



UNODC
United Nations Office on Drugs and Crime



WORLD CUSTOMS ORGANIZATION

UNODC-WCO CONTAINER CONTROL PROGRAMME

ANNUAL PROGRESS REPORT

2013



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UNODC

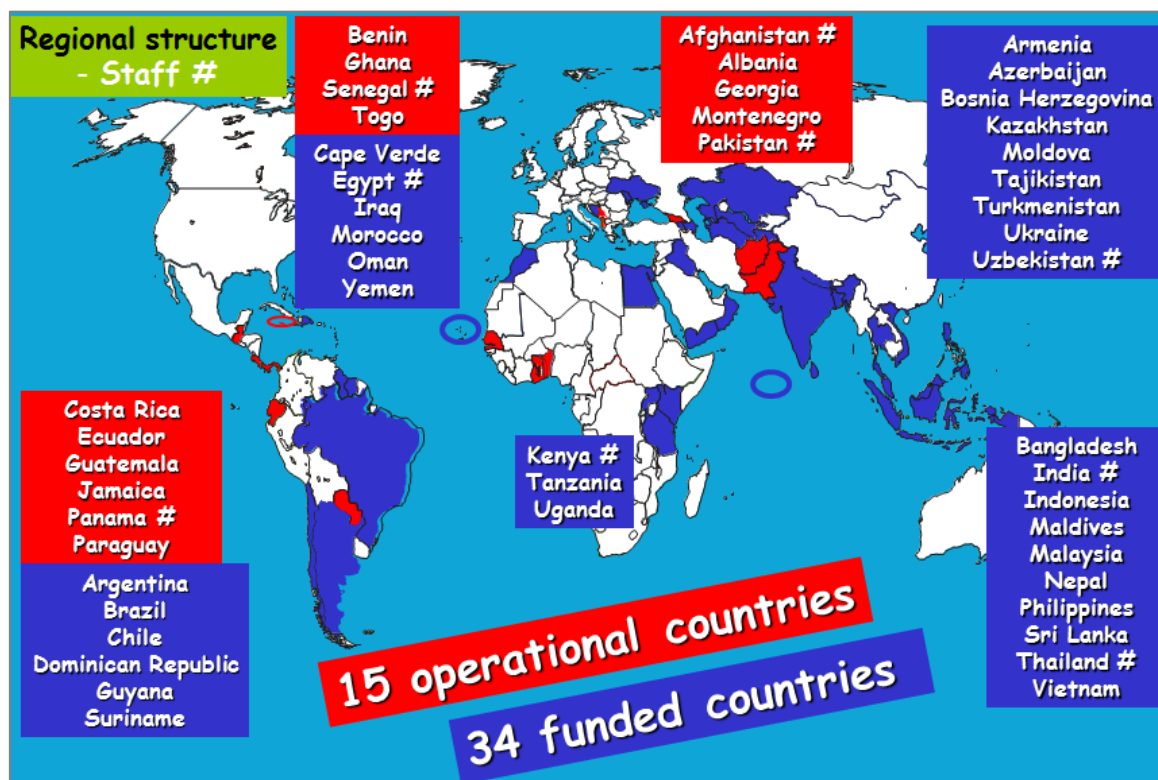
The United Nations Office on Drugs and Crime (UNODC) is a global leader in the struggle against illicit drugs, transnational organized crime and terrorism. The Office conducts research and analysis, technical assistance and capacity building alongside drug prevention, treatment and reintegration, and creating sustainable alternative livelihoods for drug-crop farmers.

WCO

The World Customs Organization (WCO) is the only international intergovernmental organization that deals with Customs procedures governing trade between countries. Its work aims to improve the effectiveness and efficiency of Customs administrations across the globe, and to help them fulfil their dual role of facilitating trade whilst ensuring its security.

Executive Summary

In 2013, the UNODC-WCO Container Control Programme (CCP) expanded to include nine geographical regions with fifteen countries having fully operational Port Control Units. In another thirty-four countries, the Programme is engaging with relevant authorities to establish Port Control Units and deliver tailor-made training based on the identification of regional threats and needs.



With more than 600 million global container movements reported annually¹, of which only an estimated 2% are inspected, CCP has an important role to play to address the risks and to facilitate legitimate trade. The increase in legitimate containerized maritime trade is threatened, more than ever, by international organized crime operating along legal maritime trade supply chains. To be able to identify the high-risk containers, sophisticated profiling and targeting using modern risk-based working methodologies is being successfully used. Web-based secure information exchange systems, developed and continuously enhanced by the World Customs Organization (WCO), have been key in supporting the global CCP to intercept illicit goods in the trade supply chain and to enhance global cooperation and information exchange.

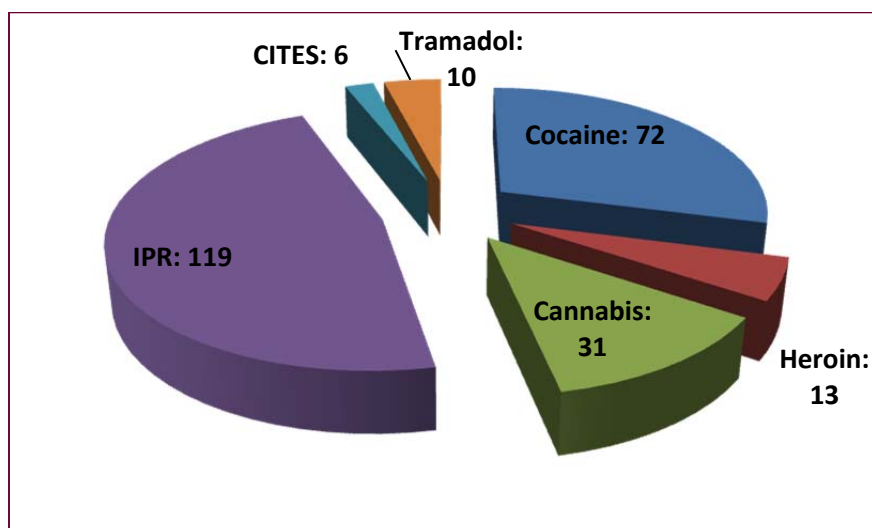
¹ Review of Maritime Transport 2013, UNCTAD, United Nations, 2013, pg. xiv. For further information: http://unctad.org/en/publicationslibrary/rmt2013_en.pdf

Throughout the reporting period, the international donor community continued to support the CCP with contributions now amounting to more than US\$ 40 million. Forging partnerships with donors is also important at a technical level, as it provides CCP with additional technical knowhow. Several donor countries have provided law enforcement experts as trainers.

