (4) responding DEV Economies, only **CDA** uses inspection technologies such as Gamma Ray, FTA/TNA and Radioactive isotope detector. All DEV Economies use X-Ray technology and, eventually, Vapor/trace detector and Radiation detector.

Two of the 6 responding DING Economies (**CHL** and **THA**) report to use exclusively (?) X-Ray technology. The others share the use of X-Ray with the use of other technologies (Canines, Vapor/trace detectors). In particular, **MEX** uses Gamma-Ray technology.

None of the responding Economies reports the use of FNA/TNA technologies.

Q_21: Non-intrusive screening and examination technologies used

**What inspection technology does your agency primarily utilize for non intrusive screening and examination of each of the following?
(Please indicate the technology)**

| | |
|---|--|
| Proposed combination of answers: | Economies were invited to indicate a specific technology for each type of targets: Passengers; Baggage; Freight at ports of entry. |
| Number of combinations of answers: | 3 |

| ECONOMIES | Ident. | Passengers: | Baggage: | Freight at ports of entry: |
|-----------------------|---------------|--|---|--|
| DEV Economies | CDA | Alcohol and Trace Detection | X-ray | radiation detection, gamma and xray imaging |
| | HKC | ion-scanners, metal detector, itemizer, dogs | x-ray machine, ion-scanners, metal detector,itemizers, dogs | fixed/mobile x-ray machines, ion-scanners, itemizer, vehicle scanning system |
| | JPN | n.a | X-Ray | X-Ray |
| | NZ | n.a | Fixed x-ray | x-ray; mobile, fixed and portable |
| | CT | n.a | X-Ray | X-Ray |
| DING Economies | CHL | X-Ray | X-Ray | X-Ray |
| | PRC | X-Ray (Radiation Detector) | X-Ray (Radiation Detector) | X-Ray (Radiation Detector) |
| | MAS | n.a | Rapiscan | X-Ray |
| | MEX | Metal detector | X-Ray | X-Ray, Gamma, Phazir |
| | PE | X-Ray | X-Ray | X-Ray |
| | THA | n.a | n.a | X-Ray |
| | VN | n.a | X-ray | X-Ray |

For the twelve (12) responding APEC Economies, X-ray is the inspection technology used for non-intrusive screening and examination of freight at ports of entry and for Baggages.

Regarding Passengers, only 6 Economies out of 12 provided an answer that points to X-ray technology, but also indicates other technologies such as alcohol, metal and trace detection and canines.

It can be noticed that **HKC** uses a similar variety of technologies for the three targets.

Section 6 (Inspection technology): Synthesis of observations

The questions under Section #6 address the general features of the inspection technology used, in terms of mobility, technologies used and for what types of targets.

Regarding mobility, responding DEV Economies tend to use more the category “Portable + Mobile” than the category “Fixed” (55% against 45%), a situation opposite to the one observed with responding DING Economies. This might be due to the likely higher operating costs of “Portable + Mobile” versus “Fixed” technologies.

X-ray technology is by far the mostly used technology by both DEV and DING Economies. Vapor/Trace Detection technology appears to be the second type of technology used by DEV Economies, while DING Economies use canines.

X-ray technology is commonly used for Baggage and Freight at port of entry. It is used for Passengers, together with other types of detectors.

SECTION 7: Human resources development issues

The questions under Section #7 address the resources invested into the inspection process, the number of local and foreign staff assigned to key inspection-related activities, the volume of staff trained locally and abroad, the established audit mechanisms for the goods control process, and the main active NII devices used in primary inspection.

Q_22: Staffing and funding of screening and examination technologies

What is the relative percentage of effort (in terms of staffing and funding) for your agency between physical examination (intrusive) and technology screening (non-intrusive examination) of target populations?

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for the four (4) combinations of resources (staffing and funding) and types of examination (intrusive and non-intrusive), please indicate the relative percentage assigned to intrusive and non-intrusive examination. The sum of all figures by resources should be not greater than 100. |
| Number of combinations of answers: | 4 |

DEV Economies

| DEV Economies answering on efforts (staffing) | 3 | HKC | NZ | CT |
|---|--------------|-----|-----|------------|
| Percentage of personnel in the following areas | AVG % | | | |
| <i>Physical Examination</i> | 69 | 65 | 67 | 75 |
| <i>Technology Screening</i> | 31 | 35 | 33 | 25 |
| Total | 100 | 100 | 100 | 100 |
| DEV Economies answering on efforts (funding) | 2 | HKC | NZ | CT |
| Percentage of funds in the following areas | AVG % | | | |
| <i>Physical Examination</i> | 58 | 55 | 60 | n.a |
| <i>Technology Screening</i> | 43 | 45 | 40 | n.a |
| Total | 100 | 100 | 100 | n.a |

Observations: Only three (3) of the 7 DEV Economies have provided information on **staffing**. Out of those 3, only two have provided information on **funding**.

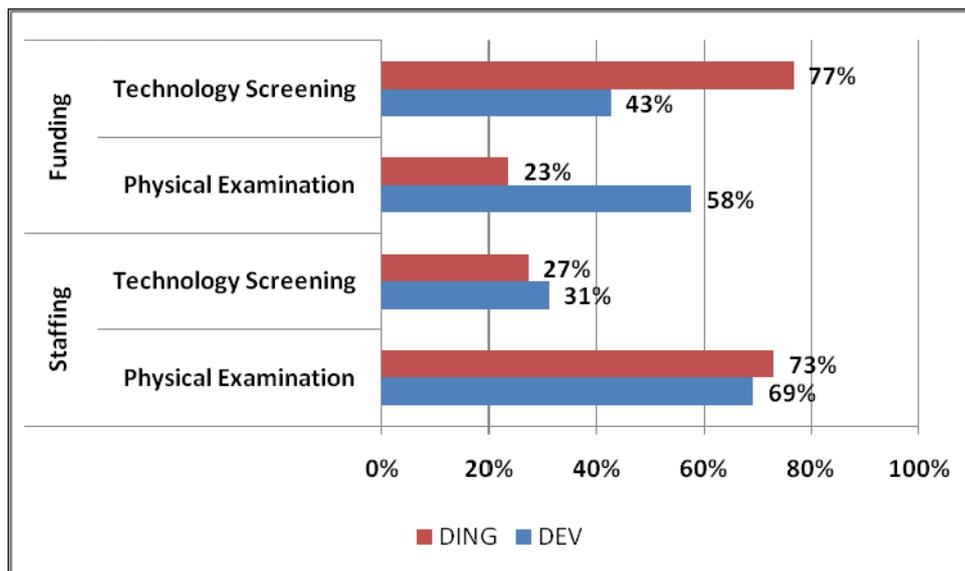
DING Economies

| | | | | | | | | |
|---|--------------|------------|------------|------------|------------|-----------|------------|------------|
| DING Economies answering on efforts (staffing) | 7 | CHL | PRC | MAS | MEX | PE | THA | VN |
| Percentage of personnel in the following areas | AVG % | | | | | | | |
| <i>Physical Examination</i> | 73 | 80 | 70 | 80 | 60 | 80 | 70 | 70 |
| <i>Technology Screening</i> | 27 | 20 | 30 | 20 | 40 | 20 | 30 | 30 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| DING Economies answering on efforts (funding) | 6 | CHL | PRC | MAS | MEX | PE | THA | VN |
| Percentage of funds in the following areas | AVG % | | | | | | | |
| <i>Physical Examination</i> | 23 | 10 | 30 | 20 | 40 | 20 | 20 | n.a |
| <i>Technology Screening</i> | 77 | 90 | 70 | 80 | 60 | 80 | 80 | n.a |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | n.a |

Observations: All seven responding DING Economies have provided information on **staffing**. Only **VN** did not provide information on **funding**.

