



Risk Indicators

Module 4: Unit 4



Chapter Aim:

Describes the application of risk indicators to maritime, air, land, postal/express, export and passenger environments



Chapter Objectives:

You will be able to:

- Explain the roles of the targeting officer
- List and describe the 6 categories of risk indicators
- List the 5 clusters of risk indicators
- Explain the use of risk indicator tables
- List and describe the participants



Chapter at a Glance

Overview:

4.1 General High-Risk Indicators

**4.2 Standardized Risk Assessments/Model
Risk Indicators/Profiles**

**4.3 Maritime Risk Indicators (Incoming Sea
Containers)**

4.4 Air Cargo Risk Indicators

4.5 Land Cargo Risk Indicators

4.6 Postal/Express Consignments Risk Indicators

4.7 Export Risk Indicators

4.8 Passengers Risk Indicators



General High-Risk Indicators

One indicator alone is not necessarily indicative of the presence of a security or contraband threat/risk as a combination of several indicators increases the probability

Enhanced screening of pre-arrival information is the most effective way to facilitate legitimate trade while identifying high-risk containers, cargo and passengers for examination

Pre-arrival screening enables Customs to make an accurate and informed decision prior to arrival



General High-Risk Indicators

Analysts/targeters identify high-risk passengers, cargo and containers through:

- Manifests
- Bills of lading
- Passenger lists
- Other important documentation

Analysts/targeters must be able to:

- Quickly analyze and extract pertinent information
- Make relations by combining existing information
- Base decisions on intelligence profiles created from seizures and other enforcement actions/activities



General High-Risk Indicators

High Risk Indicator Categories

1. Carriers Manifest Detail

- Elements contained:
 - Commodity
 - Origin
 - Routing
 - Packing methodology
 - Consignee
 - Shipper identification
- Closer scrutiny is directed towards shipments where:
 - Carrier is documented as being a risk
 - Specific crew are known to be associated with terrorist or criminal organizations



General High-Risk Indicators

2. High-Risk Country Identification

- Recognized by:
 - Cooperation with U.N. is poor/nonexistent
 - Level of corruption for high and low ranking government officials is high
 - Toleration of extremist groups sympathetic to terrorist activities
 - Weak borders
 - Little/No punishment for corruption within government or enforcement agencies
 - No money laundering legislation in place
 - Ineffective authorities
 - Government does not have strict controls to prevent diversions of essential or precursor chemicals



General High-Risk Indicators

3. Commodity and Transportation Factors

- Routing of shipment unusual/not cost effective
- Shipment loaded/reloaded in port having weak/non-existent security
- Container originates/transits a Free Zone having little/no regulation
- Shipment is a consolidation with no identifiable participants
- Packing method for commodity not usual
- Commodity shipped in wrong container type
- Set temperature not usual for commodity
- Commodity unusual for manifested country of origin
- Commodity does not match business type
- Commodity description vague



General High-Risk Indicators

Commodity and Transportation Factors cont'd

- Manifested weight not usual for commodity
- Commodity is Personal Effects
- Unusually large shipment for importer
- Importer has no knowledge of the shipment
- Drug source country of export/transshipment
- Unusual routing
- High risk commodity
- Dangerous Goods/Hazardous Materials
- Transshipment
- Unusual commodity for country of export
- Special instructions on boxes/documentation
- Unusual/lack of instructions on shipping documentation
- Address is suspect



General High-Risk Indicators

Commodity and Transportation Factors cont'd

- Excessive weight for declared goods
- Manifest discrepancies between weight counts
- Unusual markings on commodity
- Unusual packaging
- Over packaging
- Highly odorous/scented products in shipment
- Vague description of shipment on documents
- Goods appear to be undervalued
- Illogical itinerary
- Volume within container
- One or more boxes are different than rest of shipment
- Commodity in container different



General High-Risk Indicators

4. Container Aspects

- Security seal
- Invalid container number
- Unusual open spaces in load
- Container type inconsistent with goods
- Temperature in reefer abnormal for commodity
- Unusual weight for container size
- Recent welding
- Missing cross members/corner castings/wall/ceiling ribs
- Filled in 'I' or 'C' beams/cross members
- New rivets or paint
- New floor boards
- Unusual shaped corner castings
- Missing vents



General High-Risk Indicators

4. Container Aspects cont'd

- Vents incorrect distance from front wall
- Discrepancy between length of inside and outside wall
- Tampered support frame/door rods
- New putty on front wall
- Unusual markings/writing
- Vessel recently washed down with diesel/bleach
- Presence of bearing grease/oil for masking purposes
- Lead lined container



General High-Risk Indicators

5. Importer / Exporter Aspects

- Consignee never seen
- Recent consignee
- Business not listed on internet
- Little /conflicting information through Internet searches
- Address is suspect
- No phone listing for business
- Sudden large importation for new/relatively recent importer
- Importations too infrequent to support business
- Established consignee deviation in routing/commodity
- Importer, exporter/vendor not on file
- First time importer, exporter/vendor



General High-Risk Indicators

5. Importer / Exporter Aspects cont'd

- Newly incorporated importer or exporter/vendor
- Fictitious /incomplete importer/exporter/vendor information
- One to one relationship
- Importer or exporter/vendor indicated as freight forwarder/broker
- Previous enforcement
- Suspect employees working for importer, exporter/vendor
- Inadequate capacity/resources for importer to import
- Inconsistency with previous importation patterns
- Unusual commodity for importer or exporter/vendor



General High-Risk Indicators

6. Shipper factors:

- Shipper never seen
- Shipper is established, but has new manufacturer ID, with new foreign address
- No phone listing for foreign business
- Address is suspect:
- Shipper is a bank, Non-Vessel Operating Common Carrier (NVOCC) or Freight Forwarder
- Shipper has never exported this commodity



General High-Risk Indicators

Known High Risk Commodities

Food Stuffs	Cacao	Furniture & Household Goods	Chemicals/Metals
Coffee	Sesame & coriander seeds	Televisions	Bags of aluminum silicate
Herbs & medicines	Wine & liquor bottles	Ceramics	Drums of Arsenic metal
Cans of Sardines	Olives	Earthenware	Chlorine Cylinders
Tomato Paste	Canned meat	Porcelain	Zinc
Bags of rice	Fish meal	China	Copier Toner
Maltose Syrup	Tea	Handicrafts	Fertilizer
Nuts	Clothing/Textiles	Wooden Carvings	Fungicide
Spices	Shirts	Rattan	Coal
Tins of cakes	Cotton cloth	Kitchenware	Bauxite
Drums of oil	Bales of wool or cotton	Cooking Pots	Scraps of aluminum, iron, or metal
Vacuum packs of pepper	Bales of blankets	Tables	Lead ingots
Fruits	Pillows	Ceiling Fans	Miscellaneous
Vegetables	Bathrobes	Brushes	Rubber
Candy	Yarn	Mop Handles	Toys
Sugar	Cotton gloves	Soap	Rolls of paper
Frozen Juice	Jeans	Soapstone	Plastic containers
Frozen Seafood	Shorts	Detergent	Jute bags
Soya Sauce	Shoes	Pumice Stone	Vacuum sealed foil packages
Biscuits & soda crackers	Leather Bags	Cosmetics	Plastic bags within shipment
	Machinery	Skin Lotion	Loud speakers
	Nut roasters	Shampoo Bottles	Nylon bags
	Automobiles	Sanitary Ware	Flowers
	Auto Parts	Utility Gloves	
	Motor oil	Rubber Mats	
	Camper roofs	Candles	
	Boiler equipment	Dog Food	
	Tractor Wheels		



General High-Risk Indicators

Known Dangerous Goods that may be used in a Terrorist Act

Ammonia	Butane	Hydrofluoric Acid	Radioactive Material NOS
Chlorine	Oxygen Vinyl Chloride	(HF)Methyl Mercaptan	Radioactive Material,
Hydrogen Sulphide	Carbon Disulphide	aka Methanethiol	Special Plutonium
(H ₂ S)	Ethylene Oxide	Bromine	Uranium 235
Sulphur Dioxide (SO ₂)	Fluorine	Dimethyl Sulfate	Uranium 233
Gasoline	Hydrogen Bromide	Parathion, Ethyl	Irradiated (spent) nuclear
Jet Fuel	Hydrogen Chloride	Toluene Diisocyanate	fuel
Diesel Fuel	(Anhydrous)	Infectious Substances	Uranium Hexafluoride
Fuel Oil	Hydrogen Chloride	Affecting Human, NOS	(UF ₆)
Ammonium Nitrate	(Refrigerated)	Poisonous Solids NOS	Cobalt 60
Sodium Cyanide	Hydrogen Cyanide	Explosive - Blasting, Type E	Iridium 192
Liquefied Petroleum Gas	Hydrogen Fluoride	Explosive - Blasting, Type B	Cesium
(LPG)	(anhydrous) Hydrochloric	Explosive - Blasting, Type A	Americium
Propane	Acid		



Standardized Risk Assessments/Model Risk Indicators/Profiles

The following slides show High Risk Indicators Clusters and their Sub Clusters

Cluster 1
Mode of Transport

INDICATOR NO: RISK INDICATORS	
1.1 Commercial and Small Sea Crafts	
1.1.1 Craft	
1.1.1.1	Overseas ports visited
1.1.1.2	Regular routing of vessel
1.1.1.3	Suspicious commodity from port of visit
1.1.1.4	Duration of travel
1.1.1.5	Unexplained delays
1.1.1.6	Crew contacts in visited ports
1.1.1.7	Crew's knowledge of the trading route
1.1.1.8	Departure ports on all onward travel
1.1.1.9	Changes in schedule
1.1.1.10	Previous history of craft (registration, flag, owner changes, cash payments)
1.1.1.11	Concealment places known or possible
1.1.1.12	Type of craft (commercial, speed boat, fishing etc)
1.1.1.13	Commodity availability & presences along the route
1.1.2 Crew	
1.1.2.1	Crew member has a criminal background
1.1.2.2	Nationality of the crew member
1.1.2.3	Previous travel to high risk location
1.1.2.4	Time of employment
1.1.2.5	Patterns of crew recruitment and retention



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
1.1.2.6	Financial disposition for the crew members
1.1.2.7	Possession of large sums of money
1.2 Sea Containers	
1.2.1 Operator	
1.2.1.1	Fictitious companies
1.2.1.2	Consignments from, or for, a recently formed company
1.2.1.3	Using unusual route
1.2.1.4	Payment of Customs charges for freight in cash
1.2.1.5	Adverse information on consignor/consignee
1.2.1.6	Place of loading in drug sensitive producer or transit region
1.2.1.7	Full container load movements
1.2.2 Goods	
1.2.2.1	Goods not consistent with importer's business
1.2.2.2	Not usual for country of origin
1.2.2.3	Not normal for the habitual activity of the consignee
1.2.2.4	Low value consignments
1.2.2.5	Collective consignments for the freight
1.2.2.6	Out of season commodities
1.2.2.7	Differently marked packages
1.2.2.8	Chilled/frozen goods at wrong temperatures
1.2.3 Container	
1.2.3.1	Ownership history
1.2.3.2	Routing history
1.2.3.3	Repair history
1.2.3.4	Alterations made or unfixed damage
1.2.3.5	Type of commodity normally carried
1.2.3.6	Container identification numbers matching container company altered or fictitious numbers
1.3 Air – Person	
1.3.1 Documentary	
1.3.1.1	Ticket purchased on a date close to departure
1.3.1.2	Ticket supplied & paid for by a 3rd party
1.3.1.3	Ticket paid by cash
1.3.1.4	Passport issued by a drug producing or transit country
1.3.1.5	Type of visa (if required) inconsistent with the purpose of the trip & issued by a 3rd country
1.3.1.6	Visa obtained on a date close to departure
1.3.1.7	Nationality
1.3.1.8	Short trip (return after 1-2 days)
1.3.1.9	Several return journeys to/from the sensitive countries
1.3.1.10	Knowledge of 3rd party is minimal (first or last name only)
1.3.1.11	Passport issued just prior to issue of ticket of departure
1.3.1.12	First time travel is to/from sensitive countries
1.3.1.13	Passport stamps indicate numerous or constant short trip durations
1.3.1.14	Adjustment to itinerary in post departure (early or delayed return)
1.3.1.15	Illogical routing
1.3.1.16	Multiple bookings from or to same location during same time period
1.3.1.17	Travel has minimum of identification required or none at all
1.3.1.18	Traveller has minimum financial means at hand
1.3.1.19	Traveller is presently unemployed or a social security recipient
1.3.1.20	Little or no knowledge of travel arrangements or costs (airline tickets or hotel reservations)
1.3.1.21	Ticket has been exchanged
1.3.1.22	Ticket has been lost or thrown away
1.3.1.23	One-way ticket