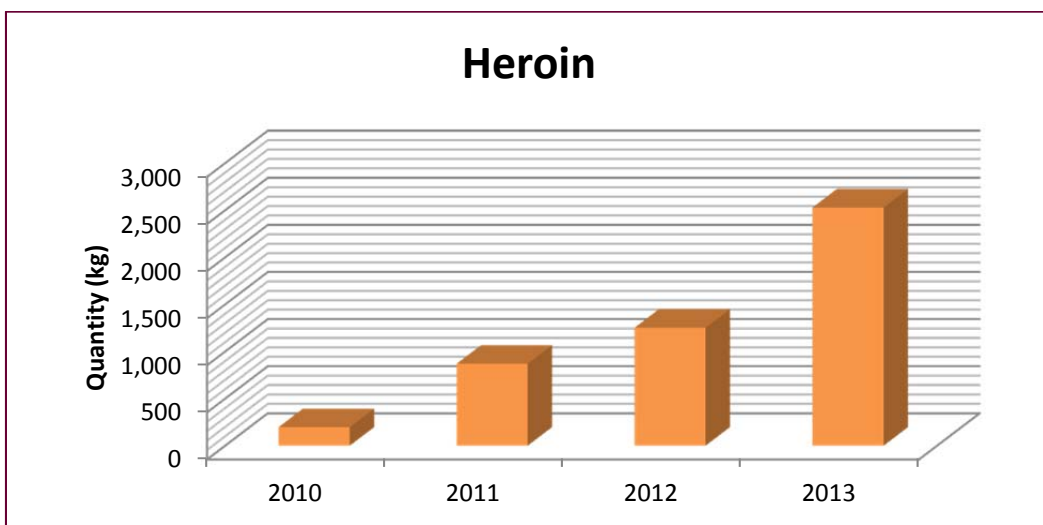
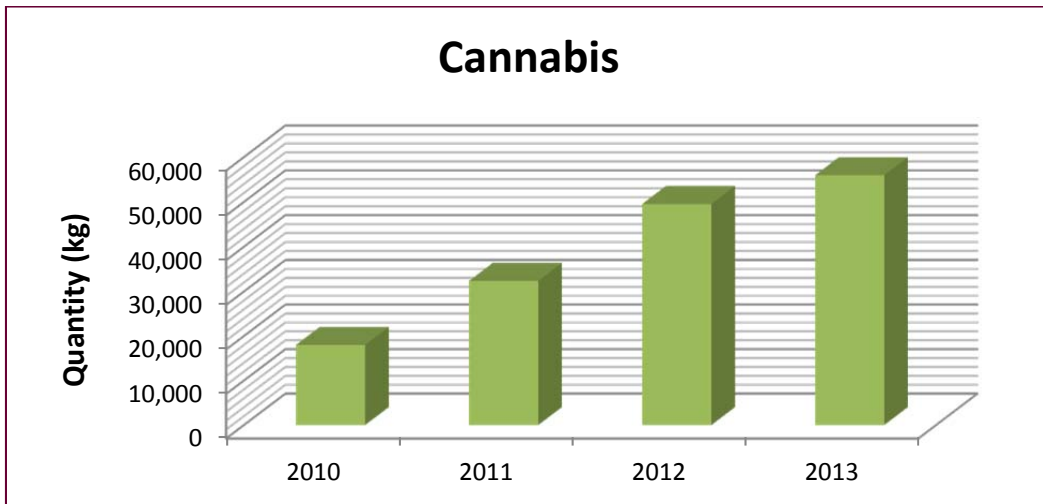
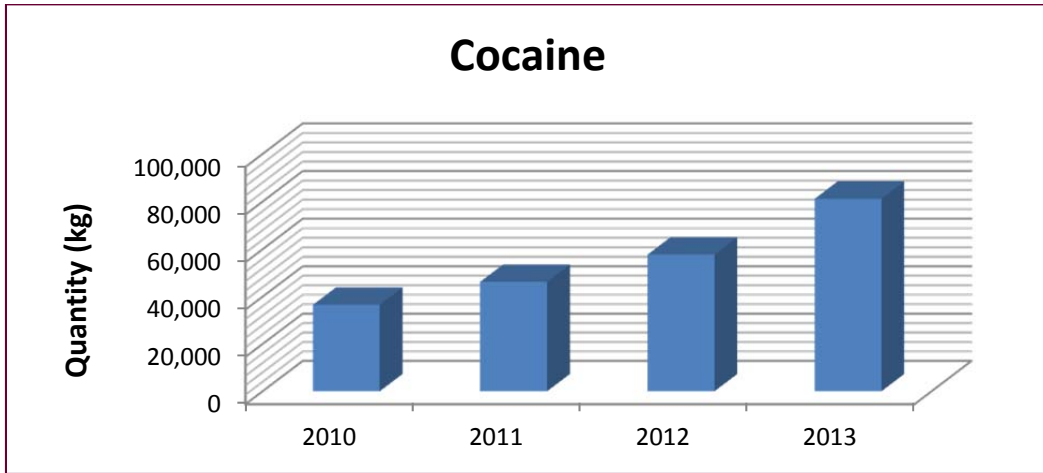
A pivotal component of CCP continues to be the phased training approach, from basic theoretical and practical modules, to advanced specialized training. In 2013, 56 training workshops, study tours and mentorships took place. An estimated 553 officials were trained, of which approximately 12% were women. Officials are required to serve their respective Port Control Units for a minimum of three years to ensure continuity and sustainability.

The Container Control Programme results in 2013 speak for themselves. The global CCP seized 23,444 kg of cocaine, 6,422 kg of cannabis, 1,277 kg of heroin, 60,883 kg of tramadol and 725 kg of ivory. In addition, large quantities of counterfeit goods (119 containers), medicines, cigarettes, spirits, stolen cars and e-waste were also seized in 2013. Therefore, once again, there was a significant increase in seized illicit goods as compared to the year 2012.

Number of seizures worldwide for 2013 by category



Cumulative cocaine, cannabis and heroin seizures (kg) since start of CCP



1. INTRODUCTION

The ever-increasing volume of maritime container trade is an essential part of sustainable development. However, many countries are still lacking, or need to improve, the capacity to establish effective trade security and facilitation standards at their ports, container terminals and borders. Containers moved in the maritime trade supply chain represent an important part of cargo moved in the international trade supply chain, but they are also increasingly being used to smuggle illicit drugs, precursor chemicals, weapons, explosives and other contraband. In particular, the threat of Chemical, Biological, Radiological or Nuclear Weapons (CBRN) being shipped in anonymous containers has risen dramatically and therefore poses a significant risk for global ports and trade infrastructure.

The selection and inspection of containers remains a great challenge for law enforcement agencies due to the high volume of containers being transported around the world but also due to the lack of capacity of law enforcement to identify and detect containers abused by criminals and terrorists for illegal activities.

Addressing these imminent threats requires a coordinated international response, with a particular focus on strengthening local law enforcement capabilities. To address these challenges, UNODC and the WCO have created the Container Control Programme (CCP). The CCP assists Member States in the development of sustainable law enforcement structures in selected sea and dry ports to minimize the exploitation of maritime containers for illicit drug trafficking and other transnational organized crime activities.

The Programme establishes Port Control Units (PCU) in selected sea and dry ports by integrating various enforcement bodies into a single representative unit. The units are trained to identify, select and control high risk containers, based upon risk analysis and other modern risk management profiling techniques. Selected officials from various law enforcement agencies working in a port are trained in areas of transnational organized crime, including drug and precursor trafficking, counterfeit goods, environmental trafficking, as well as in security-related issues, such as smuggling of strategic goods, explosive precursors, nuclear material and weapons. Their systematic cooperation clearly increases the potential of all entities involved in risk profiling.

1.1 Expanded Focus: Environmental Crime

Environmental crime is a serious and growing danger, not only for the ecosystem, humans or wildlife, but for the development of a country and international security. It covers a broad list of illicit activities, including illegal trade in wildlife, smuggling of ozone-depleting substances (ODS), illicit trade of hazardous waste, illegal, unregulated, unreported fishing and illegal logging and trade in protected timber. The involvement of organized criminal groups operating across borders is one of many factors that have facilitated the extensive expansion of environmental crimes in recent years. Transnational organized criminal groups are particularly interested in these illicit transnational activities, due to the immense financial gains and low risk of detection and scarce conviction rates.

Tackling environmental crimes requires a comprehensive criminal justice response, including adequate laws and regulation and effective enforcement. Therefore, the CCP has a crucial role in contributing and supporting the role of front line law enforcement officers in detecting and investigating environmental crime at sea. For example, there are several risk indicators that law enforcement agencies should be aware of that may lead to the discovery of environmental goods trafficked in containers. Part of the CCP's training programme is therefore an increased awareness and knowledge of the risk indicators of environmental crime.

UNODC's role in combating Environmental Crime

The Sustainable Livelihoods Unit (SLU) is the focal point for the UNODC wildlife and forest crime activities. In this function, the SLU is responsible for the coordination of the inter-divisional task force and the cooperation with its partners of the International Consortium on Combating Wildlife Crime (ICWC). In cooperation with relevant divisions and Field Offices, SLU provides capacity building support to source, transit, and destination countries of wildlife trafficking, including specialised training and support to rangers, police, customs, prosecutors, investigators, and judiciary; capacity building in intelligence gathering; and, strengthening of inter-agency and cross-border cooperation. In 2013, UNODC SLU organised two international expert group meetings on Forensic Analysis in Support of Law Enforcement Operations, and on Indicators for Measuring the Enforcement Response to Wildlife and Forest Crime.

Experts from around the world were brought together to develop the relevant guidelines, which would enable the strengthening of the national and international response to wildlife crime. UNODC successfully implemented the Wildlife and Forest Crime Analytic Toolkit in Peru (focus on law enforcement) and Bangladesh (focus on law enforcement and legislation). UNODC partnered with the University of Washington to perform forensic DNA analysis of seized ivory to trace the ivory to its origins in Africa. A workshop on illegal logging was held in Vietnam. Law enforcement guides on wildlife and timber and a field guide "The Wildlife and Forest Crime

WCO's Role in combating environmental crime

Pollution of air, water, land, or destruction of endangered species poses ruinous threats to the sustainable development and the health of human beings. Environmental crime is a serious and growing international problem.