Overall analysis of both DEV and DING Economies

| Combinations of resources and types of examination | | DEV | DING |
|--|-----------------------------|-----|------|
| Staffing | <i>Physical Examination</i> | 69% | 73% |
| | <i>Technology Screening</i> | 31% | 27% |
| Funding | <i>Physical Examination</i> | 58% | 23% |
| | <i>Technology Screening</i> | 43% | 77% |



In terms of "**Staffing**", DEV and DING Economies have a similar distribution between Physical examination and Technology screening (approx. 70/30), although DING Economies seem to give slightly more importance to Physical examination (73% against 69%).

In terms of "**Funding**", DING Economies allocate more than 3 times funds to Technology screening than to Physical examination, while DEV Economies allocate slightly more to Physical examination than to Technology screening. This may reflect the fact that the cost of staffing in DEV Economies is probably much higher than in DING Economies.

Q_23: Local specialized personnel employed

How many LOCAL specialized personnel (Full Time Equivalent - FTE) do work in the following areas?

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of areas of specialized personnel in the list (4 areas mentioned, plus "Other"), please indicate the number of FTE persons. |
| Number of combinations of answers: | 5+ 1 (text for "Other") |

DEV Economies

| DEV Economies that have answered | 2 | HKC | NZ |
|--|------------|------------|-----------|
| Number of LOCAL persons employed in the following areas | AVG | | |
| <i>Enforcement and control procedures</i> | 50 | 50 | 50 |
| <i>Operations of cargo identification tools</i> | 32 | 39 | 25 |
| <i>Interpretation of results</i> | 16 | 21 | 10 |
| <i>Information Technology</i> | 8 | 10 | 5 |
| <i>Other</i> | 5 | 0 | 10 |

Comments submitted:

- **NZ** mentions 10 staff specialized in Intelligence.
- **CT** indicates that "*the chief or supervisor handles such matters, about 3 to 5 people.*"
- **USA** mentions that "*CBP has approximately 55,000 employees, but does not define into these categories.*"

Observations: The two responding DEV Economies are assigning approx. three times more staff to the areas of "Enforcement and control procedures" and "Operations of cargo identification tools" than to the other two areas: "Interpretation of results" and "Information technology."

It might be that **NZ** has provided a distribution of the number of local staff among the 5 proposed areas. In any case, no detail is given regarding the area "Other".

DING Economies

| DING Economies that have answered | 6 | CHL | PRC | MAS | PE | THA | VN |
|---|-----|-----|-----|-----|----|-----|----|
| Number of LOCAL persons employed in the following areas | AVG | | | | | | |
| <i>Enforcement and control procedures</i> | 31 | 100 | 10 | 1 | 1 | 5 | 70 |
| <i>Operations of cargo identification tools</i> | 32 | 100 | 60 | 8 | 8 | 3 | 10 |
| <i>Interpretation of results</i> | 21 | 100 | 10 | 4 | 4 | 5 | 2 |
| <i>Information Technology</i> | 13 | 50 | 20 | 1 | 1 | 3 | 5 |
| <i>Other</i> | 2 | 0 | 0 | 0 | 0 | 0 | 13 |

Comments submitted:

- **CHL** mentions that “*in total, there are 320 enforcement officers in the Customs.*”
- **VN** indicates that, under Other are persons in “*Administrative and Audit functions.*”...Furthermore, the figures provided are in relative percentages.

Observations: Two of the 6 responding DING Economies seem to have indicated figures in relative percentages: **VN** (as per the comment above) and **PRC** (considering that a staff of 100 persons looks particularly small for such an Economy).

CHL appears to allocate much more local staff to the four areas that any of the other DING Economies that provided numbers (**MAS**, **PE** and **THA**): 350 against approx. 15 for the others.

Independently of whether the figures are numbers or percentages, the 6 DING Economies assign more staff to the areas of "Enforcement and control procedures" and "Operations of cargo identification tools" than to the other two areas: "Interpretation of results" and "Information technology", a situation similar to the one observed for the responding DEV Economies.

Q_24: Foreign specialized personnel employed

**How many FOREIGN specialized personnel (Full Time Equivalent - FTE) do work in the following areas?
Please indicate the total number of FOREIGN personnel (FTE) involved in national security-related issues.**

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of areas of specialized personnel in the list (4 areas mentioned, plus "Other"), please indicate the number of FTE persons. |
| Number of combinations of answers: | 5+ 1 (text for "Other") + 1 for the number of persons involved in security-related issues. |

| | | |
|------------|--|----------|
| DEV | Number of DEV Economies that provided an answer | 1 |
| | DEV Economies that employ FOREIGN personnel | 1 |
| | Comments: Only HKC employs 11 FOREIGN personnel in the area of Information Technology | |

| | | |
|-------------|--|----------|
| DING | Number of DING Economies that provided an answer | 1 |
| | DING Economies that employ FOREIGN personnel | 0 |
| | Comments: Only MEX ican citizens can work for Customs | |

Observations: The fact that only two Economies (**HKC** and **MEX**) have reacted to the question may raise the issue of wording of the question.

Indeed, in a number of DING Economies, the tools related to cargo identification are often installed, operated and maintained by foreign specialists (from donor countries or manufacturers) assigned (often on a long-term basis) to assist the Economies in the appropriate use of the tools....

So it is likely that there are foreign specialized personnel, but this category of personnel may not be included into the Economy's payroll.

Q_25: Provision/organization of training

| |
|--|
| Does your institution provide/organize training in the following areas? |
|--|

| | |
|---|--|
| Proposed combination of answers: | A value |
| | for each of the areas of specialization in the list (4 areas mentioned, plus “Other”), please indicate the average number of persons trained per year, locally and abroad. |
| Number of combinations of answers: | 10+ 1 (text for “Other”) |

DEV Economies

| DEV Economies that provide training locally | 2 | HKC | JPN | NZ |
|---|--------------|------------|------------|-----------|
| Average number of persons/year trained <u>locally</u> in the following areas | AVG # | | | |
| <i>Enforcement and control procedures</i> | 47 | 40 | 0 | 100 |
| <i>Operations of cargo identification tools</i> | 66 | 82 | 17 | 100 |
| <i>Interpretation of results</i> | 56 | 52 | 15 | 100 |
| <i>Information Technology</i> | 29 | 77 | 0 | 10 |
| <i>Other</i> | 8 | 0 | 23 | 0 |
| DEV Economies that provide training abroad | 1 | HKC | JPN | NZ |
| Average number of persons/year trained <u>abroad</u> in the following areas | AVG # | | | |
| <i>Enforcement and control procedures</i> | 40 | n.a | n.a | 40 |
| <i>Operations of cargo identification tools</i> | 0 | n.a | n.a | 0 |
| <i>Interpretation of results</i> | 40 | n.a | n.a | 40 |
| <i>Information Technology</i> | 0 | n.a | n.a | 0 |
| <i>Other</i> | 0 | n.a | n.a | 0 |

Comments submitted:

- **JPN** mentions ” *Training of Counter-Terrorism (Explosive etc.)*”, as Other.
- **USA** mentions that ”*training is provided domestically and abroad for all these areas.*”

Observations: In the three responding DEV Economies, local training seems to focus more on “*Operations of cargo identification tolls*” and “*Interpretation of results*” than on “*Enforcement and control procedures*” and “*Information technology.*” In particular, JPN reports no local training in those to last areas.

Only NZ reports **training abroad** in the areas of “*Enforcement and control procedures*” and “*Interpretation of results*”.