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
1.3.1.24	Using open return ticket
1.3.1.25	Numerous name changes on ticket
1.3.1.26	Location of travel agency
1.3.1.27	Type of address used (mailing, postal box, street)
1.3.2 Verbal	
1.3.2.1	Unwillingness or inability to reply to questions
1.3.2.2	Questions answered with questions
1.3.2.3	Changes in version or explanation
1.3.2.4	Silence before answering questions
1.3.2.5	Voluble or overly cooperative with the authorities
1.3.2.6	Broken or trembling voice
1.3.3 Non-verbal	
1.3.3.1	Avoiding eye contact
1.3.3.2	Covering eyes with hands
1.3.3.3	Fidgeting nervously
1.3.3.4	Fiddling with objects to control anxiety
1.3.3.5	Crossing and uncrossing hands and/or legs
1.3.3.6	Permanent nervous smile
1.3.3.7	Gulping
1.3.3.8	Turning pale or flushing
1.3.3.9	Sweating
1.3.3.10	Inappropriate or oversized clothes
1.3.3.11	Unusual bulges on person's body
1.3.3.12	Clothes are unsuitable for climate
1.3.3.13	Luggage is inconsistent with length of travel
1.3.3.14	Posture responses conflict with each other
1.3.3.15	Hand to mouth coordinated with response
1.3.3.16	Modifications/alterations to luggage (inconsistency of rivets)
1.3.3.17	Inconsistency in apparel
1.3.3.18	Apparel in conflict with stated position or purpose of trip
1.3.3.19	Absence of appropriate apparel for stated purpose of trip
1.3.3.20	Attempts to physically distract interviewer
1.3.3.21	Body is rigid or stiff
1.3.3.22	Person is fatigued or tired
1.3.3.23	Loss of coordination
1.3.3.24	Physically ill
1.3.3.25	Shifting weight from foot to foot
1.3.3.26	Shuffling feet
1.3.3.27	Stomach appears to be distended
1.3.3.28	Trembling
1.3.3.29	Walks abnormally
1.3.3.30	Adjusting or playing with clothing, jewelry, ears or hair
1.3.3.31	Constant licking of lips
1.3.3.32	Evidence of dry mouth
1.3.3.33	Nervous scratching
1.3.3.34	Nervous or constant sniffing or yawning
1.3.3.35	Adam's apple bobbing
1.3.3.36	Carotid artery pulsing
1.3.3.37	Eyes bloodshot, dilated, glazed or rapidly blinking
1.3.3.38	Behaviour is agitated, appears annoyed, arrogant, inattentive, overly friendly or uncooperative
1.3.3.39	Creates a disturbance
1.3.3.40	Attempts to physically conceal objects/items



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
1.3.3.41	Person tries to flee
1.4 Air - Cargo	
1.4.0.1	Declared commodity is unusual for air cargo (low value and/or high weight)
1.4.0.2	Uncommon commodity for country of export
1.5 Road (Trucks)	
1.5.0.1	Rounded-off weights
1.5.0.2	Generalized cargo description
1.5.0.3	Low value consignments - bulk goods
1.5.0.4	Unusual or non-viable loads
1.5.0.5	Out of season commodities
1.5.0.6	Consignment from hauler to hauler
1.5.0.7	Road consignment notes (CMRs) raised by hauler
1.5.0.8	Incomplete or poorly written documents
1.5.0.9	Possible unloading/reloading in a 3rd country
1.5.0.10	Cargo lends itself to concealments
1.5.0.11	Abnormalities in reinforcement spacing, roofline, space between walls, spare tire size
1.5.0.12	Commodity is abnormally rigid or thick
1.5.0.13	Presence of soft spots, humps, bumps or hollow sounding
1.5.0.14	Inconsistent weights
1.5.0.15	Commodity is inflexible, has a peculiar size or pliable
1.5.0.16	Signs of alteration or repair
1.6 Truck Driver - Vehicle Combinations	
1.6.0.1	First time driver and/or vehicle
1.6.0.2	Vehicle recently purchased
1.6.0.3	Unmarked tractor or trailer
1.6.0.4	Hired tractor or trailer
1.6.0.5	Cash payer
1.6.0.6	Loaded in sensitive risk region
1.6.0.7	Adversely known
1.6.0.8	High risk nationality combination (vehicle & driver)
1.7 Rail	
1.7.0.1	Load/goods are suitable for smuggling & load density not susceptible to control without considerable delay (unloading takes a lot of time)
1.7.0.2	Load/goods are known to be used as cover loads for smuggled goods
1.7.0.3	Load/goods coming from sensitive countries of origin or of transit in terms of smuggling (eg. Silk/Balkan routes)
1.7.0.4	Use of unusual routes
1.7.0.5	Load has been staying for unusual length of time in sensitive countries
1.7.0.6	Any cash payments
1.7.0.7	Out of town agents
1.7.0.8	Unusual delivery instructions
1.8 Fast Parcel	
1.8.0.1	Commodity does not match business type
1.8.0.2	Commodity is personal effects & determined by other circumstances to be high risk
1.8.0.3	High risk commodity
1.8.0.4	Transshipment costs prepaid
1.8.0.5	Special instructions on boxes or documentation
1.8.0.6	Address is suspect - does not fit importation, does not exist, is in suspect area, post Office (P.O) Box for private person
1.8.0.7	No phone listing for business
1.8.0.8	Importer same as exporter



Standardized Risk Assessments/Model Risk Indicators/Profiles

Cluster 2

Revenue Protection

INDICATOR NO:	RISK INDICATORS	Dual Issuing	Manufacturing	Origin Preference Processing	Low and Processing	Overland Processing	Issuing	Valuation	Cigarettes Assessed
2.1 Operator									
2.1.0.1	Invoice issued by party other than producer (especially by off-shore companies)	X							
2.1.0.2	Parties are minor operators	X							
2.1.0.3	Same buyer and seller (community of interest)	X							
2.1.0.4	Consignor and/or Consignee Company recently founded	X							X
2.1.0.5	Consignments are non-complying with the regular business if the consignor and/or consignee	X							
2.1.0.6	Irregular/obscurities observed or suspected of occurring in the activities of and/or transports by the operator (intelligence information)	X							
2.1.0.7	Cash payments/Payments of Customs charges or freight in cash	X		X					X
2.1.0.8	Fictitious/known person/companies	X	X			X		X	
2.1.0.9	Loading of goods in transit area	X							
2.1.0.10	Generalized description of goods	X		X	X				
2.1.0.11	Incomplete/inconsistent documentation/information	X	X	X	X	X		X	
2.1.0.12	Collective consignment for the freight	X	X						
2.1.0.13	Fictitious address	X							
2.1.0.14	Revenue history of the importer		X						
2.1.0.15	Inconsistency with the importer's business		X						
2.1.0.16	Vague address or Post Office (P.O) Box		X					X	
2.1.0.17	First time importer and/or exporter		X		X	X	X	X	
2.1.0.18	Change of name or trading style		X					X	
2.1.0.19	Related parties to the transaction		X	X					
2.1.0.20	Transportation costs too high		X						
2.1.0.21	Use of postal boxes or residential area for addressing purposes		X						
2.1.0.22	False packing list			X					
2.1.0.23	Inconsistent use of points of clearance routing				X				
2.1.0.24	Excessive amount of wastage				X				
2.1.0.25	Excessive delay between import and processing				X				
2.1.0.26	Disproportionate import of raw materials to manufacturing capacity				X				
2.1.0.27	Weight of export container is too heavy or light				X				
2.1.0.28	Many amendments on documents				X	X	X		
2.1.0.29	Incorrect classification				X				
2.1.0.30	Abnormally long delay between the import and export stages				X				
2.1.0.31	Substitution of original manufacturing number with false identification number					X			



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO.	RISK INDICATORS	Double Invoicing	Misclassification	Origin Preference	Inward Processing	Outward Processing	Layering	Valuation	Cigarettes (Arabic)
2.1.0.32	Substitution of equipment with superior technology for equipment with inferior technology					X			
2.1.0.33	Importer is in country or area of interest					X			
2.1.0.34	Unusual/suspect routing of consignment					X	X		X
2.1.0.35	Late presentation of Customs documentation						X		
2.1.0.36	Terms of payment						X		
2.1.0.37	Unusual destination country						X		
2.1.0.38	Packaging suspicious						X		
2.1.0.39	Vague description on invoice						X		
2.1.0.40	High insurance costs							X	
2.1.0.41	Disproportionate transportation costs							X	
2.1.0.42	Unusual payment method							X	
2.1.0.43	Inter-company pricing							X	
2.1.0.44	Delivery address different from that shown on the Bill of Lading								X
2.1.0.45	Adversely known consignor/consignee								X
2.1.0.46	Consignment from hauler to hauler								X
2.1.0.47	Road consignment notes (CMRs) raised by hauler								X
2.1.0.48	Incomplete or poorly written documents								X
2.1.0.49	Possible unloading/reloading in a 3rd country								X
2.1.0.50	Cargo lends itself to concealments								X
2.2 Goods									
2.2.0.1	Agricultural products	X							
2.2.0.2	Car tire	X							
2.2.0.3	Electronics	X							
2.2.0.4	Construction materials	X							
2.2.0.5	Timber	X							
2.2.0.6	Furniture	X							
2.2.0.7	Textiles	X							
2.2.0.8	Fruit & vegetables	X							
2.2.0.9	Generalized description of the goods		X						X
2.2.0.10	Incorrect origin of the goods		X					X	
2.2.0.11	High duty/risk goods		X						
2.2.0.12	Unlikely market destination for the goods		X		X				
2.2.0.13	Merchandise has no country of origin markings			X					
2.2.0.14	Goods have poorly translated titles, instructions or labels			X					
2.2.0.15	Differently marked packages			X					
2.2.0.16	Good not matching road consignment notes (CMRs)			X					
2.2.0.17	Mode of transport inconsistent with goods				X				
2.2.0.18	Packing inconsistent with goods				X		X		
2.2.0.19	Importing high quality goods to make low quality products				X				



Standardized Risk Assessments/Model Risk Indicators/Profiles

IND RISK INDICATOR NO:	RISK INDICATORS	Double Inventory	Misclassification	Origin Preference	Inward Processing	Over and Processing	Location	Valuation	Quantity Assessed
2.2.0.20	Susceptibility to interchange and substitute imported goods				X				
2.2.0.21	Quality and quantity of goods does not match imported materials				X				
2.2.0.22	Value of exported goods is too low				X				
2.2.0.23	Incorrect declaration concerning the value of goods					X			
2.2.0.24	Incorrect or false declaration concerning the goods exported originally					X			
2.2.0.25	Incorrect declaration regarding the processes completed on the goods during the processing phase abroad					X			
2.2.0.26	Destination is of interest/source country					X			
2.2.0.27	Goods are telecommunication or weaponry in nature					X			
2.2.0.28	Quality of the goods							X	
2.2.0.29	Known high risk goods for valuation fraud							X	
2.2.0.30	Exceptionally high or low prices							X	
2.2.0.31	Full container loads								X
2.2.0.32	Low value consignments (perishable foodstuffs, furniture, paper, textiles, wood, charcoal, household goods, toys)								X
2.2.0.33	Consignments with inadequate or poorly prepared documentation								X
2.2.0.34	Goods not consistent with importer's business								X
2.2.0.35	Dry loads in reefer units								X
2.2.0.36	Cargo lends itself to concealments								X
2.2.0.37	Chilled/frozen goods at wrong temperature								X
2.2.0.38	Round weights								X
2.2.0.39	Low value consignments – bulk goods								X
2.2.0.40	Unusual or non-viable loads								X
2.2.0.41	Out of season commodities								X
2.2.0.42	Conveyance smells of glue, excessive coffee, drugs, mothballs, excessive perfume, excessive deodorizer, paint								X
2.2.0.43	Conveyance is not properly equipped for commodity on board (eg. Refrigeration)								X
2.3 Vehicle									
2.3.0.1	Unusual spare tires								X
2.3.0.2	No plates on vehicle								X
2.3.0.3	Signs of tampering to air cleaner, engine compartment, seats, doors, windows do not work								X
2.3.0.4	Unmarked tractor & trailer								X
2.3.0.5	First time driver and/or vehicle								X
2.3.0.6	Vehicle recently purchased								X
2.3.0.7	Hired tractor or trailer								X
2.3.0.8	Loaded in sensitive risk region								X