Multilateral Environmental Agreements (MEAs) are international or regional agreements to take specific measures for the protection of the environment and the conservation of natural resources. The main MEAs with international trade-related provisions are: the Convention on Trade in Endangered Species of Wild Fauna and Flora (CITES); the Montreal Protocol on Substances that Deplete the Ozone Layer (ODS); the Basel Convention on the Control of Trans-boundary Movements of Hazardous Wastes and their Disposal; the Stockholm Convention on Persistent Organic Pollutions (POPs); the Rotterdam Convention on the Prior Informed Consent Procedure for Certain Hazardous Chemicals and Pesticides in International Trade; and, the Cartagena Protocol on Bio-safety.

Customs plays a very important role in the implementation of those MEAs and the fight against environmental crime. The WCO has committed itself to the fight against environmental crime. In response to its Members' need, the WCO has developed an environment programme on the control of MEAs related trade and the combating of environmental crime. The WCO makes use of different international fora to raise the awareness of its Members on environmental issues.

Examples of endangered species (CITES) seizures

In 2013, a total of five containers with timber (*Dalbergia Retusa*) were seized by the CCP units in Colon, Panama.



Based on the analysis of seizures of ivory in Malaysia and Hong Kong, the team in Lome, Togo launched an investigation and seized an additional 725 kg of ivory. During this investigation, two suspects were arrested, one of them being a key trader in ivory in Togo.



1.2 UNODC and WCO Response: The Container Control Programme

Under the framework of the Programme, UNODC and WCO have created:

- Strategic alliance between customs, police, trade and other relevant bodies to prevent criminal organizations from abusing legitimate commercial trade;
- Port Control Units comprising analyst and search teams from different law enforcement agencies (e.g. customs and police) trained and equipped to use risk analysis and other proactive techniques to systematically target high-risk containers for scrutiny; and,
- New tools and mechanisms for collecting, analysing and sharing information and optimizing existing human technical and logistical resources. At the global level, the CCP supports enhanced collection, standardization and reporting of data on container crime for use in strategic analysis and information-sharing.

Since the start-up of the CCP in March 2006 in four pilot countries (Ecuador, Ghana, Pakistan and Senegal) the Programme has expanded to nine geographical regions with operational ports in 15 countries.

The CCP has evolved to include dry ports in several countries where such ports are crucial hubs for regional trade.

1.3 Target Groups

The CCP is directed to a wide range of beneficiaries. At the national level it is intended to serve relevant law enforcement agencies, whose staff will be better structured, trained and equipped to more effectively target high risk shipping containers for law enforcement scrutiny without disrupting the flow of legitimate trade.

At the global level, the measures directly benefit the trade and the business community as well as seaport authorities, through the improvement of ports and trade supply chain security, as well as the control of export commodities. For example, enhanced international cooperation and information exchange play an important role, not only in facilitating inspections, but also in the advance planning of target operations, the deployment of specialist investigation techniques and in post seizure investigations. Furthermore, a better global information exchange will avoid double inspections within the trade supply chain.

1.4 Benefits of the Programme

The implementation of the CCP and the creation of the PCUs not only significantly benefits the trade and business community, but improves trade and supply chain security and information exchange among law enforcement officials around the globe.

The PCUs are established on the basis of technical port assessments designed to international standards and negotiated inter-institutional cooperation agreements that enhance coordination, synergy and the tenure of trained staff and overall operation of the ports. In addition, local steering committees comprising senior managers from participating institutions monitor and evaluate progress, facilitate cooperation, and ensure that national goals are achieved.

Professional training by technical experts from WCO, UNODC and other international organizations is available in a number of languages including English, French, Portuguese, Spanish and Russian. Furthermore, the programme's blended learning concept combines on-site theoretical and practical training, e-learning modules, work study tours and mentoring/advisory services;

Membership in a global enforcement community, created through the CCP network of PCUs, provides access to innovative and secure communications technology including, for a trial period, a web-based global container intelligence application, strengthens institutional

capacity to carry out pre/post seizure investigations; and increases customs revenues. Valuable alliances between PCUs and trade organizations increase both compliance and trade facilitation.

Trained officials that are part of the PCU will gain enhanced ability to respond to threats terrorism poses to maritime containers and the global trade supply chain, as well as improved knowledge about the extent to which maritime containers are being used for trafficking drugs and other illicit commodities.

1.5. Challenges

The CCP is being implemented in the majority of regions around the world, consequently it has also encountered challenges, which might hamper or have implications on the implementation of activities. UNODC and WCO are investing time and resources to address these challenges and apply lessons learned from the several years of experience in establishing PCUs. In this process, several areas have been identified that have a major impact on the development and sustainability of the programme, including:

- **Increased Political Unrest**

Political unrest could increase, and thereby make the CCP operations in certain countries difficult or even impossible.

- **High-Tech Containers**

High-tech containers with new sealing and Global Positioning System (GPS) features will make it more difficult to exploit them for trafficking of illicit goods in the future. It may also make them more difficult to inspect.

- **The Use of Alternative Routes**

As the CCP and other international law enforcement programmes succeed, criminals may choose alternative trade routes to smuggle illicit goods through the different types of borders.

The CCP strategy also makes efforts to obtain up-to-date information on new trafficking trends. In doing so, it is important to cooperate with the UNODC Research Section, the WCO Secretariat and other relevant international organizations and agencies.

- **Integrity**

There is always a danger of increased corruption, and/or that CCP activities are implemented in countries with a high level of corruption.

Credibility and integrity are key elements for the successful implementation and operation of Port Control Units within CCP countries. To minimize and/or prevent corruption from jeopardizing the programme, anti-corruption measures, consisting of vetting systems for CCP officials and anti-corruption training are imperative. An important role of all personnel involved in the programme, including Coordinators at

all levels, is to monitor and ensure that selected PCU officials understand the expectations related to behaviour as a trained official in the framework of the CCP.

- **Increased Organized Crime Level**

With increased levels of organized crime, the challenge for law enforcement agencies to fight trafficking also increases.

There are two CCP strategies to counter this challenge:

1. To increase container profiling capacity in strategically important container ports (in transshipment hubs like Panama).
2. To improve the local container profiling capacity, the use and development of local risk indicators for high-risk containers.

As it stands now, the improvement of local capacities for container profiling with regular monitoring visits seems to be the most efficient way to counter organized crime activities on a long-term basis.

- **Increased Speed and Automatic Handling of Containers**

“Time is money”: all ports are urged to speed up the logistic process and to reduce the handling time of containers, and the port operations at large. Automatic handling of containers is seen as an improvement in the efficiency for container terminals and ports. However, more efficient and rapid container handling allows less time for law enforcement officials to profile and to identify containers of high-risk.

- **Cooperation with Governments**

Level of ownership, dedication, support etc. from senior managers decides whether the programme will succeed or not.

- **Sustainability**

National/local structures of the agencies, human and financial resources, capacities of the officials are critical factors for sustainability. Rotation policy in many countries is a direct challenge to the continuous training the CCP delivers.

- **Information sharing**

In some countries there is no tradition of information-sharing among the different enforcement agencies. Lack of trust and knowledge between law enforcement officials hamper sharing of information and inter-agency cooperation.

- **Private sector**

Cooperation between law enforcement agencies and the private sector is not always possible. Better knowledge, understanding and respect of the roles and functions of the different stakeholders in the trade supply chain is necessary.

1.6 Roles and Structure of UNODC and WCO

CCP activities are integrated into the overall strategies of UNODC. This also includes the benefits and advantages of being part of the global UN Organization. UNODC's main responsibilities constitute the following:

- Global administration and development, including fundraising and coordination of CCP activities in participating countries by UNODC field offices and in close cooperation with WCO;
- Development of cooperation with international organizations and bilateral partners, international trade associations and UN agencies;
- Day-to-day implementation of CCP activities by regional and national UNODC project managers.

The WCO facilitates training and capacity building in the thematic regions covered by the CCP, mainly through the global network of WCO Regional Trainings Centres. The main responsibilities handled by the WCO include the following:

- Management and delivery of the CCP training programme in close coordination with WCO Members and UNODC, including work-study tours, mentoring and specialist training;
- Development of ContainerCOMM as a secure and effective communication tool for PCUs worldwide (including maintenance, training and creation of linkages to commercial databases);
- Promotion of cooperation between law enforcement institutions and the private/commercial sector to strengthen supply chain and facilitate trade.