DING Economies

| | | | | | |
|--|--------------|------------|------------|-----------|------------|
| DING Economies that provide training locally | 4 | CHL | MAS | PE | THA |
| Average number of persons/year trained locally in the following areas | AVG # | | | | |
| <i>Enforcement and control procedures</i> | 21 | 50 | 20 | 2 | 10 |
| <i>Operations of cargo identification tools</i> | 21 | 25 | 30 | 25 | 2 |
| <i>Interpretation of results</i> | 3 | 0 | 4 | 4 | 2 |
| <i>Information Technology</i> | 5 | 10 | 5 | 2 | 2 |
| <i>Other</i> | 0 | 0 | 0 | 0 | 0 |
| DING Economies that provide training abroad | 3 | CHL | MAS | PE | THA |
| Average number of persons/year trained abroad in the following areas | AVG # | | | | |
| <i>Enforcement and control procedures</i> | 9 | 15 | 10 | 1 | n.a |
| <i>Operations of cargo identification tools</i> | 5 | 0 | 10 | 5 | n.a |
| <i>Interpretation of results</i> | 1 | 0 | 1 | 1 | n.a |
| <i>Information Technology</i> | 2 | 0 | 5 | 0 | n.a |
| <i>Other</i> | 0 | 0 | 0 | 0 | n.a |

Observations: In the four responding DING Economies, **local training** seems to focus more on “*Enforcement and control procedures*” and “*Operations of cargo identification tools*”, although two Economies (**MAS** and **PE**) give relatively more importance to “*Operations of cargo identification tools*”. The two other areas are given less importance. A similar situation is reported regarding **training abroad**, although no information is provided by **THA**.

Q_26: Audit mechanism for goods control process

| |
|---|
| Have you established an audit mechanism for the goods control process? |
|---|

| | |
|---|--|
| Proposed combination of answers: | YES or NO, |
| | Opening question with free text to detail the mechanism, if any. |
| Number of combinations of answers: | 1+ 1 (text for “Detail of the mechanism”) |

| Audit mechanisms | DEV | DING | TOTAL |
|--|------------|-------------|--------------|
| Economies that have established an audit mechanism | 4 | 4 | 8 |
| Type of audit mechanism | | | |
| Internal audit | 1 | 2 | 3 |
| Post Clearance audit | | 1 | 1 |
| Audit by private company | | 1 | 1 |
| Internal procedures | 2 | | 2 |
| Trade Assurance programme | 1 | | 1 |

Comments submitted:

| ECONOMIES | Types of mechanisms |
|------------------|--|
| HKC | Daily random checking on cargo examination reports, consignment records and internal computer system; counter-checking on the declaration of inbound transshipment cargoes made by shippers. |
| NZ | Trade assurance program manned by in excess of 60 Customs auditors |
| CT | Audit divisions are in charge of such matters |
| USA | internal procedures |
| CHL | Internal Audit Department is in charge for audit mechanisms in the customs |
| PRC | Internal Audit |
| MAS | Post Clearance Audit |
| MEX | Audit process by a private company |

Q_27: Primary inspection and use of NII devices

| |
|--|
| Is primary inspection carried out using active NII devices? |
|--|

| | |
|---|---|
| Proposed combination of answers: | YES or NO, |
| | Opening question and for each of the screening methods in the list (4 methods). |
| Number of combinations of answers: | 4 |

DEV Economies

| DEV Economies that have answered | 7 | AUS | CDA | HKC | JPN | NZ | CT | USA | # YES | % YES |
|--|----------------|------------|------------|------------|------------|-----------|-----------|------------|--------------|--------------|
| DEV Economies that carry out NIID primary inspection | 6 | Yes | Yes | Yes | Yes | Yes | Yes | No | 6 | 86% |
| Screening method used | # comb. | | | | | | | | | |
| X-Ray | 6 | Yes | Yes | Yes | Yes | Yes | Yes | n.a. | 6 | 100% |
| Gamma Ray | 3 | n.a. | Yes | No | n.a. | n.a. | No | n.a. | 1 | 33% |
| Pulsed Fast Neutron Analysis | 2 | n.a. | n.a. | No | n.a. | n.a. | No | n.a. | 0 | 0% |
| Thermal Neutron Activation | 2 | n.a. | n.a. | No | n.a. | n.a. | No | n.a. | 0 | 0% |

DING Economies

| DING Economies that have answered | 7 | CHL | PRC | MAS | MEX | PE | THA | VN | # YES | % YES |
|---|----------------|------------|------------|------------|------------|-----------|------------|-----------|--------------|--------------|
| DING Economies that carry out NIID primary inspection | 6 | Yes | No | Yes | Yes | Yes | Yes | Yes | 6 | 86% |
| Screening method used | # comb. | | | | | | | | | |
| X-Ray | 6 | Yes | n.a. | Yes | Yes | Yes | Yes | Yes | 6 | 100% |
| Gamma Ray | 6 | No | n.a. | No | Yes | No | No | No | 1 | 17% |
| Pulsed Fast Neutron Analysis | 6 | No | n.a. | No | No | No | No | No | 0 | 0% |
| Thermal Neutron Activation | 6 | No | n.a. | No | No | No | No | No | 0 | 0% |

SUMMARY

| | |
|---|-----------|
| Number of APEC Economies that provided an answer | 14 |
| APEC Economies that carry out NIID primary inspection | 12 |
| Screening method used | |
| X-Ray | 12 |
| Gamma Ray | 2 |
| Pulsed Fast Neutron Analysis | 0 |
| Thermal Neutron Activation | 0 |

Two Economies (**USA** and **PRC**) do not use NIID for primary inspection.

The twelve (12) remaining responding Economies use X-Ray as a screening method.

Only **CDA** and **MEX** report the use of Gamma Ray screening method, in addition to X-Ray. FNA and TNA methods are not reported to be used by none of the responding Economies.

Section 7 (HRD issues): Synthesis of observations

The questions under Section #7 address the resources invested into the inspection process, the number of local and foreign staff assigned to key inspection-related activities, the volume of staff trained locally and abroad, the established audit mechanisms for the goods control process, and the main active NII devices used in primary inspection.

Regarding resources, the distribution of staff between Physical examination and Technology screening is similar in both DEV and DING Economies, with a ratio 2 to 1 in favor of examination in DEV Economies versus a ratio of 3 to 1 in DING Economies. The distribution of funds is relatively balanced between Physical examination and Technology screening in DEV Economies (58%-43%) while DING Economies invest three times more funds in Technology screening than in Physical examination.

Regarding the local staffing, DEV Economies strongly favor the areas of "Enforcement and control procedures" and "Operations of cargo identification tools" (82%) against the two other areas: "Interpretation of results" and "Information Technology" (28%). The situation is slightly more balanced (63%-37%) in DING Economies. Regarding foreign staffing, the impression is that Economies were reluctant to provide information.

Regarding local training, responding DEV Economies focus on "Operations of cargo identification tools" and "Interpretation of results" (yearly average of 113) versus "Enforcement and control procedures" and "Information Technology" (yearly average of 97). Responding DING Economies are giving much more weight to local training in "Enforcement and control procedures" and "Operations of cargo identification tools" (yearly average of 42) against "Interpretation of results" and "Information Technology" (yearly average of 11). Training abroad is similarly unbalanced (yearly averages are respectively 14 and 3).

Regarding audit mechanisms for the goods control process, the few Economies that have reported the establishment of such a mechanism tend to use internal audit and/or post-clearance audit.

Finally, regarding the type of NII devices used in primary inspection, X-ray technology remains the most commonly used screening technology.