Standardized Risk Assessments/Model Risk Indicators/Profiles

Cluster 3

Drugs and Precursors

INDICATOR NO:	RISK INDICATORS	Double Jamming	Misclassification	Origin Preference	Inward Processing	Outward Processing	Licenses	Valuation	Cigarettes/Alcohol			
										Drugs	Precursors	
INDICATOR NO:	RISK INDICATORS						Rail	Air	Land-Boats/Trucks	Land-Container	Sea Container	Precursors
2.3.0.9	Adversely known											X
2.3.0.10	High risk nationality combination (vehicle & driver)											X
2.3.0.11	Driver's physical appearance/dress appearance doesn't match											X
2.3.0.12	Driver lacks knowledge of conveyance ownership, history											X
3.1 Goods												
3.1.0.1	Load/goods are suitable for smuggling & load density not susceptible to control without considerable delay (unloading takes a lot of time)				X							
3.1.0.2	Load/goods are known to be used as cover loads for smuggled goods				X							
3.1.0.3	Load/goods coming from sensitive countries of origin or transit in terms of smuggling (eg Silk&Balkan routes)				X		X	X	X			
3.1.0.4	Use of an unusual route				X							X
3.1.0.5	Load has been staying for unusual length of time in sensitive countries				X							
3.1.0.6	Any cash payments				X							
3.1.0.7	Empty vehicle/container							X				
3.1.0.8	Collective consignment for the freight							X	X			
3.1.0.9	Unprofessional packaging							X				
3.1.0.10	Fruits & vegetables							X				
3.1.0.11	Plastic bags							X				
3.1.0.12	Textiles							X				
3.1.0.13	Goods not consistent with importer's business								X		X	
3.1.0.14	Not usual for country of origin								X			
3.1.0.15	Not normal for the habitual activity of the consignee								X			
3.1.0.16	Low value consignments								X			
3.1.0.17	Out of season commodities								X			
3.1.0.18	Differently marked packages								X			
3.1.0.19	Chilled/frozen goods at wrong temperature								X			
3.1.0.20	Weight inconsistent or low								X			
3.1.0.21	Goods not consistent with supplier's business								X	X		
3.1.0.22	Known concealment risk								X			
3.1.0.23	Goods not consistent with country of origin/destination								X			X
3.1.0.24	Wrong harvest season								X			X



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS	Drugs				Precursors
		Ball	Air	Land-Backpack	Container Sea	
3.1.0.25	Not consistent with packaging					X
3.1.0.26	Unusually detailed					X
3.1.0.27	Goods versus type of container					X
3.1.0.28	Difficult to examine the container					X
3.1.0.29	The container where the goods are owned by the shipper					X
3.1.0.30	The container has incomplete or false numbers					X
3.1.0.31	Weight versus goods inconsistent					X
3.2 Operator						
3.2.0.1	Out of town agents	X				
3.2.0.2	Unusual delivery instructions	X				
3.2.0.3	Fictitious companies, shipper and/or consignee				X	X
3.2.0.4	Consignments from, or, for a recently formed company				X	
3.2.0.5	Using unusual routing				X	
3.2.0.6	Payment of Customs charges for freight in cash				X	
3.2.0.7	Adversely known consignor/consignee				X	
3.2.0.8	Full container load movements				X	
3.2.0.9	Consignment to a freight forwarder				X	
3.2.0.10	Infrequent importations				X	
3.2.0.11	Manifest details incorrect/not genuine				X	
3.2.0.12	Lack of owner/supplier code				X	
3.2.0.13	Container number not genuine				X	
3.2.0.14	Person to person consignment				X	
3.2.0.15	Manifest amended/cancelled for re-export				X	
3.2.0.16	The use of mobile or prepaid mobile phone numbers as contact numbers for imported cargo				X	
3.2.0.17	History of ownership, routing & repairs				X	
3.2.0.18	Alterations made or unfixed damage				X	
3.2.0.19	Type of commodity normally carried				X	
3.2.0.20	Container identification numbers matching container company, altered or fictitious numbers				X	
3.2.0.21	Abnormalities in reinforcement spacing, roofline, space between walls				X	
3.2.0.22	Fresh paint, new metal mouldings, new metal sheeting, new welds, rivets, screws/bolts				X	
3.2.0.23	False additions – floor, roof, walls				X	
3.2.0.24	Condition of interior				X	
3.2.0.25	Conveyance smells of glue, excessive coffee, drugs, mothballs, excessive perfume, excessive deodorizer, paint				X	
3.2.0.26	Conveyance is not equipped for commodity on board				X	
3.2.0.27	No address/Post Office (P.O) Box/Accommodation				X	
3.2.0.28	New business, especially first shipments					X
3.2.0.29	Seller not in the country of export					X
3.2.0.30	Forwarding company is shipper					X
3.2.0.31	Forwarding company is notify party					X
3.2.0.32	Port of loading address of shipper not consistent with port of export					X
3.2.0.33	Port of discharge not consistent with importer's address					X



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS	Drugs					Precursors
		RM	Air	Roadside	Land-Creations	Sea	
3.2.0.34	The cargo is prepaid by the operator						X
3.2.0.35	Date of issue of bill of lading not consistent with voyage						X
3.2.0.36	Place of issue of bill of lading not consistent with shipper's address						X
3.3 Vehicle							
3.3.0.1	Fresh traces of welding and/or fresh paint			X			
3.3.0.2	Vehicle has been rented (especially lorries)			X			
3.3.0.3	Owner of lorry is different from the transport company			X			
3.3.0.4	Vehicle has been registered recently			X			
3.3.0.5	Vehicle doors unusual (heavy when opened, windows don't go down, factory plastic replaced)			X			
3.3.0.6	Tire rims newly painted or have weld marks			X			
3.3.0.7	Bolt condition does not match fuel tanks			X			
3.3.0.8	Walls have missing rivets			X			
3.3.0.9	Floor is not solid when tapped underneath			X			
3.3.0.10	Roof gives in when pushed (hollow compartment)			X			
3.3.0.11	Battery wires not connected and/or don't have fluid			X			
3.3.0.12	Driver's suspicious behaviour (nervousness, inconclusive and/or contradictory statements)			X			
3.3.0.13	Vehicle has two drivers for a short distance journey			X			
3.3.0.14	Driver's place of birth in drug sensitive country			X			
3.3.0.15	Known associates in drug sensitive country			X			
3.3.0.16	New driver for the transport company			X			
3.3.0.17	Illogical route			X			
3.4 Person							
3.4.1 Documentary							
3.4.1.1	Ticket purchased on a date close to departure		X				
3.4.1.2	Ticket supplied by a 3rd party		X				
3.4.1.3	Ticket paid by cash		X				
3.4.1.4	Passport issued by a drug producing or transit country		X				
3.4.1.5	Type of visa (if required) inconsistent with the purpose of the trip & issued by a 3rd country		X				
3.4.1.6	Visa obtained on a date close to departure		X				
3.4.1.7	Nationality		X				
3.4.1.8	Short trip (return after 1-2 days)		X				
3.4.1.9	Several return journeys to/from sensitive countries		X				
3.4.1.10	Import documentation in passengers baggage (eg bill of lading, consignment data)		X				
3.4.1.11	Recent or new passport		X				
3.4.2 Verbal							
3.4.2.1	Unwillingness or inability to reply to questions		X				
3.4.2.2	Questions answered with questions		X				
3.4.2.3	Changes in version or explanation		X				
3.4.2.4	Silence before answering questions		X				
3.4.2.5	Voluble or overly cooperative with the authorities		X				
3.4.2.6	Broken or trembling voice		X				



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS	Drugs					Precursors
		RAI	AV	Rubbish	Limp	Crestless	
3.4.2.7	What is or is not contained in responses		X				
3.4.2.8	Responses starts off repeating the initial questions		X				
3.4.2.9	Responses conflicts with non-verbal indicators		X				
3.4.2.10	Over emphasizing honesty or truthfulness or professes innocence		X				
3.4.2.11	Diverts attention away from interview		X				
3.4.2.12	Answers are incoherent		X				
3.4.2.13	Answers belligerently		X				
3.4.2.14	Speed of answers – too fast or too slow		X				
3.4.2.15	Overconfident or over friendly in answers		X				
3.4.2.16	Extra talkative/provides extraneous information		X				
3.4.2.17	Changes in pitch, rate of volume		X				
3.4.2.18	Contradicts previous statements made		X				
3.4.2.19	Evades answering questions		X				
3.4.2.20	Has selective forgetfulness/amnesia		X				
3.4.2.21	Answers to questions show/indicates lack of knowledge		X				
3.4.3 Non-verbal							
3.4.3.1	Avoiding eye contact		X				
3.4.3.2	Covering eyes or mouth with hands		X				
3.4.3.3	Fidgeting nervously		X				
3.4.3.4	Fiddling with objects to control anxiety		X				
3.4.3.5	Crossing & uncrossing hands and/or legs		X				
3.4.3.6	Permanent nervous smile		X				
3.4.3.7	Gulping		X				
3.4.3.8	Turning pale or flushing		X				
3.4.3.9	Sweating		X				
3.4.3.10	Inappropriate or oversized clothes		X				
3.4.3.11	Unusual bulges on person's body		X				
3.4.3.12	Clothes unsuitable for climate		X				
3.4.3.13	Luggage is inconsistent with length of travel		X				
3.4.3.14	Posture responses conflict with each other		X				
3.4.3.15	Modifications/alterations to luggage		X				
3.4.3.16	Inconsistency in apparel		X				
3.4.3.17	Apparel conflict with stated position		X				
3.4.3.18	Absent of appropriate apparel for stated purpose of trip		X				
3.4.3.19	Attempts to physically distract interviewer		X				
3.4.3.20	Body is rigid or stiff		X				
3.4.3.21	Person is fatigued or tired		X				
3.4.3.22	Loss of coordination		X				
3.4.3.23	Physically ill		X				
3.4.3.24	Shifting weight from foot to foot		X				
3.4.3.25	Shuffling feet		X				
3.4.3.26	Stomach appears to be distended		X				
3.4.3.27	Trembling		X				
3.4.3.28	Walks abnormally		X				
3.4.3.29	Adjusting or playing with clothing, jewelry, ears or hair		X				



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS	Drugs					Precursors
		Ball	Air	Boat/Sea	Land	Container	
3.4.3.30	Constant licking of lips		X				
3.5 Post Arrival Phase							
3.5.0.1	Exceptional value of goods						X
3.5.0.2	Value inconsistent with goods						X
3.5.0.3	Any cash payments						X
3.5.0.4	Out of town agents						X
3.5.0.5	No certificates of origin						X
3.5.0.6	Importer anxious to obtain goods quickly						X
3.5.0.7	Seals do not agree with bill of lading						X
3.5.0.8	Unusual delivery instructions						X
INDICATOR NO: RISK INDICATORS							
4.1 Security for the Supply Chain							
4.1.1 Data elements reviewed to target movements of high risk goods:							
4.1.1.1	Consignor or consignor code or exporter or exporter code						
4.1.1.2	Description of goods or tariff code number						
4.1.1.3	UNDG (United Nations Dangerous Goods) Number (dangerous goods code)						
4.1.1.4	Type of packages identification						
4.1.1.5	Number of packages						
4.1.1.6	Measure unit qualifier						
4.1.1.7	Total gross weight						
4.1.1.8	Total invoice amount						
4.1.1.9	Currency code						
4.1.1.10	Place of loading or place of loading code						
4.1.1.11	Carrier identification or carrier name						
4.1.1.12	Equipment identification number						
4.1.1.13	Equipment size and type identification						
4.1.1.14	Seal number						
4.1.1.15	Identification of means of transport crossing the border of the territory of the Contracting Party or code						
4.1.1.16	Nationality of means of transport crossing the border of the territory of the Contracting Party or code						
4.1.1.17	Conveyance reference number						
4.1.1.18	Transport charges method of payment or code						
4.1.1.19	Customs office of exit or code						
4.1.1.20	Countries of routing or code						
4.1.1.21	First port of arrival or code						
4.1.1.22	Date/time of arrival at first port of arrival in the territory of the Contracting Party or code						
4.1.1.23	Consignee or consignee code or importer or importer code						
4.1.1.24	Notify party or notify party code						
4.1.1.25	Delivery destination						
4.1.1.26	Agent or agent code						
4.1.1.27	Unique Consignment Reference Number						