In the past year, the WCO accreditation programme has been developed for CCP trainers and experts, and it is currently under implementation. A first accreditation workshop was held in June 2013.

Under this new WCO programme, the identification of new and competent trainers is vital to secure the necessary technical resources to continue to implement the global expansion of the CCP and its diversification strategies.

Staffing Structure of the Container Control Programme

The process of consolidating a staffing structure for CCP got underway in 2013 and will be finalized in 2014. Currently, the structure comprises the following staff:

UNODC Headquarters Vienna:

- Senior Programme Coordinator;
- Crime Prevention Expert;
- Programme Management Officer;



- Law Enforcement Training Expert;
- Programme and Finance Assistant.

The WCO Secretariat in Brussels:

- WCO Programme Coordinator;
- Technical Trainers;
- Training organization officer.

The central management team is located at UNODC Headquarters in Vienna, Austria, and at the WCO Secretariat in Brussels, Belgium, and closely cooperates with the field-based Regional Coordinators and Technical Advisors of UNODC and WCO. The Programme is being implemented in nine regions, each headed by a Coordinator who monitors and supports programme activities in a local context in cooperation with national authorities.

Regional and National Coordinators

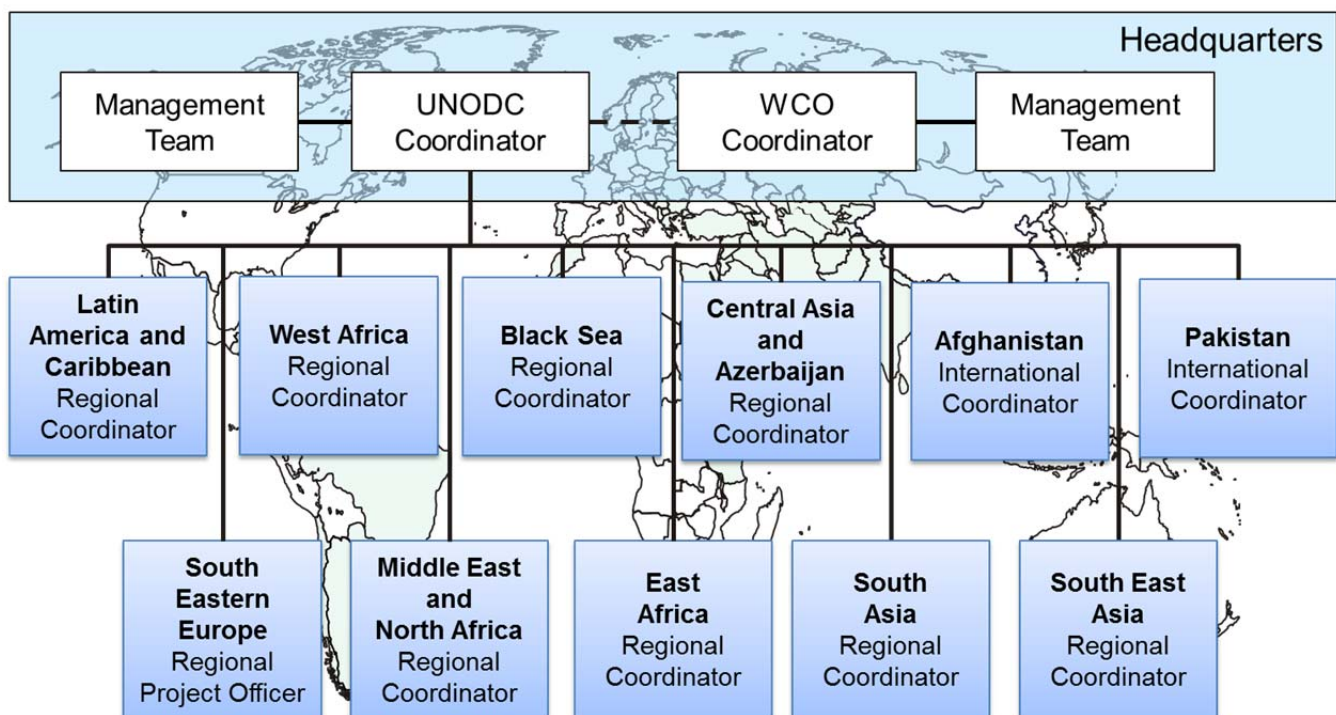
The nine CCP regions: Black Sea, East Africa, Latin America & Caribbean, Middle East & North Africa, South Asia, Southeast Asia, South Eastern Europe, West Africa, and, West and Central Asia, mirror the operational activities and the UNODC field office structure. The organisational chart may change due to needs of operational activities, and future funding.

Each Coordinator is responsible for the following activities:

- Visits to discuss and brief Government officials about the objectives and activities of the Programme;
- Letter of agreement between Government and UNODC;
- Technical needs assessment of selected seaports and/or dry ports;
- Assessment report completed with description of the current situation and recommendation for future activities, including needs for technical equipment and training;
- Adoption of national Inter-Institutional agreements, including PCU working arrangements;
- Establishment of a Steering Committee consisting of representatives from each of the national institutions;
- Development of Standard Operating Procedures (SOPs) to ensure that the specific functions of a PCU follow national regulatory frameworks;
- Establishment of the container profiling unit in the selected seaport/dry port;.

- Arrangement of training workshops to introduce risk-based profiling of containers and improved information exchange on container crime at national, regional and international levels; and,
- Arrangement of the work study tours and mentorship visits.

UNODC - WCO Container Control Programme (CCP)



2. CAPACITY BUILDING

2.1 Training as a Cornerstone

A pivotal element of the Programme is the training module, which combines phased onsite classroom training, practical field training, e-learning modules and work study tours to a benchmarking sea port, continued to be delivered in 2013 by a team of WCO, UNODC and other international organization experts with operational experience in container selection and controls and international law enforcement cooperation. WCO members provide leading trainers and topic-specific experts in the areas of IPR, weapons of mass destruction and dual use goods, amongst others.

In 2013, a total of 56 training workshops, including study tours and mentorships, were conducted in which 553 officials were trained. Approximately 12% of those enforcement officers trained were female. The Programme began development of a database to track the progress of each trainee. Since Port Control Unit officials are expected to stay for a minimum of three years, the database will be able to confirm that the same official has been trained through all the phases. The database is expected to be finalized in 2014.

Training Workshops	Male Participants	Female Participants	Number of Workshops	Number of Countries
Basic Theoretical Training Module	64	3	8	6
Basic Practical Training Module	50	11	7	6
Study Visits	43	4	6	6
Exchange Visits	34	5	11	4
Specialized Training	153	13	14	7
Mentorship	107	19	14	7
Miscellaneous Meetings	36	11	3	3
TOTAL	487	66	56	-

Total number of participants 553

The training curricula is organized and divided into the following four phases:

1st training phase

The first training phase encompasses basic theoretical and a practical training, where trainees are introduced to a wide range of international legal instruments and principals in their regular working environment (sea and/or dry port).

2nd training phase

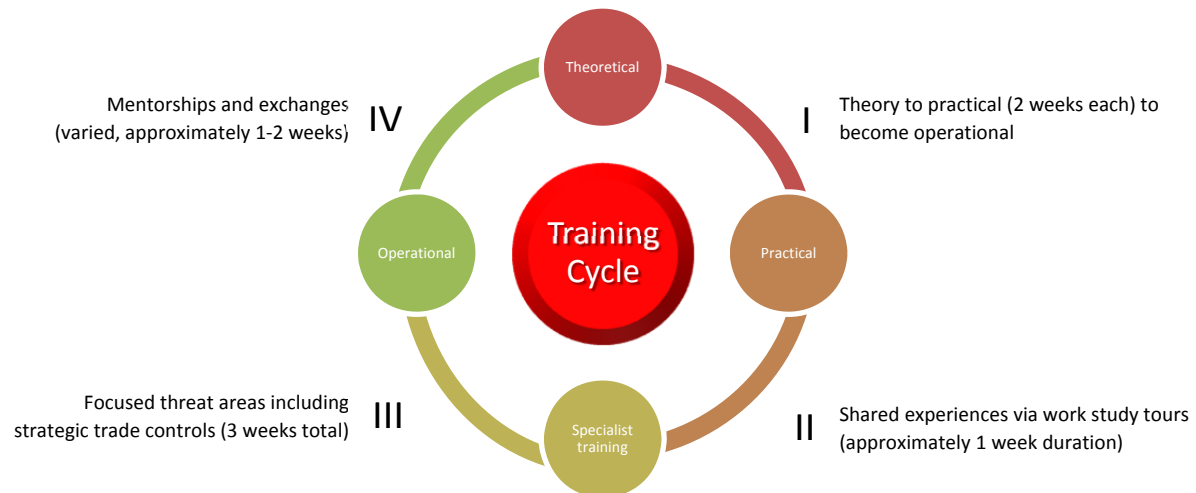
After having successfully completed the previous trainings, a work study tour to a bench marking port is arranged for the trainees.