**COMMENTS REPORTED IN PART ONE
regarding the two questions:**

Any particular view on Cargo Identification issues?

From Canada:

“From a technology perspective, the effectiveness of xray and gamma ray imaging is based on the experience of the officer to learn what a 'normal' shipment is. Only then can an 'anomaly' be identified for physical examination. Would appreciate learning from your experience with PFNA and TNA.”

From New Zealand :

“The development of effective screening criteria for suspect cargo, both import and export, is crucial to an effective and efficient intervention mechanism. For example at the Port of Auckland, New Zealand's busiest with a throughput of 800,000 TEU containers per annum, New Zealand Customs ends up x-ray screening between 5,000 to 6,000 TEUs each year (0.625%- 0.75%), of which they end up physically examining 500. This is due to capability issues. Of that small percentage physically examined (1 in 1600), NZ Customs has a 33% hit rate.”

Comments on Part ONE Questionnaire ?

From New Zealand :

“Many of the questions asked are definitive to one method only. A multi- layered screening/ intervention model, deploying different methods and criteria is often the most effective and needs to be factored in, as does the risk management intelligence driven model used as a filtering system for risk.”

ANALYSIS OF THE ANSWERS TO THE QUESTIONS UNDER PART TWO

This Part of the Questionnaire will review the technologies used for primary inspection, for secondary inspection as well as support facilities (Alarm stations) and staffing (Secondary Inspection Teams).

PRIMARY INSPECTION and Radiation Portal Monitors (RPMs)

Q_29: Type(s) of RPMs

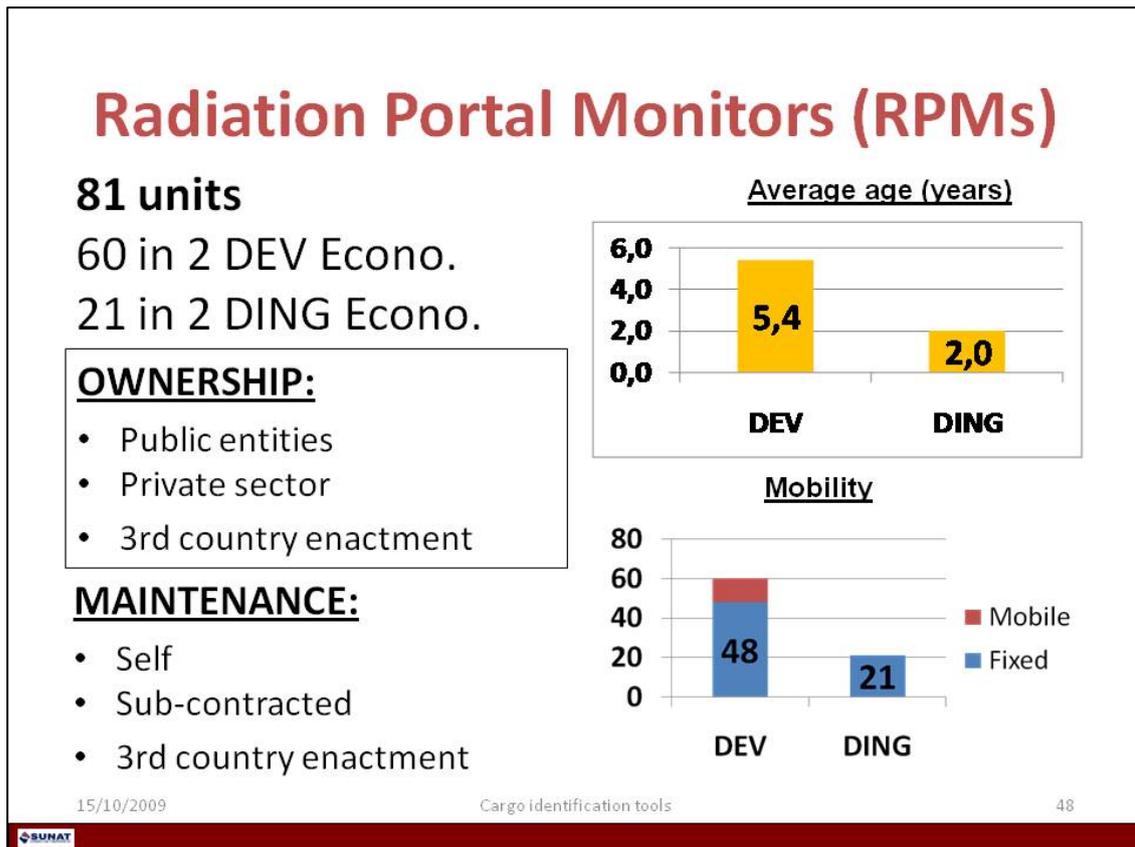
What type(s) of RPMs?

| | DEV Economies | | | | DING Eco. | |
|-------------|---------------|----------|--------|--------|-----------------------|----------------|
| | CDA | | JPN | | MEX | THA |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 1 | Type 1 |
| Model | Portal | Carborne | n.a. | n.a. | VM-250AGN / PM-700AGN | Portal Monitor |
| Trademark | SAIC | SAIC | n.a. | n.a. | SAIC | n.a. |
| Mobility | Fixed | Mobile | Fixed | Fixed | Fixed | Fixed |
| Average age | 5 | 5 | 7 | 7 | 2 | 2 |
| Nb Units | 32 | 12 | 15 | 1 | 1 | 20 |

Q_30: Ownership of RPMs

Who owns the RPMs?

| | DEV Economies | | | | DING Eco. | |
|---------------|---------------|---------|--------------------------|--------------------------|------------------------|----------------|
| | CDA | | JPN | | MEX | THA |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 1 | Type 1 |
| Who Owns RPMs | Customs | Customs | Private service provider | Private service provider | Port/Airport Authority | US/TH enacting |
| Contract with | | | Customs | Customs | | |
| Duration | | | n.a. | n.a. | | |
| Cost-basis | | | n.a. | n.a. | | |



Q_31: Maintenance of RPMs

Who provides RPM maintenance?

| | DEV Economies | | | | DING Eco. | |
|------------------|---------------|---------|--------------------------|--------------------------|--------------------------|----------------|
| | CDA | | JPN | | MEX | THA |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 1 | Type 1 |
| RPMs Maintenance | Customs | Customs | Private service provider | Private service provider | Private service provider | Portal Monitor |
| Contract with | | | Customs | Customs | Port/Airport Authority | |
| Duration | | | n.a. | n.a. | 1 | |
| Cost-basis | | | n.a. | n.a. | Annual amount | |

Q_32: Location of RPMs

Where are located the RPMs?

| | DEV Economies | | | | DING Eco. | |
|---------------|---------------|-------------|-------------|-------------|-------------------------|-------------------------|
| | CDA | | JPN | | MEX | THA |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 1 | Type 1 |
| RPMs location | Dockside | n.a. | n.a. | n.a. | Within the Port Complex | Within the Port Complex |

Q_33: RPMs and re-organization of land use

Has the installation of the RPMs created a re- organisation of land use within the Port area?

| | DEV Economies | | | | DING Eco. | |
|-----------------|---------------|------------|------------|------------|-----------|--------|
| | CDA | | JPN | | MEX | THA |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 1 | Type 1 |
| Re-organization | Minor | Un-changed | Un-changed | Un-changed | Minor | Minor |

PRIMARY INSPECTION and Non-Intrusive Inspection Devices (NIIDs)

Q_34: Use of NIIDs

Is primary inspection carried out using active NII devices?