Cluster 4

Security



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
4.2 Weapons of Mass Destruction	
4.2.0.1	Consignor or consignor code or exporter or exporter code
4.2.0.2	Description of goods or tariff code number
4.2.0.3	Place of loading
4.2.0.4	Identification of means of transport (vessel name, vehicle number, including land, sea, air & rail)
4.2.0.5	Equipment identification number (container/vehicle number, includes land, sea, air & rail)
4.2.0.6	First point of arrival (includes land, sea & rail)
4.2.0.7	Countries of routing (relevant for transit traffic)
4.2.0.8	Consignee or consignee code or importer or importer code
4.2.0.9	Delivery destination
4.2.0.10	Unit of measure
4.2.0.11	Gross weight
4.2.0.12	Transshipment place
4.2.0.13	Carrier (includes road, sea & rail)
4.2.0.14	Notify party
4.2.0.15	Registered nationality of means of transport (includes road, sea, rail & air)
4.2.0.16	Agent
4.2.0.17	Voyage number
4.2.0.18	Forwarding agent's code in place of an exporter (Siret) code (when drafting up export documents)

INDICATOR NO:	RISK INDICATORS
5.1 Money Laundering	
5.1.1 Suspect Person	
5.1.1.1	Routing (travelling to/from sensitive source country or travelling to/from money laundering centre)
5.1.1.2	Tickets purchased for cash and/or bought at the last minute (cash paid to avoid trail as to who purchased the ticket & to avoid prior checks being made by authorities)
5.1.1.3	Old/newly issued passport (newly issued passport, traveller only recruited to transport money, no normal travel. Old passport, look for frequent travel to sensitive source countries or money laundering centres)
5.1.1.4	Overall credibility of reason for travel
5.1.1.5	Positive database checks, intelligence information
5.1.1.6	Associations with local suspects
5.1.1.7	Priority check-in, late check-in, arriving late at the gate. Larger hand/hold luggage allowance so can carry larger amounts of cash
5.1.1.8	Changes to itinerary – return early and/or stay late
5.1.1.9	Short stay in the country (look for long distance travel with only a short stay in the country)
5.1.1.10	Booking made by a 3rd party
5.1.1.11	Clothing – smart appearance
5.1.1.12	Frequency of travel to region – over a short period (professional courier)
5.1.1.13	Travel plans inconsistent with stated occupation
5.1.1.14	Frequency travel for 'holidays' by unemployed/social security recipients
5.1.1.15	Ill-fitting new clothing to which passenger seems unaccustomed
5.1.1.16	Passengers, who check in their hold luggage in reasonable time, but go through security checks or present themselves at the gate at the last possible moment
5.1.1.17	The address of residence or domicile does not correspond to the person's financial arrangements
5.1.1.18	The person changes addresses frequently
5.1.1.19	The person cannot immediately provide additional identification documents
5.1.1.20	Identification documents appear to be unused

Cluster 5

Other Prohibitions and Restrictions



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
5.1.3.18	A newly established company receives large amounts from abroad that shortly afterwards are sent on to one or more companies abroad
5.1.3.19	The only movements on an account are transfers to or from abroad
5.1.3.20	A private account is used for business related transactions
5.1.3.21	Exchange of large amounts or frequent exchanges that are not related to the customer's business
5.1.3.22	Transfers to countries that have no ordinary relation to the customer's personal or professional situation
5.2 Paedophile	
5.2.1 Risk profiles to detect suspected persons	
5.2.1.1	Most are usually male & single although evidence of wife & children should not allay suspicions. (They often target single parent families to gain access to the children or may have young oriental brides)
5.2.1.2	They may travel alone or with partner of the same sex
5.2.1.3	They can come from any social background & be of any age
5.2.1.4	Might be travelling with young children
5.2.1.5	They often work with, or are involved with children & young people (Investigation cases have involved teachers, sport instructors, social workers, scout leaders)
5.2.1.6	Film, videos, camera equipment with extensive snapshots of filming of children are usually found on them
5.2.1.7	Paedophile related news reports or collections of innocent photographs of children
5.2.1.8	Erotic reference material or records, diary entries of actual incidences of child abuse
5.2.1.9	Some cases suspected persons have regularly changed employment & even their name & address
5.2.1.10	Holidays to known centres of child sex tourism
5.2.1.11	Professional & organization associations
5.3 CITES	
5.3.1 Cargo	
5.3.1.1	Load/goods are suitable for smuggling & load density not susceptible to control without considerable delay (unloading takes a lot of time)
5.3.1.2	Incorrect conversion of imperial to metric measurements
5.3.1.3	Load/goods are known to be used as cover loads for smuggled goods
5.3.1.4	Falsified or fake import & export documentation
5.3.1.5	Unauthorized amendments to import/export documentation
5.3.1.6	Falsified or fake health/phytosanitary documentation
5.3.1.7	Missing documentation
5.3.1.8	Different countries of origin shown on accompanying documents
5.3.1.9	Weight of shipment excess for declared commodity
5.3.1.10	No proper description of goods
5.3.1.11	Load/goods coming from sensitive/suspect countries of origin or of transit in terms of smuggling
5.3.1.12	Use of an unusual route
5.3.1.13	Declared species unusual in trade
5.3.1.14	Species on documentation does not occur in country of origin
5.3.1.15	Incorrect name of species or species does not exist
5.3.1.16	Load has been staying for unusual length of time in sensitive countries
5.3.1.17	Any cash payments
5.3.1.18	No importer details shown, only freight agent
5.3.1.19	Unusual delivery instructions
5.3.1.20	Unusual or lack of instructions on shipping documents
5.3.1.21	Request to keep chilled, but this is not required
5.3.1.22	Request for urgent handling
5.3.1.23	Request for flight to avoid certain transit points
5.3.1.24	Boxes carry warnings of dangerous content, such as venomous snakes
5.3.1.25	Boxes carry 'live animals' or 'This way up' stickers, or have air-holes



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO: RISK INDICATORS	
5.3.1.26	One or more boxes are different than the rest of shipment
5.3.1.27	Goods are moving under carnets ATA/TIR
5.3.2 Persons	
5.3.2.1	Routing (travelling to/from sensitive source country)
5.3.2.2	Cash paid tickets bought last minute late bookings (cash paid to avoid audit trail to whom purchased the ticket & to avoid prior checks being made by authorities)
5.3.2.3	Overall credibility of reason for travel
5.3.2.4	Positive database checks, intelligence information
5.3.2.5	Association with local suspects
5.3.2.6	Short stay in the country (look for long distance travel with only a short stay in the country)
5.3.2.7	Booking made by a 3 rd party
5.3.2.8	Frequency of travel to sensitive region – over a short period (professional courier)
5.3.2.9	Chill or cooler boxes seen in luggage
5.3.2.10	Large amount of luggage
5.3.2.11	Baggage extremely heavy
5.3.2.12	Associated documentation or indicative luggage eg. diving equipment
5.3.2.13	Luggage carries "Live animals" or "This way up" stickers, or has air-holes
5.3.2.14	Inappropriately heavy/bulky clothing for climate
5.4 Nuclear and Radioactive Material	
5.4.1 General Indicators	
5.4.1.1	Source & transit countries of concern
5.4.1.2	Suspicious routing
5.4.1.3	Method of travel suspicious
5.4.1.4	Known producers
5.4.1.5	Suspect End-Users
5.4.1.6	Suspect diversionary points
5.4.1.7	Proliferation items sought
5.4.1.8	Incomplete or poorly written documents
5.4.1.9	Misclassification or misdescription for evasion purposes
5.4.1.10	Excessive weight & surfeit of goods (with regards to the declared nature of the consignment, necessity to confine alpha, beta & gamma rays)
5.4.2 Persons	
5.4.2.1	Suspicious nationality
5.4.2.2	Buyers and/or users not identified
5.4.2.3	Middle-aged persons
5.4.2.4	Former failed businessmen
5.4.2.5	Previous offenders
5.4.2.6	Known associates in organized crime
5.5 High Technology and Munitions	
5.5.1 Indicators of illegal exports or diversions of high technology & munitions items, or services relating to these items:	
5.5.1.1	Customer is willing to pay cash for high value order rather than use a standard method of payment, which usually involves a letter of credit
5.5.1.2	Customer is willing to pay well in excess of market value for the commodities
5.5.1.3	Purchaser is reluctant to provide information on the end-use or end-user of the product
5.5.1.4	End-use information provided incompatible with customary purpose for which product is designed
5.5.1.5	Final consignee is a trading or export company, freight forwarder, or other entity with no apparent connection to the purchaser
5.5.1.6	Customer appears unfamiliar with the product, its application, support equipment or performance
5.5.1.7	Packaging requirements are inconsistent with the shipping mode or destination
5.5.1.8	Customer orders products or options that do not correspond with their line of business
5.5.1.9	Customer has little or no business background



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
5.5.1.10	Companies or individuals from foreign countries other than the country of the stated end-user place the order
5.5.1.11	Order is being shipped via circuitous or economically illogical routing
5.5.1.12	Customer declines the normal service, training or installation contracts
5.5.1.13	Product is inappropriately or unprofessionally packaged eg. odd sized/re-taped boxes, hand lettering in lieu of printing, altered labels or labels that cover old ones)
5.5.1.14	Size or weight does not fit the product described
5.5.1.15	'Fragile' or other special markings on the package are inconsistent with the commodity described
5.5.1.16	Address of consignee is a Post Office (P.O.) Box
5.6 Firearms	
5.6.1 Operator	
5.6.1.1	New business, especially the first shipping
5.6.1.2	Frequent change of Customs office of entry and/or Customs broker
5.6.1.3	Association with local suspects (intelligence information)
5.6.1.4	Fictitious companies
5.6.1.5	Fees for brokerage/storage paid by 3 rd party
5.6.1.6	Fees prepaid in cash
5.6.1.7	Unusual delivery destination
5.6.1.8	Importer is anxious to quickly obtain the goods
5.6.2 Delivery Route	
5.6.2.1	Place of origin/loading
5.6.2.2	Route is not consistent with country of origin/shipping
5.6.2.3	Delivery destination suspicious
5.6.2.4	Clearance of goods at Customs office far from address of consignee/notify party/delivery destination
5.6.3 Goods	
5.6.3.1	Incomplete/incorrect documentary information
5.6.3.2	No proper description of goods
5.6.3.3	No description of payment terms/contracting number/letter of credit
5.6.3.4	Load/goods are known to be used as cover loads for smuggled goods
5.6.3.5	Unusual handling instruction
5.6.3.6	Value inconsistent with declared goods
5.6.3.7	Goods unseasonable
5.6.3.8	Suspicious packaging
5.6.3.9	Difficult to examine goods/packaging
5.6.3.10	Freight value is inconsistent with declared goods
5.6.3.11	Weight is inconsistent compared with declared goods
5.7 Cultural Property	
5.7.1 Goods Most Frequently Stolen	
5.7.1.1	Small size, high-value goods which are easily concealed: silverware, antique jewelry, antique watches, rare coins, miniatures, rare stamps, decorative items
5.7.1.2	Artifacts from ancient civilizations (Mediterranean basin, far East, Middle East)
5.7.1.3	Primitive art (Black Africa, Central & South America, Asia/Pacific)
5.7.1.4	Paintings
5.7.1.5	Statues, artifacts taken from illegal digs – whether on known or unlisted archaeological sites
5.7.1.6	Carvings
5.7.1.7	Icons
5.7.1.8	Religious artwork
5.7.2 Means of Transport and Places of Concealment	
5.7.2.1	Road vehicles
5.7.2.2	Railway sleeping cars
5.7.2.3	House removal containers
5.7.2.4	Other containers (concealed among other goods)