3rd training phase

Subject matter experts will provide specialised training, taking into account the specific needs and relevant threats of the associated countries.

4th training phase

The fourth training phase encompasses regular mentorships by trainers. These mentorships are organized for two reasons: firstly, to ensure the sustainability of the programme; and, secondly, to certify that officials who became part of the Port Control Units are being adequately trained and have the same level of skills as their colleagues.



Additionally, equipment is provided to the Port Control Unit in order to conduct automated profiling and risk analysis. Each PCU receives a standardized basic technical equipment package, procured and funded by UNODC or through in-kind contributions. The training associated with the use and maintenance of all equipment will be included in the training programs mentioned previously.

The following manuals and handbooks are provided for the training phases:

- Training Manual for container selection and control (used during training activities and to be handed out to participants);
- Port Assessment Handbook (used for standardized technical needs assessment, including elements from the ISO Standards for security in the trade supply chain);
- IT-systems;
- WCO ContainerCOMM (secure information sharing system);
- Joint WCO-UNODC /e-learning training package (under consideration for further development).

2.2 WCO ContainerCOMM

ContainerCOMM is a user-friendly, internet-based and multifunctional communication platform of the WCO that facilitates the encrypted exchange of sensitive information/intelligence between authorized users in participating countries/ports. The application includes pre-formatted warning messages for high risk containers, pre-formatted feedback messages and pre-formatted seizure messages. ContainerCOMM links all PCUs with each other and allows for easy communication in a secure IT environment. Access was also given to parties in Customs to help facilitate the handling of information with regards to the smuggling of goods. This includes WCO, CARICC, RILO and UNODC staff, CCP trainers (Belgium, Finland, France, Germany, The Netherlands, South Africa, Spain and the United Kingdom), Canada, Chile, Denmark, Hungary, Ireland and the Russian Federation. ContainerCOMM also provides links to other WCO applications such as Environet, Customs Enforcement Network (CEN), Programme Global Shield (precursor chemicals for explosives) and Interface Public Members (IPM). ContainerCOMM has a library containing vast amounts of information on seizures made by the teams as well as access to seizures made all across the globe as well as a weekly Container Control Programme newsletter.

ContainerCOMM also allows users to verify the authenticity of container numbers. The system is both cost-effective and requires no special installation. It is continually being enhanced and is available in English, French, Russian and Spanish.

ContainerCOMM is currently provided to, and respectively used by, Customs Administrations in the following countries:

Afghanistan	Azerbaijan	Belgium
Benin	Cape Verde	Chile
Costa Rica	Ecuador	France
Germany	Ghana	Guatemala
Guyana	Hungary	I.R. Iran
Ireland	Kazakhstan	Netherlands
Pakistan	Panama	Paraguay
Russia	Senegal	South Africa
Spain	Suriname	Togo
Turkmenistan	United Kingdom	

The CCP actively supports the formation of alliances, cooperation and information exchange between customs, trade, and enforcement communities as a means to prevent the abuse of legitimate commercial trade for the purposes of organized crime. Improved cooperation and coordination of action in the participating states has substantially improved the capabilities for the successful interdiction of shipping containers being used to transport illicit commodities.

2.3 The WCO Cargo Targeting System

A Core element of any Customs risk analysis is the checking of cargo manifests, the shipping document that summarizes all bills of lading that have been issued by a carrier or its representative.

WCO capacity building activity has identified that many Customs administrations are not yet in the position to capture advance electronic cargo manifest data and lack tools to perform structured risk assessment in order to target high risk cargo for inspection.

The WCO has developed the Cargo Targeting System (CTS) to deliver this capability to all Members as required. Pilot installations involving trade are currently underway to test the CTS system features in the field.

The project evolved from an intervention by the United States at the 2011 WCO Council that was unanimously supported by all WCO Members. It formally began on 1 January 2012, following a grant award to the WCO by the US Department of State.

The CTS captures cargo manifest data in an electronic format and enables Customs risk analysts and inspectors to easily and effectively analyse the data, in order to identify high-risk shipments at import, export and transshipment across the full range of potential illicit activities.

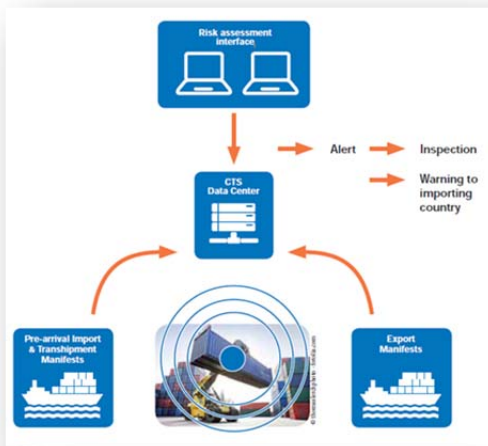
The system comprises the following features:

- Electronic data filing – CTS collects cargo manifests filed by container shipping lines and non-vessel operating common carriers and stores the data in a database. In future, it will also cover other modes of transport.
- Manual search function – Users can search for shipments according to risk indicators, such as origin or types of commodities.
- Automated search function – Searches may run automatically against data imported into the system. If a shipment meets any of the predefined search criteria, the CTS alerts users for further review and action.
- Watch-list management – Searches may refer to pre-defined lists, such as lists of suspect commodities, provenance or involved parties.
- Workflow management – The system documents the activities of the user and records the status of targeted containers (reviewed, selected for inspection, inspection results). Any pertinent information regarding a shipment can be added, especially after inspection (control result, pictures, etc.).
- Internal communication – Users can communicate with each other and share CTS data using an internal email system.
- Data export – Data can be exported and brought together with other data sets, such as Customs declarations, for more detailed comparison and analysis.

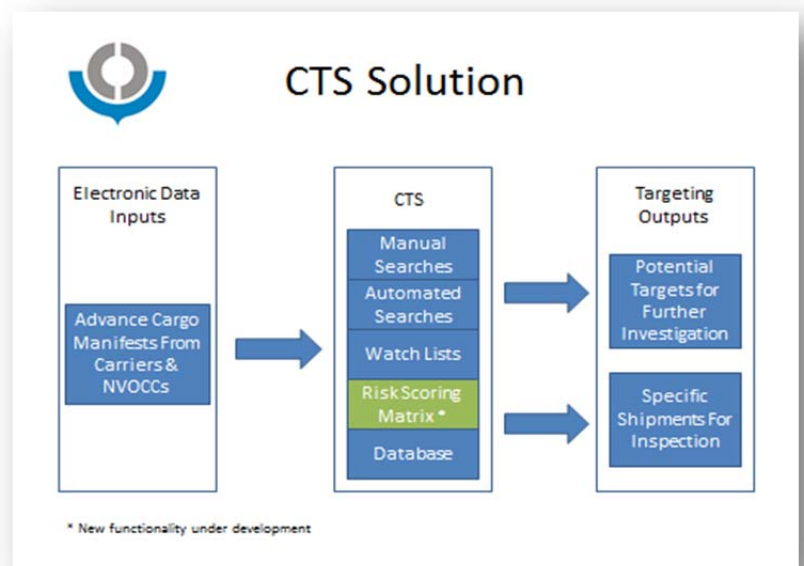
- Security – CTS operates as a stand-alone system within a national Customs administration. Only users designated by the national administration are able to access the application and its data.

The benefits of this programme include:

1. Systematic, effective and timely risk assessment of shipments at import, export and transshipment. For import transactions, the CTS identifies and alerts Customs administrations about a high-risk consignment before arrival of the conveyance.
2. Expeditious movement of low-risk cargo – although a shipment deemed low-risk may still be targeted by Customs for various reasons - systematic and timely risk assessment enables Customs administrations to facilitate large numbers of low-risk transactions.
3. Efficient allocation of control resources – Customs administrations are able to direct operational resources, such as personnel, scanners and other tools, to those shipments that pose the greatest risk.
4. Workflow monitoring – Managers can monitor the actions taken by their officers, as well as the status of high-risk shipments, throughout the inspection cycle.