| | DEV Economies | | | | |
|-----------------------------------|---------------|-----|-----|-------------|-----|
| | CDA | HKC | JPN | CT | USA |
| Primary inspection w/NII devices? | Yes | Yes | Yes | Yes | No |
| X-Ray | Yes | Yes | Yes | Yes | |
| Gamma Ray | Yes | No | No | n.a. | |
| FNA | No | No | No | n.a. | |
| TNA | No | No | No | n.a. | |

| | DING Economies | | | | | | |
|-----------------------------------|----------------|-----|-----|------|-----|-----|-----|
| | CHL | PRC | MAS | MEX | PE | THA | VN |
| Primary inspection w/NII devices? | Yes | No | Yes | Yes | Yes | Yes | Yes |
| X-Ray | Yes | | Yes | Yes | Yes | Yes | Yes |
| Gamma Ray | No | | No | Yes | No | No | No |
| FNA | No | | No | n.a. | No | No | No |
| TNA | No | | No | n.a. | No | No | No |

Q_35: Type(s) of X-Ray devices

What type(s) of X-Ray devices?

| | DEV Economies | | | |
|-------------|-----------------|-----------------|-----------------|----------|
| | CDA | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 |
| Model | 7555/7085 | 100100 | 9075 | Rapiscan |
| Trademark | Smith Detection | Smith Detection | Smith Detection | Other |
| Mobility | Fixed | Mobile | Portable | Fixed |
| Average age | 7 | 6 | 2 | 12 |
| Nb Units | 43 | 29 | 41 | 12 |

| | DEV Economies | | | | |
|-------------|-----------------|---------------------|---------------------|-----------------|-----------|
| | HKC | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Model | (*) | RAPISCAN Veh. X-ray | Fixed X-ray Machine | X-ray Van | X-ray Van |
| Trademark | Nuctech & Other | Nuctech | Nuctech | Smith Detection | Other |
| Mobility | Mobile & Fixed | Fixed | Fixed | Mobile | Mobile |
| Average age | 18 | 6 | 5 | 7 | 7 |
| Nb Units | 6 | 1 | 4 | 4 | 1 |

(*) AS&S & VOLVO Mobile X-ray Vehicle Scanning System

| DEV Economies | | |
|---------------|-----------------|------------------------------|
| CT | | |
| | Type 1 | Type 2 |
| Model | HCV-MOBIL 3000 | Luggage screening Instrument |
| Trademark | Smith Detection | Other |
| Mobility | Mobile | Fixed |
| Average age | 1 | 8 |
| Nb Units | 2 | 32 |

Comments submitted:

- **HKC** mentions that the following equipment is also used: TH SCAN X-ray checker (Nucltech/fixed/2/12); Vehicle X-ray Inspection System (Nucltech/fixed/2/2); Thermo Isotope Identifier, HPGe Ortec

| DING Economies | | | | | | |
|----------------|-----------------|-------------|--------|---------|----------|----------|
| | CHL | | MAS | | | |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 3 | Type 4 |
| Model | n.a. | n.a. | THScan | Scanvan | Rapiscan | Bodyscan |
| Trademark | Smith Detection | Other | Other | Other | Other | Other |
| Mobility | Mobile | Fixed | Fixed | Mobile | Fixed | Fixed |
| Average age | 1 | 5 | 4 | 3 | 3 | 1 |
| Nb Units | 3 | 25 | 4 | 1 | 7 | 3 |

| DING Economies | | | | | |
|----------------|--------------------|--------|-----------------|--------|--------|
| | MEX | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Model | 100100T, 145180 | 536SV | HCV V1 | 100XD | ZVB |
| Trademark | Smith Detection | Other | Smith Detection | Other | Other |
| Mobility | Fixed | Mobile | Mobile | Fixed | Mobile |
| Average age | 5 | 4 | 8 | 1 | 1 |
| Nb Units | 69 | 4 | 1 | 35 | 10 |

Comments submitted:

- **HKC** mentions also the use of the following equipment: RAPISCAN 536V AS&E ZBV, ASTROPHISICS 100XD

| DING Economies | | | | | | | | |
|----------------|-----------------|-----------------|----------|-----------------|-----------------|-----------------|----------|-----------------|
| | PE | | | | VN | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 1 | Type 2 | Type 3 | Type 4 |
| Model | Backscatter | Scanvan | Rapiscan | Bodyscan | Backscatter | Scanvan | Rapiscan | Bodyscan |
| Trademark | Smith Detection | Smith Detection | Other | Smith Detection | Smith Detection | Smith Detection | Other | Smith Detection |
| Mobility | Mobile | Mobile | Mobile | Fixed | Mobile | Mobile | Mobile | Fixed |
| Average age | 2 | 2 | 3 | 3 | 2 | 2 | 3 | 3 |
| Nb Units | 1 | 2 | 1 | 3 | 1 | 2 | 1 | 3 |

| DING Economies | | | | |
|----------------|---------------|---------|-----------------|------------------|
| | THA | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 |
| Model | THSCAN FG9056 | MT1500 | Checked Baggage | Carry-on Baggage |
| Trademark | Nuctech | Nuctech | Smith Detection | Smith Detection |
| Mobility | Fixed | Mobile | Mobile | Mobile |
| Average age | 3 | 5 | 3 | 3 |
| Nb Units | 2 | 12 | - | - |

X-Ray systems

381 units

191 in 4 DEV Econo.

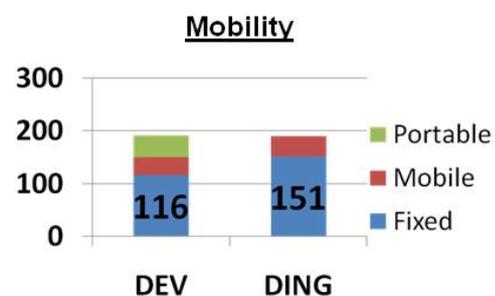
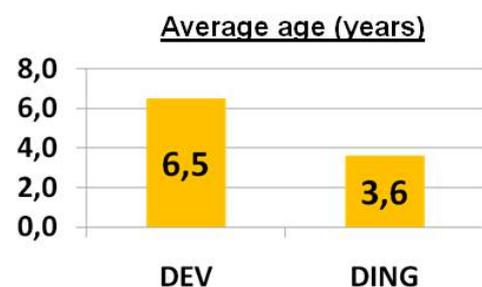
190 in 6 DING Econo.

OWNERSHIP:

- Public entities (joint)
- Private sector
- 3rd country enactment

MAINTENANCE:

- Self
- Sub-contracted
- 3rd country enactment



Q_36: Ownership of X-Ray devices**Who owns the X-Ray devices?**

In the two responding DEV Member Economies (**CDA** and **HKC**), Customs is owning all the types of X-Ray devices in use.

A similar situation occurs in the three responding DING Member Economies (**CHL**, **MAS** and **MEX**). The case of **PE** and **THA** is slightly different:

| DING Economies | | | | | | | | |
|-----------------------|---------------|-------------|-------------|-------------|------------|---------|------------------------|------------------------|
| PE | | | | | THA | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 1 | Type 2 | Type 3 | Type 4 |
| Who Owns X-Rays | US Embassy | US Embassy | Customs | US Embassy | Customs | Customs | Port/Airport Authority | Port/Airport Authority |
| Contract with | US Embassy | US Embassy | US Embassy | US Embassy | | | | |
| Duration | 2 | n.a. | n.a. | n.a. | | | | |
| Cost-basis | Annual amount | n.a. | n.a. | n.a. | | | | |

Q_37: Maintenance of X-Ray devices**Who provides tool maintenance?**

In **CDA**, maintenance is carried out by the Owner (Customs), while in **HKC**, maintenance is under the responsibility of another Governmental Department (Electronic and Mechanical Services Department).