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS
5.7.2.3	In tourists' clothing or hand baggage
5.7.2.6	In postal parcels or express courier items
5.7.3 Modus Operandi: Goods	
5.7.3.1	Misdescription: declared for example as 'handicrafts'
5.7.3.2	Incorrect tariff heading to evade a licence requirement or any other documentary requirement
5.7.3.3	Goods mixed in with others (general list instead of an itemized invoice, mixed with high-value works of art, collectors' items or antiques)
5.7.3.4	False declaration of origin to evade a prohibition
5.7.3.5	Large collection of disparate articles
5.7.3.6	Goods split into different parts: valuable objects declared as several packages or parts. These incomplete goods are shown as low-value parts on the invoices (furniture doors, legs or drawers)
5.7.3.7	Objects doctored in order not to attract the service's attention: signatures or hallmarks obliterated, original painting camouflaged by another painting superimposed upon it
5.7.3.8	Goods described not consistent with usual trade from the country of origin concerned
5.7.4 Modus Operandi: Documents/Packaging/Customs Procedures	
5.7.4.1	Documents missing, no detailed invoice
5.7.4.2	Inadequate description of the goods
5.7.4.3	Payment in cash, carriage pre-paid
5.7.4.4	Very careful packaging not consistent with the description of the goods or the value declared for the goods
5.7.4.5	Delivery instructions
5.7.4.6	Special markings; fragile or 'This way up' marked on the boxes, hermetically sealed packaging or packaging not normally encountered with the type of goods declared
5.7.4.7	Summary dispatch note presented at exportation certified by experts (who often have not been shown on all the goods)
5.7.4.8	Temporary importation & exportation procedures (used as cover for clandestine buying & selling activities or brokering, or to mask the accumulation of assets abroad)
5.7.5 Modus Operandi: Itinerary: Import/Export	
5.7.5.1	Dispatched from a country neighbouring a sensitive country of origin
5.7.5.2	Dispatched from, or bound for a country known as a world center for dealing in works of art (buying/selling)
5.7.5.3	Country of origin/dispatch/destination known for 'parallel trading': permanent antiques markets, flea markets, collectors' fairs, official auctions, private auctions
5.7.6 Modus Operandi: Sensitive Countries	
5.7.6.1	Countries plagued by conflicts or political instability
5.7.6.2	Archaeological sites which are open to mass tourism
5.7.6.3	Places of worship in countries where they are less well protected
5.7.7 Modus Operandi: Persons/Companies	
5.7.7.1	Brief, frequent trips, visas in the passport
5.7.7.2	Profession which is high-risk, very general or vague: researcher, antiques dealer, archaeologist, diver (for cultural goods on the sea-bed, wrecks, engulfed cities)
5.7.7.3	Heavy voluminous baggage, many baggage items, excess baggage or no baggage
5.7.7.4	Carrying large amounts of currency
5.7.7.5	Activity not consistent with that usually pursued by the importing or exporting company concerned
5.7.7.6	Company new to the sector of activity concerned
5.7.7.7	Name of consignee company not shown, only the particulars of the forwarding agent are given
5.7.7.8	Consignee's address incorrect or incomplete
5.7.7.9	Address given is a Post Office Box
5.7.7.10	Only a telephone number is given in the 'consignee' field or in the special instructions



Standardized Risk Assessments/Model Risk Indicators/Profiles

Intellectual Property Rights (IPR)

Production of counterfeit and pirated goods results in:

- Loss of revenue**
- Damages markets for legitimate goods**
- Affects economic stability**
- Corporate revenue loss**
- Loss of employment**
- Inhibits creativity/development of technology**
- Inferior quality/construction**
- Failing to conform to national standards**
- Threat to public health and safety**



Standardized Risk Assessments/Model Risk Indicators/Profiles

Right holders

- Use high-quality packing material
 - Pack their products properly
- Label packaging with quantities, item numbers and bar codes

Physical checks are crucial to identify goods that are high risk for counterfeiting and piracy
Officers should look for inconsistencies

'Anything out of the ordinary'



Standardized Risk Assessments/Model Risk Indicators/Profiles

Document-based recognition

- Goods description – are high-risk goods involved?
- Vague description of goods
- Country of origin – known source for counterfeit/pirated
- Country of destination has reputation for demand
- Nature and quality of the documentation
- Sender and importer/consignee? Do they have a licence?
- Place of production
- Routing of the goods/means of transport
- Declared value of the goods
- Size of the shipment
- Terms of sale/delivery
- Lease arrangement of the container



Standardized Risk Assessments/Model Risk Indicators/Profiles

Packaging-based recognition

- Appearance of packaging

Goods-based recognition

- Quality of the goods
- Labels and marks on the goods
- Product details
- Multiple trademarks in one consignment



Standardized Risk Assessments/Model Risk Indicators/Profiles

Environmental crime

Ozone-depleting substances (ODS) and hazardous waste

Risk indicators for illicit trafficking of ODS and hazardous and other waste are similar – operators use same routings/stratagems

INDICATOR NO:	RISK INDICATORS:
5.9 Environmental Crime	
5.9.1 Goods	
5.9.1.1	False tariff heading: Using incorrect Customs codes – (ODS): Chemical substances are generally described by their trade names, which are not sufficiently descriptive. The chemical names can be very similar & it is difficult not to confuse what is banned & what is legally traded under the Protocol: several chemicals are assigned the same Customs codes
5.9.1.2	Inadequate general descriptions, incomplete or inconsistent description of the product being imported/exported. For ODS, the chemical name, UN identifying number, ASHARE, CAS, tariff codes & trade names present on the various documents must designate the same chemical
5.9.1.3	Declared as equipment: CFCs are frequently declared as equipment, such as refrigeration equipment, compressors or auto parts
5.9.1.4	Tariff slippage to avoid providing a required document
5.9.1.5	False declaration of origin. Goods described not usually traded by the country of origin: verify that the country of origin is a Party of the Montreal Protocol & its amendments
5.9.1.6	Goods describes not usually traded by the country of origin
5.9.1.7	Claiming virgin ODS as 'used', 'recovered', 'reclaimed' or 'recycled': Difficult to determine whether the substance is virgin or reclaimed. When faced with material described in this way, the first check to make is to ensure that the exporting country has recycling capacity. A list of recycling & reclaiming capacities can be obtained from the Ozone Secretariat. Customs could contact the National Ozone Unit for more in-depth investigation.
5.9.1.8	Products declared as waste considered as such in the country of transit or destination
5.9.1.9	Wastes declared as products
5.9.1.10	False declaration of quantity (weight & volume)
5.9.2 Documents	
5.9.2.1	Documents & cylinders switch; illegal ODS are identified as a legal substance in Customs documents & shipped in cylinders used for the legal substance
5.9.2.2	Missing documents (invoice, packaging list, declarations at unloading, movement documents accompanying hazardous waste, prior notification of movement, manifest)
5.9.2.3	A single waste movement document for various types of waste (whereas one is required per type of waste)
5.9.2.4	Cash payment, freight paid in advance
5.9.2.5	False certificates indicating that the virgin product is recycled (ODS)
5.9.3 Packaging	
5.9.3.1	Mislabeling: Products imported under another name, eg the chemical names of ODS may appear identical to other alternative harmless substances which are often imported under their trade names
5.9.3.2	Seals of the shipment defective, broken or non-existent for hazardous wastes & materials
5.9.3.3	Altering the colour & label or logo: The product is identified by its standardized packaging which is not compliant, altering the colour and/or label of the original cylinders containing regulated ODS to pass them off as cylinders containing another chemical
5.9.3.4	Poorly repaired or relabeled cylinders. Old, scratched & scarred paint may be another indicator of illegal activity. Disposable cylinders are reused to smuggle controlled ODS
5.9.3.5	Recently repaired (container, placards, labels)
5.9.3.6	Packaging not corresponding to the goods description or the declared value of the goods. For hazardous waste or materials, the packaging for transportation & the actual transportation must be compliant & meet the standards set
5.9.3.7	Delivery instructions. Specific markings such as 'Fragile', 'Handle with Care' or 'Top-Bottom' on boxes, overly sophisticated or unusual packaging for the type of goods declared
5.9.3.8	Insufficient weight & inadequate packaging
5.9.4 Places of Concealment	
5.9.4.1	Cylinder within a cylinder: (ODS) when a sample is taken from the top valves, only the legal substance is detected. The drums for hazardous wastes & materials may look like drums for chemical products with a regular & standardized size. If they seem oversized they may contain a regular size drum with illegal materials masked by legal products



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS:
5.9.4.2	Concealment of a larger quantity of ODS in an appliance only supposed to contain a small quantity. Appliances fitted with oversized storage tanks in the compressor are used to smuggle ODS. The most frequently used means of transport for this type of fraud are private cars, lorries (tipper trucks), trains, containers (contraband mixed in with other goods), cargo aircraft & merchant ships. The legitimate shipments of hazardous wastes generally come in specialized waste tanker with identification placards, logo & label. Illegal shipment has been often made in truck designed to carry fuel, oils & cement
5.9.4.3	Goods mixed with other products. Unauthorized products concealed by or in the midst of authorized products
5.9.4.4	Goods masked to divert the service's attention: (ODS) Changing tank pressure by means of nitrogen, to make the cylinder pressure appear the same as that for an authorized product, adding a small quantity of chloropicrin to pure methyl bromide to change the smell & giving the product a false insecticide code to avoid any monitoring (ODS), or adding pollutants to virgin products to alter their purity
5.9.4.5	Dented or mishandled containers or drums
5.9.5 Customs Procedure	
5.9.5.1	ODS on sale in the domestic market at lower-than-normal prices
5.9.5.2	Triangulation of trade: ODS legally produced in an industrialized country & then exported to an Article 3rd country. The ODS are then illegally re-imported for use in the industrialized country of origin
5.9.5.3	Falsely declaring ODS as being granted an exemption for analytical or laboratory use
5.9.5.4	Returned merchandise: A product referred to as "returned merchandise" may conceal its true nature (ODS and waste). The return of "empty cylinders" (ODS), especially those from a country unlikely to use a large volume of refrigerants
5.9.5.5	Can the waste be processed in the country of importation in accordance with the environmental protection legislation in force?
5.9.6 Routing	
5.9.6.1	Diversion of shipments: The products (ODS & waste) are shipped to an intermediary country while in transit to their named destination (transshipment). The smugglers secretly switch the ODS in shipping containers with other materials & place the ODS on the black market in the transit country
5.9.6.2	Shipments routed through a transit country when they could have been shipped directly through known transit countries
5.9.6.3	The country of origin declared only has limited or no production capacity for the legal chemical declared in the Customs documents
5.9.6.4	The country of destination declared has limited or no capacity for processing the waste
5.9.6.5	The type of product: Does it correspond to a real need on the black market or to a reprocessing capacity?
5.9.6.6	Repeated transactions in equipment for which there is no apparent demand in the domestic market
5.9.6.7	Transshipment in countries that produce the same ODS
5.9.6.8	Transshipment in countries unlikely to use the volume of ODS being shipped
5.9.6.9	Goods consigned in a country neighbouring a sensitive country of origin
5.9.6.10	Goods coming from or going to a country known as a global CFC marketplace or as a country producing a lot of wastes (numerous industries producing hazardous wastes & materials)
5.9.6.11	Country of origin/country whence consigned/country of destination known for being a country with parallel illicit markets
5.9.7 Individuals/Companies:	
5.9.7.1	Carrier not licensed to carry hazardous wastes
5.9.7.2	Imports by companies new to this type of activity or having links with ODS distributors. New company in this sector of activity (ODS and waste)
5.9.7.3	Large amounts of cash being transported
5.9.7.4	Activity not corresponding to that usually carried out by the importing or exporting company
5.9.7.5	Operator not known or unlicensed in the field of reprocessing hazardous & other waste
5.9.7.6	The name of the consignee company is not indicated, with only the freight forwarders contact details being given
5.9.7.7	Erroneous or incomplete address for the consignee, or not corresponding to a company known in this sector of activity
5.9.7.8	Address given is a Post Office (P.O.) Box



Standardized Risk Assessments/Model Risk Indicators/Profiles

INDICATOR NO:	RISK INDICATORS:
5.9.7.9	Only a telephone number is indicated in the consignee box or in the special instructions
5.9.8	Countries Concerned
5.9.8.1	Potential illegal sources of ODS: Legal production in industrialized countries (countries not covered by Article 5 of the Montreal Protocol), illegal production in those same countries (production exceeding the limits set by the Protocol, especially for transition economies), & legal production in developing countries (covered by Article 5 of the Montreal Protocol)
5.9.8.2	Developing countries
5.9.8.3	Countries in conflict or which are politically unstable

INCOTERMS – QUICK REFERENCE GUIDE

Incoterms are the international rules for the interpretation of trade terms used in international trade. Formulated by the International Chamber of Commerce.