Flow of information in CTS



2.4 Programme Outreach to the Private Sector

The success of the CCP working methodology is also based on cooperation with the private sector. The benefits of this partnership are manifold and all are linked to the advantages of an environment where a common understanding rules. Good cooperation with the private sector normally leads to enhanced trade facilitation which is beneficial for a country's economy.

In order to visualize common interests, the short-term goal for the future should be progress in the dialogue with relevant stakeholders (terminal operators and shipping lines). The long term goal should be getting access pre-arrival and pre-departure to better quality logistic information required for swift container profiling and speedy processing of low risk consignments.

Both UNODC and WCO are conscious of the potential risks of maritime terror attacks. Increased cooperation with the shipping lines and ship owners, exchange of information and joint training workshops are all elements to improve cooperation and coordination and an important element of prevention of such threats. The CCP strategy aims to improve the general ability to identify high-risk containers in the global trade supply chain, and also to assist the private sector stakeholders in sea and dry ports.

It is assumed that the private sector shares similar objectives and seeks cooperation with the CCP to protect the civil society and trade infrastructure.



An example of a private sector meeting

3. CCP EVALUATION

3.1 Evaluation Methodology

An evaluation was commissioned by the CCP, in line with UNODC requirements. Its goal was to assess the progresses accomplished since the last evaluation in order to gather important knowledge on potential success and to identify further areas of improvement. Given the importance of the Programme to UNODC and WCO, and its global deployment, the evaluation was carried out as a mid-term in-depth evaluation.

The immediate objective of the evaluation was to assess the Programme's original design, impact, efficiency, effectiveness, relevance and sustainability. In addition, the evaluation identified areas for improvement and best practices for use by CCP with clear recommendations and guidance on how best to continue its implementation and growth.

The evaluation was conducted using a desk review of relevant documentation, interviewing of stakeholders and direct observations in ports and PCUs through field visits. All were triangulated to ensure reliability and credibility of findings. Four country segments were visited, namely, Ghana, Pakistan, Panama, and Senegal.

3.2 Findings, Conclusions and Recommendations

The evaluation found the CCP to be a very successful programme. More specifically, the Programme's objectives were relevant and understood by all parties; it benefited from positive impact in all operational countries; fundraising is institutionally owned; CCP was designed in line with the Paris Declaration for Aid Effectiveness and included the priorities of the beneficiary countries and builds up on nationally owned strategies. The inclusion of a major international partner, WCO, with high credibility and a recognized subject matter expertise network in the heart of the project makes it a comprehensive and successful Programme.

The evaluation also identified areas where the Programme could improve: performance indicators were found to be too focused on quantitative data; country segments lacked operational Standard Operating Procedures; and, private sector outreach and cooperation varies across CCP.

In terms of main conclusions, the evaluation found that the programme has benefited, and continues to benefit, from rapid growth due to the good results. A significant expansion of the programme is foreseen in the upcoming years. To ensure that CCP expansion further continues at the current success level, the Programme would benefit from an approach focused on the consolidation of knowledge and lessons learnt. A more structured and more comprehensive expansion strategy, built on the rich experience accumulated by UNODC and its long-standing partner, WCO, is key for sustained success. The private sector, as it possesses extremely valuable information needed by the law enforcement agencies, is seen as a key stakeholder to ensure that the main objectives of the Programme will be met.

The main recommendations of the evaluation are:

1. Key performance indicators should undergo a revision to include qualitative data collection and analysis;
2. CCP should introduce a tailored road map for implementation in each country segment together with the beneficiary country; this should include mutually agreed, detailed, clearly structured SOPs at an operational level instead of SOPs included in the initial memoranda of understanding;
3. Training, trainers and training material should be further systematized to allow full coherence and consistency across the time and geographical scope of CCP;
4. Jointly with the participating country and its competent agencies, private sector cooperation should be further strengthened and formalized.

UNODC and WCO are considering these recommendations and have developed an action plan to implement them in a timely manner. The full report can be found on UNODC's website².



Inter-regional Meeting, Batumi, Georgia, September 2013

² http://www.unodc.org/documents/evaluation/indepth-evaluations/2013/CCP_Final_Evaluation_Report_22NOV2013_IJU.pdf

4. PROGRESS REPORT BY REGION 2013

4.1 Latin America and the Caribbean

Latin America is a key geographical region for drug production and trafficking. The Andean countries Colombia, Peru and Bolivia are the world's main cocaine producers, while Central America, Mexico and the Caribbean have become the primary corridors for shipping drugs into the United States and Europe. Cannabis herbals and cocaine are the two most seized illicit drugs in Latin America and the Caribbean.

Activities 2013

Costa Rica

January	Banana training, Machala, Ecuador;
March	Regional Training on Drug Precursor Chemicals, Santo Domingo;
June	Study Tour, Bilbao;
July	Regional Hazmat ID Training, San Jose;
November	Second Regional Container Control Meeting, Panama City.

Ecuador

January	Banana training, Machala, Ecuador;
March	Practical training, Asuncion;
March	Regional Training on Drug Precursors Chemicals, Santo Domingo;
October	IPR Training, Guayaquil;
November	Second Regional Container Control Meeting, Panama City;

Guatemala

March	Regional Training on Drugs Precursors Chemicals, Santo Domingo;
June	Study Tour, Bilbao / Spain;
July,	Regional Hazmat ID Training, San Jose;

September IPR Training, Guatemala City;

November Second Regional Container Control Meeting, Panama City;

Guyana and Suriname

February Mentoring visit and steering committee meetings to both units in Georgetown and Paramaribo;

March Regional Training on Drug Precursor Chemicals, Santo Domingo;

April Practical Training to both units Georgetown and Paramaribo;

May Mentoring session, Guyana;

August Mentoring session, Paramaribo;

October Mentoring session, exchange of practices and steering committee meeting, Georgetown;

November Second Regional Container Control Meeting, Panama City.

Jamaica

March Mentoring visit, Montego Bay;

March Regional Training on Drug Precursor Chemicals, Santo Domingo

April Mentoring visit to both units Kingston and Montego Bay;

June Practical Training, Kingston and Montego Bay;

June CTS training, Kingston;

November Second Regional Container Control Meeting, Panama City.

Panama

March Regional Training on Drug Precursor Chemicals, Santo Domingo

April Advanced Interdiction Training, Panama City;

July Regional Training on Hazmat ID, San Jose;

September Training on Anti-corruption (ARAC), Panama City;

November Second Regional Container Control Meeting, Panama City.

Officials as trainers for the region:

- January Banana training, Machala;
- September IPR training, Guatemala City;
- October IPR training, Guayaquil;
- October Mentoring visit to the PCU in Georgetown.

Paraguay

- March Regional Training on Drug Precursor Chemicals, Santo Domingo;
- March Practical Training, Asuncion;
- June Study Tour, Bilbao;
- November Second Regional Container Control Meeting, Panama City.



Examination of bananas in the Port of Guayaquil, Ecuador

Examples of seizures from Latin America and the Caribbean

Drug seizures:

Years	Quantity (kg)
2009	144
2010	1,780
2011	12,030
2012	14,635
2013	23,033

Cocaine seizures in Ecuador

On 18 and 27 August 2013, 4,418 kg and 4,368 kg of cocaine, with final destinations to Spain and Belgium were targeted, examined and seized in the port of Guayaquil. The purity of the seizure (87.4%) would equate to approximately 20 tons of cocaine at street level purity (approximately 38.6% pure in EU) further illustrating the importance of stopping these types of shipments from reaching their destinations.



Number of counterfeit goods seizures:

Years	No. of seizures
2009	9
2010	64
2011	37
2012	32
2013	114

Brands seized:

Adidas, Apple, Armani, Beats by dr. dre, BMW, Carolina Herrera, Carrera, Cartier, Chanel, Crocs, D&G, Disney, Ferrari, Fila, Gucci, HP, Huggies, Lacoste, Louis Vuitton, Marvell, Mercedes Benz, Nike, Nintendo, Nokia, Oakley, Puma, Ray Ban, Samsung, Sony, Swiss Army, Vans and Wilson.



4.2 South Eastern Europe

South Eastern Europe has been the major illicit drug trafficking route for heroin into Europe for several decades. It serves as the southern corridor for transporting heroin from Afghanistan, the source of some 83% of the world's heroin, to huge European markets. Countries in South Eastern Europe have become important locations for storage and repackaging of illicit drugs.