In the case of **CHL**, **MAS** and **MEX**, maintenance is performed by a Private Service Provider, usually engaged by Customs. In **MEX**, this engagement runs for a period of three years for an annual fee. In **THA**, the Owner maintains his own equipment, while in **PE**, maintenance is under the responsibility of the US Embassy who engages a Private Service Provider (United Limited) for a period of three years for an annual fee.

Q_38: Location of X-Ray devices

Where are located the X-Ray devices?

| DEV Economies | | | | | | | | | |
|----------------------|-----------|----------|----------|----------|------------|----------|-------------|------------|-------------|
| CDA | | | | | HKC | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| X-Rays Location | Passenger | Flexible | Dockside | Dockside | Customs | Flexible | n.a. | (*) | n.a. |

(*) Customs Examination Compound, Land Boundary Control Points

| DEV Economies | | | |
|----------------------|------------|-----------|---------|
| | JPN | CT | |
| | Type 1 | Type 1 | Type 2 |
| X-Rays Location | Customs | Airport | Airport |

| DING Economies | | | | | | |
|-----------------------|----------|------------------|--------------|--------------|--------------|---------|
| CHL | | | MAS | | | |
| | Type 1 | Type 2 | Type 1 | Type 2 | Type 3 | Type 4 |
| X-Rays Location | Flexible | Borders Airports | Port Complex | Port Complex | Port Complex | Airport |

| DING Economies | | | | | |
|-----------------------|---------|---------|--------------|---------|----------|
| MEX | | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| X-Rays Location | Airport | Airport | Port Complex | Airport | Flexible |

| DING Economies | | | | | | | | |
|-----------------------|--------------|--------------|--------------|---------|--------------|--------------|--------------|--------------|
| PE | | | | | THA | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 1 | Type 2 | Type 3 | Type 4 |
| X-Rays Location | Port Complex | Port Complex | Port Complex | Airport | Port Complex | Port Complex | Port Complex | Port Complex |

| DING Economies | | | | |
|-----------------------|--------------|--------------|--------------|---------|
| VN | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 |
| X-Rays Location | Port Complex | Port Complex | Port Complex | Airport |

Q_39: Type(s) of Gamma-Ray devices

What type(s) of Gamma-Ray devices?

| DEV Economies | | |
|---------------|--------|--------------|
| CDA | | |
| | Type 1 | Type 2 |
| Model | VACIS | Pallet VACIS |
| Trademark | SAIC | SAIC |
| Mobility | Mobile | Fixed |
| Average age | 6 | 5 |
| Nb Units | 12 | 4 |

| DING Economies | | | | | |
|----------------|--------|-------------|----------|--------------|--------|
| MEX | | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Model | LEGACI | ADVANCE COM | RR VACIS | PALLET VACIS | ICIS |
| Trademark | SAIC | SAIC | SAIC | SAIC | SAIC |
| Mobility | Fixed | Fixed | Fixed | Fixed | Fixed |
| Average age | 6 | 5 | 8 | 4 | 2 |
| Nb Units | 16 | 30 | 10 | 1 | 1 |

GAMMA Ray systems

74 units

16 in 1 DEV Econo.

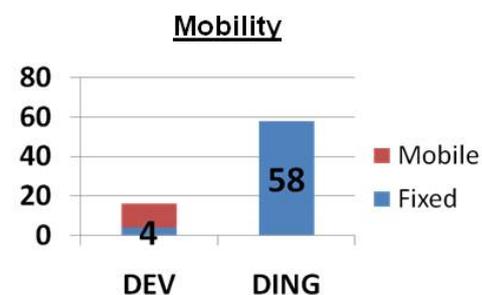
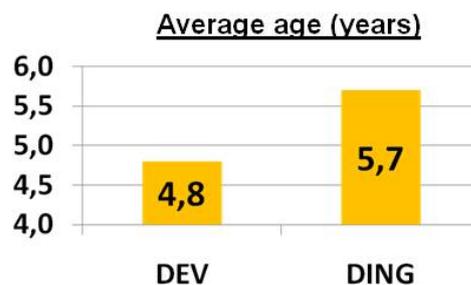
58 in 1 DING Econo.

OWNERSHIP:

- Public entities (joint)

MAINTENANCE:

- Self
- Sub-contracted



Q_40: Ownership of Gamma-Ray devices

Who owns the Gamma-Ray devices?

| DEV Economies | | |
|----------------------|---------|---------|
| CDA | | |
| | Type 1 | Type 2 |
| Who Owns Gamma Ray | Customs | Customs |
| Contract with | | |
| Duration | | |
| Cost-basis | | |

| DING Economies | | | | | |
|-----------------------|----------------------------|----------------------------|----------------------------|---------|------------------------|
| MEX | | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Who Owns Gamma Ray | Customs/ Port Authority | Customs/ Port Authority | Customs/ Port Authority | Customs | Port/Airport Authority |
| Contract with | | | | | |
| Duration | | | | | |
| Cost-basis | | | | | |

Q_41: Maintenance of Gamma-Ray devices

Who provides tool maintenance?

| DEV Economies | | |
|-----------------------|---------|---------|
| CDA | | |
| | Type 1 | Type 2 |
| Gamma Ray Maintenance | Customs | Customs |
| Contract with | | |
| Duration | | |
| Cost-basis | | |

| DING Economies | | | | | |
|-----------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| MEX | | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Gamma Ray Maintenance | Private service provider |
| Contract with | Customs/ Port Authority |
| Duration | 3 | 3 | 3 | 3 | 1 |
| Cost-basis | Annual amount | Annual amount | per unit inspected | Annual amount | Annual amount |

Q_42: Location of Gamma-Ray devices

Where are located the Gamma-Ray devices?

| DEV Economies | | |
|--------------------|----------------|--------|
| CDA | | |
| | Type 1 | Type 2 |
| Gamma Ray Location | Marine/Highway | Marine |

| DING Economies | | | | | |
|--------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| MEX | | | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 5 |
| Gamma Ray Location | Within the Port Complex |

Q_43: Type(s) of FNA devices?

What type(s) of Fast Neutron Analysis (FNA) devices?

None of the responding Economies reports the use of FNA devices.

Q_44: Type(s) of TNA devices

What type(s) of Thermal Neutron Analysis (TNA) devices?

Only one responding DING Economy (**MEX**) reports the use of two types of TNA devices. Both are SAIC equipment; one 4-year old fixed Palet VACIS; and one 2-year old fixed ICIS.

Q_45: Re-organisation of land use

Has the installation of the NIIDs created an additional re-organisation of land use within the Port area (in addition to the installation of RPMs)?

| | DEV Eco. | | DING Economies | | | |
|-----------|-----------|-------|----------------|-------|-----------|-----------|
| | CDA | HKC | MAS | MEX | PE | VN |
| X-Ray | Unchanged | Minor | Unchanged | Minor | Unchanged | Unchanged |
| Gamma Ray | Unchanged | | | Major | | |
| FNA | | | | | | |
| TNA | | | | | | |

PRIMARY INSPECTION and Track Devices**Q_46: Types of Track devices**

Have you installed the following types of track devices at major ports and airports handling international cargo?

| | DEV Economies | | | | |
|-------------------------|---------------|---------|---------|-------------|-------------|
| | CDA | HKC | | JPN | |
| | Port #1 | Port #1 | Port #2 | Port #1 | Airport #1 |
| OCR | No | Yes | Yes | n.a. | n.a. |
| Electronic seal | n.a. | No | No | No | No |
| Integrated surveillance | n.a. | No | No | n.a. | n.a. |

| | DING Economies | | | |
|-------------------------|----------------|---------|------------|------------|
| | CHL | | | |
| | Port #1 | Port #2 | Airport #1 | Airport #2 |
| OCR | Yes | No | Yes | No |
| Electronic seal | No | No | No | No |
| Integrated surveillance | No | No | No | No |