INCOTERMS	EXPORTER COUNTRY (border of country of export)							IMPORTER COUNTRY (border of country of import)						
	EXW	FCA	FOB	FAS	CFR	CFP	CPT	DDP	DDU	DAC	DAP	DDP		
Freeing costs														
Commercial invoices														
Export licence (if any)														
Packing costs														
Export licence (if any)														
Insurance														
Transport														
Customs clearance														
Warehouse														
Country of origin														
Import licence														

EXW - Ex works
FCA - Free carrier
FOB - Free on board
FAS - Free alongside ship
CFR - Cost and freight
CFP - Cost and freight plus insurance
CPT - Carriage paid to destination
DDP - Delivered duty paid
DDU - Delivered duty unpaid
DAC - Delivered at carrier's place
DAP - Delivered at place

Incoterms

International rules and standards for interpretation of trade terms used in International Trade Formulated by the International Chamber of Commerce

<http://www.customs.gov.au/webdata/resources/files/Incoterms.pdf>



Maritime Risk Indicators (Incoming Sea Containers)

Indicators for Maritime will vary for different countries depending on:

- Functions of the seaports
- Performance of pre-arrival tasks in ports
- Legal obligations of supplying shipment details
- Time requirements for providing shipment details
- Technical capabilities of Customs systems



Maritime Risk Indicators (Incoming Sea Containers)

Pre-Arrival Phase

Source	Source Element	Sub Element	Indicators	
1. Bill of Lading/Manifest	1.1 Shipper/Consignor	1.1.1 Name	1.1.1.1 Not traceable	
			1.1.1.2 First shipment (never seen before)	
			1.1.1.3 Misspelled	
			1.1.1.4 Is another shipping company	
		1.1.2 Adversely known	1.1.2.1 Previously detected	
			1.1.2.2 Subject of a law enforcement alert	
			1.1.3 Address	1.1.3.1 Accommodation address
		1.1.3.2 Hotel		
		1.1.3.3 Incomplete		
		1.1.3.4 Misspelled		
		1.1.3.5 No address		
		1.1.3.6 P.O. Box		
		1.1.3.7 Shipper is not based in the country of shipment		
		1.1.3.8 Telephone number		
		1.1.3.9 Not traceable		
	1.1.3.10 Was used in a previous smuggling case			
	1.1.4 Status of Company	1.1.4.1 Company without activity		
		1.1.4.2 Insolvency		
		1.1.4.3 New company (recently started)		
		1.1.4.4 Not consistent with shipper's line of business		
		1.1.4.5 Economic partnership with consignee		
		1.1.4.6 Supposed family relationship with consignee		
		1.1.4.7 Forwarding company		
	1.2 Consignee	1.2.1 Name	1.2.1.1 Name	1.2.1.1.1 Not traceable
				1.2.1.1.2 First shipment (never seen before)
				1.2.1.1.3 Misspelled
				1.2.1.1.4 To order
			1.2.1.2 Same as notify party	1.2.1.2.1 Same as notify party
				1.2.1.2.2 Another shipping company
				1.2.1.2.3 Forwarding company
1.2.1.3 Previously detected			1.2.1.3.1 Previously detected	
			1.2.1.3.2 Subject of a law enforcement alert	
			1.2.1.4 Address	1.2.1.4.1 Accommodation address
1.2.1.4.2 Hotel				
1.2.1.4.3 Incomplete				
1.2.1.4.4 Misspelled				
1.2.1.4.5 No address				
1.2.1.4.6 P.O. Box				
1.2.1.4.7 Not traceable				
1.2.1.4.8 Port of discharge not consistent with importer's country				
1.2.1.4.9 Telephone number				
1.2.1.4.10 Facilities are not consistent with type of goods				



Maritime Risk Indicators (Incoming Sea Containers)

Source	Source Element	Sub Element	Indicators
			1.2.3.11 Was used in a previous smuggling case
		1.2.4 Status of Company	1.2.4.1 Company without activity
			1.2.4.2 Insolvency
			1.2.4.3 New company (recently started)
			1.2.4.4 Goods not consistent with line of business
			1.2.4.5 Economic partnership with shipper
			1.2.4.6 Supposed family relationship with shipper
		1.2.5 History of Company	1.2.5.1 Has recently been taken over
			1.2.5.2 Frequent changes in owners/directors
			1.2.5.3 Frequent changes in business activity
			1.2.5.4 Frequent changes in business name
			1.2.5.5 Frequent changes of address
		1.2.6 Owners/ Directors	1.2.6.1 Adversely known
			1.2.6.2 Subject of law enforcement alert
			1.2.6.3 Frequent change of address
			1.2.6.4 Resident abroad
		1.2.7 Import Activities	1.2.7.1 First importation
			1.2.7.2 First import of type of goods
			1.2.7.3 First import from country of origin
			1.2.7.4 Unusual method of transport (not known)
			1.2.7.5 Infrequent imports
	1.3 Notify Party	1.3.1 Other	1.3.1.1 Other company as consignee (no forwarding company)
		1.3.2 Forwarding Company	1.3.2.1 Also mentioned as consignee
			1.3.2.2 First shipment (never seen before)
			1.3.2.3 Unusual method of transport (not known)
			1.3.2.4 Unusual shipping area
			1.3.2.5 Previously detected
			1.3.2.6 Subject of a law enforcement alert
			1.3.2.7 Not informed about shipment (unknown)
	1.4 Transport Route	1.4.1 Bill of Lading	1.4.1.1 Number not consistent with place or port of loading
			1.4.1.2 Remarks that a new B/L has been drawn up
			1.4.1.3 Indications that a new B/L has been drawn up
			1.4.1.4 Date of drawing up is not consistent with date & time of shipping
			1.4.1.5 Place of drawing up is not consistent with the country of shipping
		1.4.2 Transshipment	1.4.2.1 High risk port
			1.4.2.2 Unusual route
		1.4.3 Track & Trace site shipping Companies	1.4.3.1 Indications of irregularities
		1.4.4 Port of discharge	1.4.4.1 Port of discharge not consistent with importer's country



Maritime Risk Indicators (Incoming Sea Containers)

Source	Source Element	Sub Element	Indicators
	1.5 Goods	1.5.1 Description of goods	1.5.1.1 General, vague or ambiguous
			1.5.1.2 Unusually detailed
			1.5.1.3 Consolidated cargo
			1.5.1.4 HS code is incorrect
		1.5.2 Cover load	1.5.2.1 Commodities have been used for smuggling before
			1.5.2.2 Availability in the country of destination
			1.5.2.3 Difficult to examine
		1.5.3 Origin	1.5.3.1 Not a regular export product
			1.5.3.2 Not a regular import product
		1.5.4 Usual patterns	1.5.4.1 Unusual packaging
			1.5.4.2 Defects in weight
			1.5.4.3 Round weight
			1.5.4.4 Unusual volume (m ³)
			1.5.4.5 Round cube (m ³)
	1.5.4.6 Unusual type of container		
	1.5.4.7 Out of season commodities		
	1.6 Container	1.6.1 Number	1.6.1.1 Incomplete or false (not consistent with BIC code)
			1.6.2 Shipper owned
	1.7 Shipping Agent	1.7.1 Consignee / Notify Party	1.7.1.1 Returned undelivered notice of arrival
			1.7.1.2 Rerouting
	1.8 Others	1.8.1 Cost of freight	1.8.1.1 Pre-paid
		1.8.2 Marks & numbers	1.8.2.1 Lack of marks and numbers
			1.8.2.2 Inconsistent with shipper/importer
		1.8.3 Remarks	1.8.3.1 Further transport instructions
			1.8.3.2 Contact
			1.8.3.3
		1.8.4 Seals	1.8.4.1 No seal number mentioned
			1.8.4.2 Seal number not successive
			1.8.4.3 Padlock
		1.8.5 Cargo manifest	1.8.5.1
	1.8.5.1.2		



Maritime Risk Indicators (Incoming Sea Containers)

The **Supply Chain** is a complex system and knowledge about the role and activities of those involved in the transport of commodities is very important

Insufficient knowledge may cause ineffective recognition of risks that may be present in incoming shipments



Maritime Risk Indicators (Incoming Sea Containers)

Shipping companies

- ❑ Owners of vessels are 'shipping companies' or 'carriers'
- ❑ Often represented by an agent (ship broker/shipping agent) who handles Customs clearance formalities
- ❑ Large companies may represent themselves
- ❑ Others may use a 3rd party known as 'specialist shipbroker'
- ❑ May provide detailed information about
 - How long a container has been en route
 - Whether several shipping routes can be used
 - Which vessels container may be carried (schedules)
 - At which ports the vessel will call



Maritime Risk Indicators (Incoming Sea Containers)

Stevedore

- Completes loading and discharging of sea-going vessels
- Shipping agents advise stevedores which containers are to be loaded/ unloaded
- Are potential targets for bribery by criminal organizations especially in 'rip-off' modus operandi

Ship broker (shipping agent)

- Used by companies or private persons intending to ship goods by sea
- May provide information about:
 - Has someone presented himself in relation to the shipment?
 - What is known about further transportation of the container?



Maritime Risk Indicators (Incoming Sea Containers)

Ship broker (shipping agent) cont'd

- What is the container's history?
- Has there been an update of the information on the Bill of Lading?

Forwarding Company

- Provide services in relation to transport and storage
- Can perform all Customs formalities
- Draws up Bills of Lading called 'House Bills of Lading'
- Has to contact a shipping agent to arrange sea transport
- Shipping agent draws up a Bill of Lading using information supplied by forwarding company
- To conduct proper risk analysis when actual exporter and importer is not known forwarding companies should be asked for a 'House Bill of Lading'



Maritime Risk Indicators (Incoming Sea Containers)

Storage/warehousing companies

- Areas authorized by Customs for storage of bonded goods
- Staff have ample opportunities to smuggle goods

Consignor/Shipper

- Always found on Bill of Lading
- Provides information about:
 - Actual exporter of the commodities
 - Traders that do not produce goods themselves
 - Forwarding companies
 - Companies owning manufacturing plants, but have head office elsewhere



Maritime Risk Indicators (Incoming Sea Containers)

Criminal organizations

Infiltrate enterprises by buying/investing in insolvent businesses

Utilize expertise, connections and reputation of the company to conduct illegal activities and target company employees

Known to have shares or own transport companies and/or import and export firms



Maritime Risk Indicators (Incoming Sea Containers)

Modus Operandi examples

Identity Hijacking

- ❑ Well-known, bona fide company is mentioned as consignee on Bill of Lading
- ❑ The company is unaware about the shipment
- ❑ Shipment will never be delivered to addressee

Rip-Off

- ❑ Drugs are stowed in regular shipments destined for companies having nothing to do with the smuggling
- ❑ Consignor and consignee unaware about the contraband
- ❑ Accompanying papers do not show any irregularities





Maritime Risk Indicators (Incoming Sea Containers)



- ❑ Contraband loaded and unloaded on the terminal
- ❑ After removal of contraband the container is sealed again
- ❑ Contraband usually hidden in bags behind container doors

- ❑ Contraband also hidden in refrigerator compartments of reefer containers
- ❑ Easily accessible as refrigerators regularly need maintenance





Maritime Risk Indicators (Incoming Sea Containers)



Smuggling Cocaine

**Refrigerator compartment
accessible
from inside and outside of
a reefer container**





Maritime Risk Indicators (Incoming Sea Containers)