UNODC estimates that about 60 tons of heroin with a market value of some US\$ 13 billion were smuggled through South Eastern Europe to West and Central Europe in 2009. On a smaller scale than for heroin, the region also produces and serves as a transit zone for cannabis, cocaine and synthetic drugs as well as precursors, for the European market and beyond.

It is evident that the major crime threat to the region is illicit drug trafficking and other smuggling activity, which threatens security and fuels the domestic crime situation in each country, though in varying degrees and with different impact on the national situation.³

Activities 2013

Albania

February	Office opening for the JPCU at Durres Port;
March	Joint training, Vlore;
March	Basic classroom training and intensive English language course, Budapest;
April	Training on the use of the search equipment, Durres Port;
September	Inter-regional meeting of the CCP, Georgia;
September/ October	Practical training for JPCU at Durres and Bar Ports;
December	Study visit to the Customs Administration, Port of Rotterdam, The Netherlands.

Montenegro

³ Source:

- UNODC 2011: The Global Afghan Opium Trade, A Threat Assessment
- US Government, Strategy to Combat Transnational Organized Crime, July 2011, pg. 10.
- The Regional Programme for South Eastern Europe for the period of 2012-2015.

March Basic classroom training, WCO Regional Training Centre.
September/
October Practical training, Port of Bar.

Example of seizures in Albania

On 30 September 2013, during the physical inspection of a vehicle with Italian plates, the team in Durres detected 22 kg of marijuana inside of the four wheels of the car. The Italian driver was arrested. The vehicle was destined for Italy.



4.3 Black Sea

Several major drug trafficking routes are passing through the Black Sea region to Europe, such as the Black Sea Route, via Iran, Azerbaijan, Georgia and Ukraine to Romania and the Baltic and Nordic countries. Black Sea ports including Odessa, Constanza and Varna have also been identified as points of transit or entry for cocaine from Latin America, and Moldova is reported to be an important location for storage and further processing.

Activities 2013

Armenia

April Technical port assessment mission, Yerevan.

Georgia

Georgia has established an operational PCU. The level of commitment of the Revenue Service, the Patrol Police and the Central Criminal Police is very good. The PCU, an eight member team comprised of four from Revenue Service, two from the Patrol Police and two from the Central Criminal Police, has participated in both basic and practical training workshops and a work study tour to another CCP unit in Karachi, Pakistan.

October Mentor visit to the PCU, Poti;

September Inter-regional meeting of the CCP.

In Georgia, the Poti Container Control Group (CCG) targeted a shipment of used cars in May 2013. Of the five vehicles in the container, one vehicle had smuggled seven mobile phones concealed in the hand-brake space. The mobile phones were seized by the Poti CCG allowing them to experience their first success.



In September 2013, the Poti Customs Clearance Zone intercepted a consignment of prohibited drugs found in an imported used car. The Poti CCG assisted in the identification and seized the prohibited drugs.



Ukraine

March Technical port assessment mission, Odessa.

4.4 West Africa

East and West Africa appear to be gaining in prominence with regard to routes for maritime trafficking. A new maritime route going southwards from Afghanistan via ports in the Islamic Republic of Iran or Pakistan is increasingly being used by traffickers to reach consumer markets through East and West African ports.

Modes of conveyance for cocaine from South America to Europe via West Africa have shifted over time in response to enforcement efforts. Much of the cocaine headed to West Africa nowadays transits through Brazil, from where Nigerian crime groups re-export the drug. Recently, these groups have been moving into containerized consignments and maritime shipping, adopting these methods in addition to their traditional methods of air couriering and postal shipments.

Illicit drugs are generally smuggled in, but equally problematic are pharmaceutical drugs transported through mainstream commercial channels. In the last years at least 37 tons of illicitly imported medicines have been seized in West Africa, mostly in Benin and Togo, probably destined for markets in the Middle East. It is estimated that at least 10% of all essential medicines circulating in West Africa are counterfeit.⁴

A specific threat in the West African region is the smuggling of ivory from/via West African ports to the consumer markets in Asia. In 2013, the PCU in Lome, Togo, displayed outstanding performance in the detection and investigation of ivory shipments destined for various countries in the Asian region.

⁴ Source: UNODC Transnational Organized Crime in West Africa: A Threat Assessment, 2013, pg. 4.

Activities 2013

February/ March	Mentoring mission to the PCUs of Tema, Ghana and Dakar, Senegal;
March	Consultancy mission to the PCU of Santiago, Praia, Cape Verde;
April	Introductory visit to Cotonou, Lome and Accra;
June	Sub-regional Training Course on Technical Aspects of the transfers Regime, Accra, Ghana;
July	HONLEA Meeting, Vienna, Austria;
July	Precursor Chemical Training Initiative, organized by the DEA / AFRICOM;
September	HONLAF Meeting, Addis Ababa;
September	CCP Inter-Regional Meeting took place, Batumi, Georgia;
November	Exchange visits between PCU officials from Dakar, Lome, Cotonou and Tema;
Sept.-Dec.	Mentoring missions to the PCUs of Tema / Ghana, Dakar / Senegal and Lome / Togo;
December	Monitoring visit of the PCU teams in West Africa (Tema, Cotonou and Lome).

Examples of seizures in Togo:

On 23 April, a container from Canada to Togo was stopped for inspection in Lome, Togo: three stolen vehicles were detected.



On 6 and 12 December 2013, the team in Lome, Togo, profiled and controlled two containers with stolen vehicles (identified as stolen by the Interpol data base): three vehicles and two motorbikes were recovered.



4.5 West and Central Asia

UNDOC estimates that, annually, some 90 mt of heroin⁵ are trafficked from Afghanistan through Central Asian countries to the Russian Federation and Europe. Drug trafficking, other forms of organized crime, and increasing levels of violence continue to pose major challenges for countries in West and Central Asia, including Afghanistan, Azerbaijan, and Pakistan.

Afghanistan is the major production country of opium and heroin. These drugs are mostly smuggled to the consumer markets in the European and the North American continent. The illicit trade in heroin and chemical precursors is predominantly intra-regional. Regional traffickers and organized crime groups continue to exploit weak, ineffective and inconsistent border controls throughout the region. Sea freight containers are used for illicit shipments, especially when transited or transhipped through the land locked countries of Central Asia.

Activities 2013

Afghanistan

Follow-up visit for programme implementation, Kabul.

Azerbaijan

February Basic and practical training, Baku and Astara;

June Study tour;

September Inter-regional CCP meeting, Batumi, Georgia;

November Regional CCP segment submission.

⁵ UNODC World Drug Report 2011, pg. 72.

Kazakhstan

- October Training, Aktau;
- October Monitoring visit, Astana;
- November Regional concept on container security submission.

Pakistan

- January Evaluators' mission on CCP implementation;
 - January Study tour, Antwerp, Belgium;
 - March Training manual translation into Russian and Urdu;
 - April Study visit, Karachi;
 - May Roundtable international meeting, Islamabad;
 - May Workshop on PCUs work and performance, Karachi;
 - May Awareness raising sessions for the private sector in ports, Multan;
 - June Study tour, Gothenburg, Sweden;
 - June Accreditation of Pakistani trainers by WCO, Brussels;
 - July Study tour, Felixstowe, UK;
 - August HazMatID training, Islamabad;
 - September Advanced interdiction training at TADOC, Ankara, Turkey;
 - September Study tour, Rotterdam, The Netherlands;
 - November Assessment mission on PCUs needs.
- Continuous mentorship visits to Lahore, Faisalabad, Multan, Sambrial and Islamabad.*

Turkmenistan

- Basic Theoretical Training session Baku, Azerbaijan.

4.6 Overview of Countries in Progress of Becoming Operational

The Programme will expand significantly over the coming years. The following table provides an overview of countries where the initial phase has been initiated and negotiations with government have started.