Comments submitted:

- **CHL** mentions other terminal facilities: Los Andes Land Port, Los Libertadores Complex and Santiago Airport.

| DING Economies | | | | | |
|-------------------------|---------|---------|------------|------------|---------|
| MAS | | | | | MEX |
| | Port #1 | Port #2 | Airport #1 | Airport #2 | Port #1 |
| OCR | No | No | No | No | Yes |
| Electronic seal | No | No | No | No | n.a. |
| Integrated surveillance | No | No | No | No | n.a. |

Comments submitted:

- **MEX** mentions another tracking device: SAIC ICIS SYSTEM.

| DING Economies | | | | | | | | |
|-------------------------|---------|---------|------------|------------|---------|---------|------------|------------|
| PE | | | | | THA | | | |
| | Port #1 | Port #2 | Airport #1 | Airport #2 | Port #1 | Port #2 | Airport #1 | Airport #2 |
| OCR | No | No | No | No | n.a. | n.a. | n.a. | n.a. |
| Electronic seal | No | No | No | No | n.a. | n.a. | n.a. | n.a. |
| Integrated surveillance | No | No | No | No | Yes | Yes | Yes | Yes |

| DING Economies | | | | |
|-------------------------|---------|---------|------------|------------|
| VN | | | | |
| | Port #1 | Port #2 | Airport #1 | Airport #2 |
| OCR | No | No | No | No |
| Electronic seal | No | No | No | No |
| Integrated surveillance | No | No | No | No |

Q_47: Joint inspection lanes

Have you organized joint inspection lanes using both RPM and NIID technology, plus eventually, other cargo tracking device(s)?

Among responding DEV Economies, only **CDA** reports the linear organization of joint inspection lanes; there are no Alarm Stations serving both RPMs and NIIDs. **JPN** does mention the organization of joint inspection lanes, but does not detail the organization. **HKC** does not have such joint inspection lanes.

Among responding DING Economies, only **MEX** reports the organization of joint inspection lanes, using the ICIS System, which includes RPMs, Gamma Ray and OCR System. Alarm Stations are serving both RPMs and NIIDs.

Q_48: Teams involved in scanning process

**The operation of the scanning process requires a team of officers.
The composition of this team depends on the configuration of the site.
Could you indicate the size of this team at major ports and airports handling international cargo? Please refer to the following profiles.**

| | DEV Economies | | | | | | | |
|-----------------|----------------------|---------|------------|------------|------------|---------|------------|------------|
| | CDA | | | | HKC | | | |
| | Port #1 | Port #2 | Airport #1 | Airport #2 | Port #1 | Port #2 | Airport #1 | Airport #2 |
| Scanner manager | 1 | 0 | 0 | 0 | 3 | 7 | 0 | 0 |
| Marshaller | 2 | 0 | 0 | 0 | 9 | 7 | 0 | 0 |
| Image analyst | 1 | 0 | 0 | 0 | 3 | 7 | 0 | 0 |
| Tech. staff | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Radiat. exp. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Comments submitted:

- **CDA** mentions one Driver of mobile units as another type of officer.

| | DING Economies | | | | | | | |
|-----------------|-----------------------|---------|------------|------------|------------|---------|------------|------------|
| | PE | | | | THA | | | |
| | Port #1 | Port #2 | Airport #1 | Airport #2 | Port #1 | Port #2 | Airport #1 | Airport #2 |
| Scanner manager | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Marshaller | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Image analyst | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Tech. staff | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| Radiat. exp. | 1 | 0 | 0 | 0 | -- | -- | -- | -- |

Comments submitted:

- **THA** mentions that Radiation experts are not located at terminal facilities but within another department.

SECONDARY INSPECTION: Radioactive Isotope Identification Devices and Personal Radiation Detectors

Q_49: Use of RIIDs

**Is secondary inspection carried out using Radioactive Isotope Identification Devices (RIIDs) (for ex.: HPGe, NaI, or others)?
If YES, what type(s) of RIIDs?**

| | DEV Economies | | | | |
|-------------|---------------|-----|--------|--------|--------|
| | CDA | HKC | JPN | | |
| RIIDs | Yes | No | Yes | | |
| Types | Type 1 | | Type 1 | Type 2 | Type 2 |
| Model | GR-135 | | n.a. | n.a. | n.a. |
| Trademark | SAIC | | n.a. | n.a. | n.a. |
| Average age | 5 | | 7 | 7 | 7 |
| Nb Units | 28 | | 3 | 1 | 1 |

| | DING Economies | | | | | |
|-------------|----------------|-----|--------|---------------------|--------|--------|
| | CHL | MAS | PE | THA | VN | |
| RIIDs | No | No | Yes | Yes | | |
| Types | | | Type 1 | Type 1 | Type 2 | |
| Model | | | GR-135 | Identifinder NGH | HPGe | GR-135 |
| Trademark | | | SAIC | Other | Other | SAIC |
| Average age | | | 4 | 3 | 3 | 4 |
| Nb Units | | | 1 | 8 | 1 | 1 |

Comments submitted:

- **THA** mentions Thermo Isotope Identifier, HPGe Ortec

Q_50: Use of PRDs

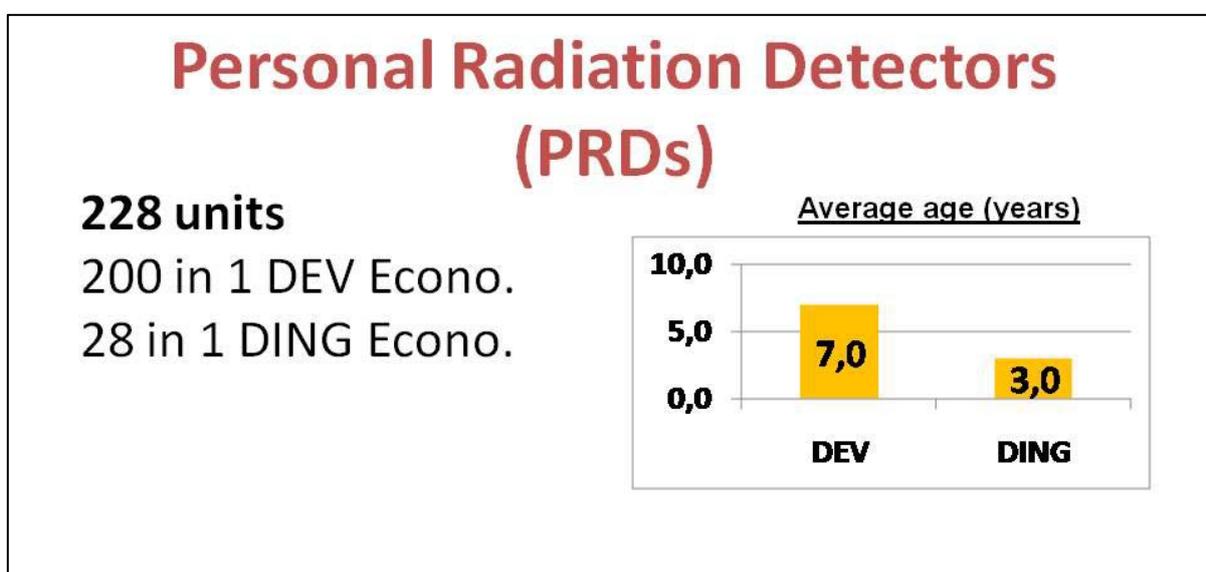
**Is secondary inspection carried out using Personal Radiation Detectors (PRDs)
(for ex: survey meters, pagers, etc.)?**

| | DEV Economies | | |
|-------------|----------------------|------------|-------------|
| | CDA | HKC | JPN |
| PRDs | No | No | Yes |
| Types | | | Type 1 |
| Model | | | n.a. |
| Trademark | | | n.a. |
| Average age | | | 7 |
| Nb Units | | | 200 |

| | DING Economies | | | | |
|-------------|-----------------------|------------|-----------|------------|-----------------|
| | CHL | MAS | PE | THA | VN |
| PRDs | No | No | No | Yes | No |
| Types | | | | Type 1 | Type 2 |
| Model | | | | RPM470 | RADIATION PAGER |
| Trademark | | | | Other | Other |
| Average age | | | | 3 | 3 |
| Nb Units | | | | 8 | 20 |

Comments submitted:

- **THA** mentions the use of other types of PRDs: TSA RPM470, RADIATION PAGER by Sensor Tech. Engineering.