**Cocaine inside the floor
of the reefer container**



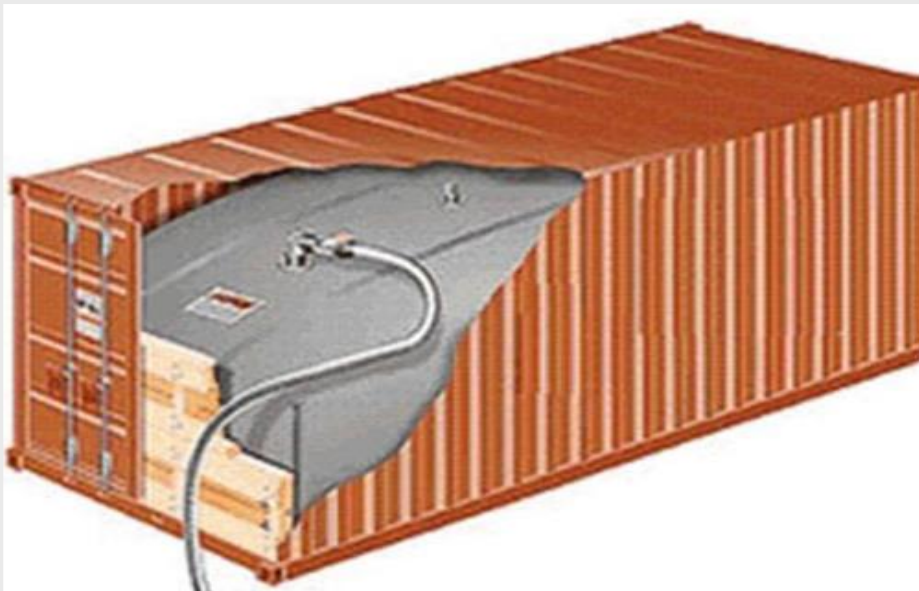
**Cigarettes in the floor
of a flatrack container**



Maritime Risk Indicators (Incoming Sea Containers)

Flexitanks

- ❑ Shipping method for wine, fruit juices and other liquids
- ❑ Large bag (synthetic material) transported in dry goods container
- ❑ Before bag is filled with liquid contraband can be placed behind, beside or under bag





Maritime Risk Indicators (Incoming Sea Containers)

Information on a Bill of Lading

Shipper:
Name & address of the consignor/shipper

BL Nr: unique number

Consignee:
Name & address of the consignee/addressee

Notify party:
Name & address of the company or person, which has to be informed about the arrival of the container in the port of destination

Place of loading:
Place where the container is loaded on the carrying vessel

Pre-Carriage:
Possible earlier transport (name of the vessel)

Vessel:
Name of the vessel on which the container is transported

Port of loading:
Port where the container is loaded on board the vessel

Port of Discharge:
Port of destination

Place of Delivery:
Place where the container is to be delivered

Container number:
Prefix and number of the container of the container

Declaration of goods:
- Number of packages
- 1 x type of container
(for example: 20 st container)

M3
cubic metres

Seal number

Said to contain (STC)
- description of the goods
- GW : gross weight
- NW : net weight

Clean on board
This section may also show remarks, such as transport instructions, HS CODE and other notes

Costs of freight: Method of payment (freight prepaid or collect)

Way of transport: The way the container has been loaded and will be discharged (FCL/FCL, LCL/FCL, etc.)



Maritime Risk Indicators (Incoming Sea Containers)

Arrival Phase

Source	Source Element	Sub Element	Indicators
1 Documentation	1.1 Invoice/ Packing list	1.1.1 Layout	1.1.1.1 Amendments
			1.1.1.2 Bad spelling
			1.1.1.3 Erased items
			1.1.1.4 Different types of letters
			1.1.1.5 Manipulated (indications)
			1.1.1.6 Inconsistency (with other documents)
			1.1.1.7 Format inconsistent with those previously issued by the same party
			1.1.1.8 Without a logo or with a logo, which is not consistent with line of business
			1.1.1.9 Handwritten
		1.1.2 Number	1.1.2.1 Not consistent with date of issue
			1.1.2.2 Lack of number
		1.1.3 Date	1.1.3.1 Date of issue not consistent with period of shipment
			1.1.3.2 No date on invoice
			1.1.3.3 Indications of a false date
		1.1.4 Pro Forma (Kind)	1.1.4.1 Remark "for Customs only"
			1.1.4.2 Remark "for repair only"
			1.1.4.3 Remark "no charge"
		1.1.5 Commercial (Kind)	1.1.5.1 Remark "for Customs only"
			1.1.5.2 Remark "for repair only"
			1.1.5.3 Remark "no charge"
		1.1.6 Marks and Numbers	1.1.6.1 Lack of them (N/M)
			1.1.6.2 Inconsistent with shipper/importer
		1.1.7 Description of Goods	1.1.7.1 General, vague or ambiguous
			1.1.7.2 Unusually detailed
			1.1.7.3 Not mentioned on transport documents
			1.1.7.4 Incorrect HS code
		1.1.8 Origin	1.1.8.1 Not a regular export product
			1.1.8.2 Not a regular import product
		1.1.9 Usual pattern	1.1.9.1 Unusual packaging
			1.1.9.2 Defects in weight
			1.1.9.3 Round weight
			1.1.9.4 Unusual volume (m ³)
			1.1.9.5 Round cube (m ³)
			1.1.9.6 Defects in number of packages
			1.1.9.7 Unusual type of container
			1.1.9.8 Out of season commodities
		1.1.10 Cover load	1.1.10.1 Commodities used for smuggling before
			1.1.10.2 Difficult to examine
		1.1.11 Value	1.1.11.1 High or low value in relation to the goods
			1.1.11.2 High or low freight/insurance costs in relation to the goods



Maritime Risk Indicators (Incoming Sea Containers)

Source	Source Element	Sub Element	Indicators
			1.1.11.3 Round amounts
			1.1.11.4 Commodity is not cost effective to ship
		1.1.12 Payment	1.1.12.1 Prepaid
			1.1.12.2 Cash
			1.1.12.3 No payment conditions mentioned
		1.1.13 Others	1.1.13.1 Special (unusual) instructions
			1.1.13.2 Contact's has no relation with seller/importer
			1.1.13.3 Strange fax or telephone number(s)
	1.2 Seller/ Exporter	1.2.1 Name	1.2.1.1 Not Traceable
			1.2.1.2 First shipment (never seen before)
			1.2.1.3 Misspelled
			1.2.1.4 Not mentioned on (house) B/L
		1.2.2 Adversely known	1.2.2.1 Previously detected
			1.2.2.2 Subject of a law enforcement alert
		1.2.3 Address	1.2.3.1 Accommodation address
			1.2.3.2 Hotel
			1.2.3.3 Incomplete
			1.2.3.4 Misspelled
			1.2.3.5 No address
			1.2.3.6 P.O. Box
			1.2.3.7 Seller not based in country of shipment
			1.2.3.8 Telephone or fax number
			1.2.3.9 Not traceable
			1.2.3.10 Was used in a previous smuggling case
		1.2.4 Status of Company	1.2.4.1 Company without activity
			1.2.4.2 Insolvency
			1.2.4.3 New company (recently started)
			1.2.4.4 Not consistent with line of business
			1.2.4.5 Economic partnership with buyer/importer
			1.2.4.6 Supposed family relationship with buyer/importer
	1.3 Buyer/ Importer	1.3.1 Name	1.3.1.1 Not traceable
			1.3.1.2 First shipment (never seen before)
			1.3.1.3 Misspelled
			1.3.1.4 Not mentioned on transport documents
		1.3.2 Adversely known	1.3.2.1 Previously detected
			1.3.2.2 Subject of a law enforcement alert
		1.3.3 Address	1.3.3.1 Accommodation address
			1.3.3.2 Hotel
			1.3.3.3 Incomplete
			1.3.3.4 Misspelled
			1.3.3.5 No address
			1.3.3.6 P.O. Box
			1.3.3.7 Not traceable
			1.3.3.8 Consignee not based in country of destination



Maritime Risk Indicators (Incoming Sea Containers)

Source	Source Element	Sub Element	Indicators
			1.3.3.9 Telephone or fax number
			1.3.3.10 Facilities are not consistent with type of goods
			1.3.3.11 Was used in a previous smuggling case
		1.3.4 Status of Company	1.3.4.1 Company without activity
			1.3.4.2 Insolvency
			1.3.4.3 New company (recently started)
			1.3.4.4 Not consistent with line of business
			1.3.4.5 Economic partnership with seller/exporter
			1.3.4.6 Supposed family relationship with seller/exporter
		1.3.5 History of Company	1.3.5.1 Recently taken over
			1.3.5.2 Frequent changes of owners/directors
			1.3.5.3 Frequent changes of business activity
			1.3.5.4 Frequent changes of business name
		1.3.6 Owners / Directors	1.3.6.1 Adversely known
			1.3.6.2 Subject of a law enforcement alert
			1.3.6.3 Frequent changes of addresses
			1.3.6.4 Resident abroad
		1.3.7 Import activities	1.3.7.1 First import
			1.3.7.2 First import of type of goods
			1.3.7.3 First import from country of origin
			1.3.7.4 Unusual method of transport (not known)
			1.3.7.5 Infrequent importations
	1.4 Customs Broker	1.4.1 Adversely known	1.4.1.1 Previously detected
			1.4.1.2 Subject of a law enforcement alert
		1.4.2 Client	1.4.2.1 First Customs declaration
			1.4.2.2 Cash payment
			1.4.2.3 Not mentioned on transport documents
			1.4.2.4 Failure to claim preference
			1.4.2.5 Only telephone contact
		1.4.3 Delivery instructions	1.4.3.1 Slow to be delivered
			1.4.3.2 Importer anxious to obtain goods quickly
			1.4.3.3 Returned undelivered notice of arrival
			1.4.3.4 Overnight stops
			1.4.3.5 Unusual time of delivery
			1.4.3.6 Delivery address not the same as on the transport documents
			1.4.3.7 Private residence
			1.4.3.8 Self storage units
			1.4.3.9 Merchant haulage



Maritime Risk Indicators (Incoming Sea Containers)

Source	Source Element	Sub Element	Indicators
			1.3.3.9 Telephone or fax number
			1.3.3.10 Facilities are not consistent with type of goods
			1.3.3.11 Was used in a previous smuggling case
		1.3.4 Status of Company	1.3.4.1 Company without activity
			1.3.4.2 Insolvency
			1.3.4.3 New company (recently started)
			1.3.4.4 Not consistent with line of business
			1.3.4.5 Economic partnership with seller/exporter
			1.3.4.6 Supposed family relationship with seller/exporter
		1.3.5 History of Company	1.3.5.1 Recently taken over
			1.3.5.2 Frequent changes of owners/directors
			1.3.5.3 Frequent changes of business activity
			1.3.5.4 Frequent changes of business name
		1.3.6 Owners / Directors	1.3.6.1 Adversely known
			1.3.6.2 Subject of a law enforcement alert
			1.3.6.3 Frequent changes of addresses
			1.3.6.4 Resident abroad
		1.3.7 Import activities	1.3.7.1 First import
			1.3.7.2 First import of type of goods
			1.3.7.3 First import from country of origin
			1.3.7.4 Unusual method of transport (not known)
			1.3.7.5 Infrequent importations
	1.4 Customs Broker	1.4.1 Adversely known	1.4.1.1 Previously detected
			1.4.1.2 Subject of a law enforcement alert
		1.4.2 Client	1.4.2.1 First Customs declaration
			1.4.2.2 Cash payment
			1.4.2.3 Not mentioned on transport documents
			1.4.2.4 Failure to claim preference
			1.4.2.5 Only telephone contact
		1.4.3 Delivery instructions	1.4.3.1 Slow to be delivered
			1.4.3.2 Importer anxious to obtain goods quickly
			1.4.3.3 Returned undelivered notice of arrival
			1.4.3.4 Overnight stops
			1.4.3.5 Unusual time of delivery
			1.4.3.6 Delivery address not the same as on the transport documents
			1.4.3.7 Private residence
			1.4.3.8 Self storage units
			1.4.3.9 Merchant haulage



Maritime Risk Indicators (Incoming Sea Containers)

An example of a Shipping Invoice

Airport Equipment Co.
Industrial Rd
Tarmac City, USA

SHIPPING INVOICE

Invoice:	2012-0107
Date:	8/15/2012

SOLD TO:

ABC Airport Authority
ABC Municipal Airport
2222 Airport Rd
Airport City, USA 00000

SHIP TO:

ABC Airport Authority
ABC Municipal Airport
2222 Airport Rd
Airport City, USA 00000

Sales Person	Customer P.O.	Shipment Date	Shipping Method	FOB	Terms
W. Jones	120087	8/15/12		Destination	Due on Receipt

QTY	Description	Unit Price	Total
1	Class III ARFF Truck, Model #####	\$ 800,000 .00	\$ 800,000 .00
SUBTOTAL			\$ 800,000 .00
TAX (Exempt)			\$ 0 .00
TOTAL			\$ 800,000 .00

Please remit payment Airport Equipment Co.