COUNTRIES	INITIAL VISIT	PORT ASSESSMENT
Argentina	Yes	Yes
Armenia	Yes	-
Azerbaijan	Yes	Yes
Bangladesh	Yes	In progress
Bosnia and Herzegovina	Yes	-
Brazil	Yes	-
Cape Verde	Yes	Yes
Chile	In progress	-
Dominican Republic	Yes	Yes
Egypt	Yes	-
Guyana	Yes	Yes
India	Yes	-
Indonesia	Yes	-
Iraq	Yes	-
Kazakhstan	Yes	Yes
Kenya	Yes	Yes
Malaysia	Yes	-
Maldives	Yes	Yes
Moldova	Yes	-
Morocco	Yes	-
Nepal	Yes	-
Oman	Yes	-
Philippines	Yes	-
Sri Lanka	Yes	Yes
Suriname	Yes	Yes
Tanzania	Yes	-
Tajikistan	In progress	-
Thailand	Yes	-
Turkmenistan	Yes	Yes
Uganda	Yes	-
Ukraine	Yes	Yes
Uzbekistan	Yes	-
Vietnam	Yes	Yes
Yemen	-	-

5. MAJOR SUCCESSES FOR 2013

5.1 Port Control Unit Successes for 2013

Major seizures for 2013 by country

	Cocaine (kg)	Heroin (kg)	Cannabis (kg)	CITES (containers)	IPR (containers)	Tramadol (kg)
Ecuador	17,276					
Panama	2,783			5	100	
Costa Rica	1,318		692		4	
Paraguay	608		337		8	
Guatemala	1,048					
Jamaica					2	
Benin		127			1	60,883
Ghana	281				1	
Senegal					2	
Togo				1	1	
Pakistan		1,137	3,186			
Albania		12.5	2,207			
Kazakhstan		0.21				
Vienna HQ	130					
TOTAL	23,444	1,277	6,422	6	119	60,883

Categories of all CCP seizures 2013

CATEGORY	COUNTRIES	CONTAINERS	QUANTITIES (Kg)
Cocaine	7	72	23,444
Heroin	4	13	1,277
Cannabis	4	31	6,422
IPR	8	119	N/A
CITES	2	6	N/A
Tramadol	1	10	60,883
Other contraband including cigarettes	10	19	N/A



Cocaine seizures (kg) within PCU and with external warning messages

Countries	Cocaine Seizures (kg)	
	PCU	Information Sharing with non CCP Countries
Ecuador	17,180	96
Panama	2,783	
Costa Rica	1,318	
Paraguay	608	
Guatemala	1,048	
Ghana	281	
UNODC HQ		130

Commercial fraud and cigarette smuggling

Country/PCU	Seizures	Description of goods
<i>Latin America and the Caribbean</i>		
Costa Rica	2	<ul style="list-style-type: none"> ▪ Steel cables (22,834kg) ▪ Cigarettes (11,000,000 pieces)
Ecuador	1	<ul style="list-style-type: none"> • Ozone Depleting Substances (10,600kg)
Panama	6	<ul style="list-style-type: none"> ▪ Cigarettes (10,000 pieces) ▪ Medicines ▪ Appliances theft ▪ Alcoholic beverages
Paraguay	3	<ul style="list-style-type: none"> ▪ Cigarettes (35,790,000 pieces)
<i>West Africa</i>		
Senegal	9	<ul style="list-style-type: none"> ▪ Appliances theft ▪ Medical equipment ▪ Medicines ▪ Mixed goods ▪ Stolen vehicle (1 vehicle)
Togo	4	<ul style="list-style-type: none"> ▪ Stolen vehicles (9 vehicles)
<i>Southwest Asia</i>		
Pakistan	1	<ul style="list-style-type: none"> ▪ Used cooking oil (256 tons)

6. INTERNATIONAL SUPPORT

Funding and In-kind Contributions

The UNODC-WCO Container Control Programme has been supported by: *Canada, the European Union (EU)/European Commission (EC), France, Germany, Italy, Japan, Norway, Spain, United Kingdom and the United States of America*. In addition, the CCP has received in-kind contributions ranging from the provision of experts and trainers, as well as training facilities to essential search/inspection equipment from: *Australia, Argentina, Belgium, Canada, Chile, Colombia, Czech Republic, Denmark, Ecuador, France, Germany, Ghana, Mongolia, Norway, the Netherlands, Pakistan, Portugal, South Africa, Sweden, Spain, Turkey, the United Arab Emirates (UAE), the United Kingdom and the United States of America*.

In 2013, new pledges were received from *Canada, Japan, Norway, USA, Switzerland (by the Swiss Agency for Development and Cooperation / SDC via Democratic Control of Armed Forces (DCAF)), and One UN*.

International and not-for-profit organisations supporting CCP implementation include but may not be limited to:

- Business Alliance for Secure Commerce (BASC);
- International Atomic Energy Institution (IAEA);
- International Criminal Police Organization (INTERPOL);
- International Federation of the Phonographic Industry (IFPI);
- International Medical Products Anti-Counterfeiting Taskforce (IMPACT);
- UN Interregional Crime and Justice Research Institute (UNICRI);
- International Network for Environmental Compliance and Enforcement (INECE);
- Green Customs Initiative (GCI);
- World Intellectual Property Organisation (WIPO).

7. THE WAY FORWARD

7.1 Strategy towards the future

The CCP Strategy Towards 2018 aims at expanding the Programme and diversifying the range of activities undertaken.

The implementation of modern working technologies, WCO and UN Conventions as well as WCO guidelines and tools will improve capacities in participating countries. The worldwide expansion of a network of container profiling units, especially by using the WCO tools ContainerCOMM and the Customs Enforcement Network (CEN; global seizure database), will enhance the exchange of information globally and assist in the development of

intelligence. It will also provide new countries with access to an already existing network of trained and equipped container profilers in the CCP Port Control Units.

The expansion will require promotion, regular visits and briefings to participating countries, donor countries and the private sector. To secure continued CCP operational activities, sustainable partnerships must be built at different levels and among all stakeholders involved.

Based on the 2013 funding situation, it is scheduled to add a further 25 countries to the CCP, comprising a total of approximately 50 countries by the end of 2016. In 2014, it is envisaged that the implementation of the CCP will amount to approximately USD 7 million.

Present estimates show that full global operation can be achieved around the year 2020, with 75 operational countries participating and having established, trained and equipped Port Control Units within the CCP framework.

From a financial perspective, total programme costs for the next three years (2014-2015-2016) can be estimated at USD 20 million, all costs included at this stage of the development of the CCP structure.

Partnerships with CCP donors will be vital. Therefore the strategy includes proposals for regular, continuously improved and updated dialogues with donor countries. The dialogues shall include the participation of WCO as well as the UNODC's Co-Financing and Partnership Section, to improve financial reporting, to visualize results and to show the achievements reached with the support of donor contributions.

Correct evidence handling is vital for the investigation and prosecution following a seizure. Consequently, basic evidence and prosecutor training shall preferably be launched in 2014.

The CCP is also expanding to countries and regions where, unfortunately, corruption is high. In order to address this scourge, integrity issues and anti-corruption activities shall be included in CCP basic training workshops. The same strategy of implementing new training elements should follow the incorporation of issues related to human rights.

Once the CCP is implemented in a country, expanded to new WCO and UN Members respectively, organized crime groups might take counter measures such as avoiding using the containerized trade supply chain for trafficking purposes. Criminal organizations might potentially use porous land borders and airports for their illegal activities more frequently. Therefore the CCP started evaluating a diversification strategy in 2013, aiming to secure the international trade supply chain at air and sea borders.

A study on the feasibility of implementing an Air Cargo Programme (ACP) was completed in 2013⁶. Air Cargo is another mode of transport particularly vulnerable for the transport of illicit goods in the trade supply chain. Based on the findings of this study, and on

⁶ Air Cargo Feasibility study - prepared by Hugh Griffiths and the Stockholm International Peace Research Institute (SIPRI), for UNODC/WCO Container Control Programme, September 2013.

the lessons learned in implementing the CCP, UNODC and WCO will consider initiating a parallel Air Cargo Programme.



Air Cargo Feasibility Study



Air Cargo Feasibility Study

8. ACRONYMS

AIT	Advance Interdiction Training
CARICC	Central Asian Regional Information and Coordination Centre
CBRN	Chemical, biological, radiological and nuclear
CCP	Container Control Programme
CITES	Convention on International Trade in Endangered Species
CTS	Cargo Targeting System
IPM	Interface Public-Members
IPR	Intellectual Property Rights
ODS	Ozone-Depleting Substances
PCU	Port Control Unit
RILO	Regional Liaison Offices
SELEC	Southeast European Law Enforcement Center
SOP	Standard Operating Procedures
UN	United Nations
UNODC	United Nations Office on Drugs and Crime
WCO	World Customs Organization
WMD	Weapons of Mass Destruction

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