Q_51: Use of ASPs

| |
|---|
| Have you installed advanced spectroscopic portals (ASP) at your major ports? |
|---|

Observations: None of the responding APEC Economies has installed ASPs at its major ports. Only **THA** mentions that 20 ASPs are planned to be installed at its major ports, in a near future.

SECONDARY INSPECTION: OTHER COMMON TOOLS**Q_52: Use of other inspection tools**

| |
|--|
| Are you using the following tools for secondary inspection? |
|--|

| | DEV Economies | | |
|-------------------------|----------------------|------------|-------------|
| | CDA | HKC | JPN |
| Vapor detection systems | No | Yes | n.a. |
| Trace detection systems | Yes | Yes | Yes |
| Busters | Yes | Yes | n.a. |
| Canines | Yes | Yes | Yes |

| | DING Economies | | | | | |
|-------------------------|-----------------------|------------|-------------|-----------|------------|-----------|
| | CHL | MAS | MEX | PE | THA | VN |
| Vapor detection systems | No | No | Yes | No | No | No |
| Trace detection systems | No | No | n.a. | Yes | No | Yes |
| Busters | No | No | n.a. | Yes | No | Yes |
| Canines | Yes | Yes | Yes | Yes | No | Yes |

Q_53: Use of Vapor Detection Systems

What type(s) of Vapor Detection Systems?

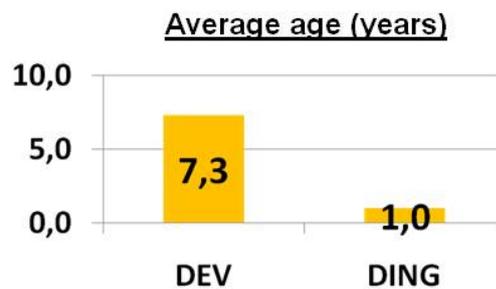
| | DEV Economies | | | DING Eco. |
|-------------|---------------|--------------|------------|--------------|
| | HKC | | | MEX |
| | Type 1 | Type 2 | Type 3 | Type 1 |
| Model | Sabre 2000 | Telaire 7001 | MAX-4AP-25 | VAPOR TRACER |
| Trademark | Other | Other | Other | Other |
| Average age | 6 | 9 | 7 | 1 |
| Nb Units | 4 | 3 | 1 | 15 |

Vapor Detection Systems

23 units

8 in 1 DEV Econo.

15 in 1 DING Econo.



VaporTracer™
*Handheld Explosives and Narcotics
 Detection*

Q_54: Use of Trace Detection Systems

What type(s) of Trace Detection Systems?

| DEV Economies | | | | | | | | |
|---------------|-----------------|-----------|-----------------|-----------------|-------------|----------------|-----------------|-----------------|
| CDA | | | | | HKC | | | |
| | Type 1 | Type 2 | Type 3 | Type 4 | Type 1 | Type 2 | Type 3 | Type 4 |
| Model | Ionscan | Itemizer3 | Sabre 2000 | Sabre 4000 | Itemizer 98 | Ionscan DM 400 | Sabre 400B | Sabre 400B |
| Trademark | Smith Detection | Other | Smith Detection | Smith Detection | Other | Other | Smith Detection | Smith Detection |
| Average age | 15 | 3 | 5 | 4 | 13 | 11 | 5 | 6 |
| Nb Units | 80 | 32 | 40 | 4 | 4 | 2 | 1 | 1 |

Trace Detection Systems

164 units
in 2 DEV Economies



Average age (years)

| | |
|------|-----|
| DEV | 9,7 |
| DING | |

Advanced Explosives Vapour Trace Handheld

15/10/2009

Cargo identification tools

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Q_55: Use of Busters

What type(s) of Busters?

| | DEV Economies | | DING Eco. | |
|-------------|---------------|--------|-----------------|-----------------|
| | CDA | HKC | PE | VN |
| | Type 1 | Type 1 | Type 1 | Type 1 |
| Model | Merlin | K910B | K910B | K910B |
| Trademark | Other | Other | Smith Detection | Smith Detection |
| Average age | 14 | 10 | 4 | 4 |
| Nb Units | 92 | 2 | 2 | 2 |

Busters

98 units
 94 in 2 DEV Econo.
 4 in 2 DING Econo.

Average age (years)

| Economy | Average age (years) |
|---------|---------------------|
| DEV | 13,9 |
| DING | 4,0 |

**K910B BUSTER
WITH ACCESSORIES**

←

15/10/2009
Cargo identification tools
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Q_56: Use of Canines

Regarding canine units:

| | DEV Economies | | |
|-----------------------|---------------|-----|-------------|
| | CDA | HKC | JPN |
| How many canine units | 70 | 8 | 9 |
| Teams per canine unit | 1 | 46 | n.a. |
| Dogs per team | 1 | 2 | n.a. |

| | DING Economies | | | | |
|-----------------------|----------------|-----|------|----|----|
| | CHL | MAS | MEX | PE | VN |
| How many canine units | 50 | 1 | 44 | 20 | 20 |
| Teams per canine unit | 50 | 3 | 2,23 | 1 | 1 |
| Dogs per team | 1 | 12 | 1 | 1 | 1 |

Comments submitted:

- **HKC** mentions that it has different set up at different offices. In total, there are 53 dogs.

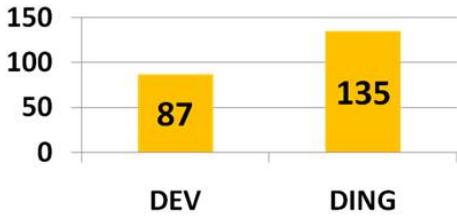
Canines

222 canine units
87 in 3 DEV Econo.
135 in 5 DING Econo.

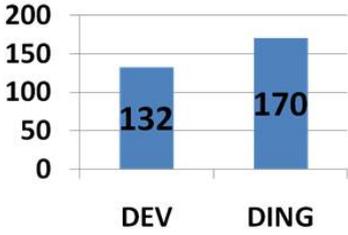


302 dogs
132 in 3 DEV Econo.
170 in 5 DING Econo.

Canine units



Number of dogs



ANNEXES

- Annex 1:** The Questionnaire;
- Annex 2:** Background information note on cargo identification tools;
- Annex 3:** Print-out of the database containing the answers received for Part ONE;
- Annex 4:** Print-out of the database containing the answers received for Part TWO.
- Annex 5:** Consultant's Mission Report and annexes regarding the APEC SCCP seminar

Each annex has been prepared as a physically separated document, with its own cover-page. These documents are submitted together with the present Report.