THANK YOU FOR YOUR BUSINESS!

Physical checks reveals indicators in the quality of goods, the packaging and the stowing

Risk indicators cannot be determined by documents alone

No one technique or tool is infallible. Employing all available control means in combination with physical checks and stripping or partly stripping a container will ensure nothing is amiss



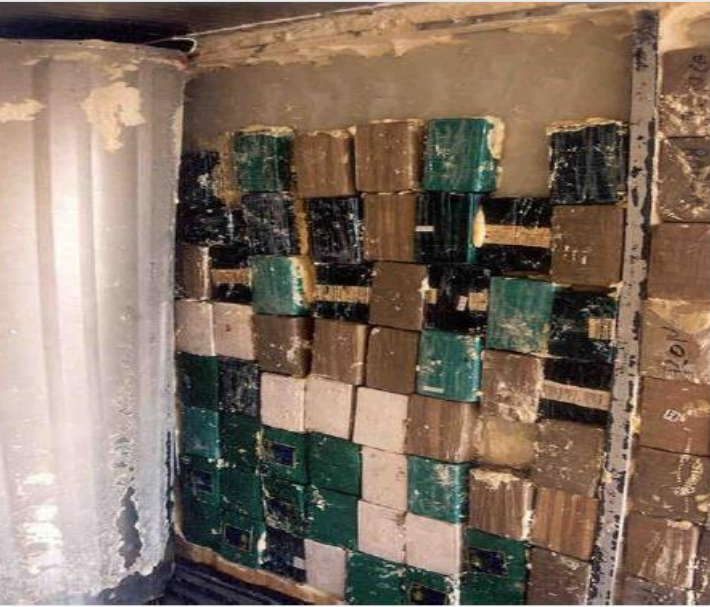
Maritime Risk Indicators (Incoming Sea Containers)

Post Arrival Phase

Source	Source Element	Indicators
1 Physical Check	1.1 Goods	1.1.1 Poor (low) quality
		1.1.2 Expiry date
		1.1.3 Poor (low) packaging (unprofessional)
		1.1.4 Unusual smell
		1.1.5 Untidily loaded
		1.1.6 Loaded in an unusual manner for type of goods
		1.1.7 Not consistent with documents
		1.1.8 Same goods in different (marked) packages
	1.2 Marks & Numbers	1.2.1 Lack of them (N/M)
		1.2.2 Poor description of contents
		1.2.3 Inconsistent with country of origin
		1.2.4 Inconsistent with seller/importer
	1.3 Weights	1.3.1 Not consistent with documents
		1.3.2 Defects
	1.4 Cube	1.4.1 Not consistent with documents
	1.5 Seals	1.5.1 Broken
		1.5.2 Forged (manipulated)
		1.5.3 Not consistent with documents
		1.5.4 No seal
		1.5.5 Padlock
1.5.6 Numbers not sequential		
1.5.7 Compromised or tampered		
1.5.8 Inferior to industry standard		
1.6 Container		1.6.1 False additions (floor, roof and walls)
	1.6.2 Bad condition of interior	
	1.6.3 Traces of fresh paints or new welds	
	1.6.4 New mouldings, sheeting, rivets, screws and bolts	
	1.6.5 Not consistent with documentation	
	1.6.6 Incomplete container number	
	1.6.7 Manipulated container number	
	1.6.8 Shippers owned	
	1.6.9 MO (modus operandi) smuggling	
2 Gate Control	2.1 Delivery	2.1.1 Delivery address not the same as address of importer (CMR)
		2.1.2 Foreign driver for national delivery address
		2.1.3 Unusual routing for vehicle in terms of plate number or nationality
		2.1.4 Driver - suspicious behaviour whilst driving or whilst being checked



Maritime Risk Indicators (Incoming Sea Containers)



**Cocaine inside
false wall**

**Cigarettes
inside
mattresses**



**Roof of
Container
(tank
container)**

**Wall of
Container**

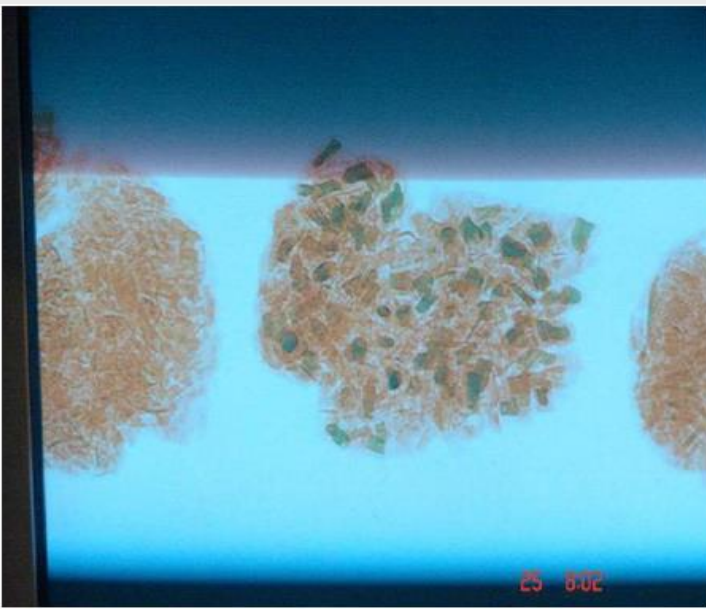




Maritime Risk Indicators (Incoming Sea Containers)



Hidden Wall



**Charcoal
Impregnated
with
Cocaine**





Maritime Risk Indicators (Incoming Sea Containers)

Recording results of physical checks

- Date
- Time
- Place
- Container number
- Description of the way the container is stowed
- Description of the packaging
- Description of the goods
- Condition of container, noting visible signs of repair etc.
- Seal number/s



Air Cargo Risk Indicators

Air Cargo shipping process participants

Shippers

- Individuals and manufacturers

Freight forwarders

- Companies that ship packages on behalf of individuals or manufacturers

Air cargo handling agents

- Process and load cargo onto aircraft on behalf of air carriers

Air carriers

- Load and transport car

Main area of concern is the chain of custody between the various entities handling and screening cargo as it moves through the system



Air Cargo Risk Indicators

Pre-Arrival Phase

Source	Source Element	Sub Element	Indicators		
1 Airway Bill /Cargo Manifest	1.1 Shipper / Consignor	1.1.1 Name	1.1.1.1 Not traceable		
			1.1.1.2 First shipment (never seen before)		
			1.1.1.3 Misspelled		
		1.1.2 Adversely known	1.1.2.1 Previously detected		
			1.1.2.2 Subject of a law enforcement alert		
			1.1.2.3 Questionable reputation		
			1.1.3 Address	1.1.3.1 Accommodation address	
		1.1.3.2 Hotel			
		1.1.3.3 Incomplete			
		1.1.3.4 Misspelled			
		1.1.3.5 No address			
	1.1.3.6 P.O. Box				
	1.1.3.7 Shipper not based in country of shipment				
	1.1.3.8 Telephone/fax number				
	1.1.3.9 Not traceable				
	1.1.3.10 Was used in a previous smuggling case				
	1.1.3.11 Address or neighbourhood has a history of illegitimate activity				
	1.1.4 Status of company	1.1.4	1.1.4.1 Company without activity		
			1.1.4.2 Insolvency		
			1.1.4.3 New company (recently started)		
			1.1.4.4 Not consistent with shipper's line of business		
			1.1.4.5 Economic partnership with consignee		
			1.1.4.6 Supposed family relationship with consignee		
			1.1.4.7 Forwarding company		
			1.1.4.8 Irregular pattern in shipments		
	1.2 Consignee	1.2.1 Name	1.2.1	1.2.1.1 Not traceable	
				1.2.1.2 First shipment (never seen before)	
				1.2.1.3 Misspelled	
1.2.1.4 Forwarding company					
1.2.2 Adversely known		1.2.2	1.2.2.1 Previously detected		
			1.2.2.2 Subject of a law enforcement alert		
			1.2.2.3 Questionable reputation		
			1.2.3 Address	1.2.3	1.2.3.1 Accommodation address
					1.2.3.2 Hotel
1.2.3.3 Incomplete					
1.2.3.4 Misspelled					
1.2.3.5 No address					
1.2.3.6 P.O. Box					
1.2.3.7 Not traceable					
1.2.3.8 Place of discharge not consistent with importer's country					
1.2.3.9 Telephone number					



Air Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.2.3.10 Facilities are not consistent with type of goods
			1.2.3.11 Was used in an earlier smuggling case
			1.2.3.12 Address or neighborhood has a history of illegitimate activity.
			1.2.3.13 Contains "In care of..."
		1.2.4 Status of Company	1.2.4.1 Company without activity
			1.2.4.2 Insolvency
			1.2.4.3 New company (recently started)
			1.2.4.4 Goods not consistent with line of business
			1.2.4.5 Economic partnership with shipper
			1.2.4.6 Supposed family relationship with shipper
		1.2.5 History of Company	1.2.5.1 Has recently been taken over
			1.2.5.2 Frequent changes in owners/directors
			1.2.5.3 Frequent changes in business activity
			1.2.5.4 Frequent changes in business name
			1.2.5.5 Frequent changes of address
		1.2.6 Owners / Directors	1.2.6.1 Adversely known
			1.2.6.2 Subject of law enforcement alert
			1.2.6.3 Frequent change of address
			1.2.6.4 Resident abroad
		1.2.7 Import activities	1.2.7.1 First importation
			1.2.7.2 First import of type of goods
			1.2.7.3 First import country of origin
			1.2.7.4 Unusual method of transport (not known)
			1.2.7.5 Infrequent imports
	1.3 Transport Route	1.3.1 Airway Bill	1.3.1.1 Number not consistent with airport of loading
			1.3.1.2 Date of drawing up not consistent with date & time of shipping
			1.3.1.3 Place of drawing up not consistent with the country of shipping
			1.3.1.4 Doesn't result in rapid movement
			1.3.1.5 Indirect routes/illogical routing
			1.3.1.6 Lack of further transport information
			1.3.1.7 Transited suspect country
		1.3.2 Transshipment	1.3.2.1 High risk country
			1.3.2.2 Unusual route
		1.3.3 Track & Trace site of carriers	1.3.3.1 Indications of irregularities
		1.3.4 Airport of discharge	1.3.4.1 Airport of discharge not consistent with importer's country
	1.4 Goods	1.4.1 Description of goods	1.4.1.1 General, vague, ambiguous or inaccurate
			1.4.1.2 Unusually detailed
			1.4.1.3 Consolidated cargo
			1.4.1.4 HS code is inconsistent
			1.4.1.5 Not typical for mode of transport



Air Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
		1.4.2 Cover load	1.4.2.1 Commodities used for smuggling before
			1.4.2.2 Availability in the country of destination
			1.4.2.3 Difficult to examine
			1.4.2.4 Not feasible
		1.4.3 Origin	1.4.3.1 Not a regular export product
			1.4.3.2 Not a regular import product
			1.4.3.3 Source country
		1.4.4 Usual Pattern	1.4.4.1 Unusual packaging
			1.4.4.2 Defects in weight
			1.4.4.3 Round weight
			1.4.4.4 Out of season commodities
			1.4.4.5 Unusual grouping products
	1.5 Forwarding Agent	1.5.1 Consignee / Notify Party	1.5.1.1 Returned undelivered notice of arrival
	1.6 Others	1.6.1 Cost of Freight	1.6.1.1 Pre-paid
			1.6.1.2 Excessive for type/quantity/value of cargo.
		1.6.2 Handling/ Accounting Information	1.6.2.1 Special (unusual) instructions
			1.6.2.2 Contact
			1.6.2.3 Further transport instructions
		1.6.3 Airway Bill/ Cargo manifest	1.6.3.1 Not on time



Air Cargo Risk Indicators

Types of International Air Waybills

❑ 'Airline air waybill'

- Pre-printed issuing carrier identification

❑ 'Neutral air waybill'

- Without pre-printed identification of issuing carriers
- Used by other bodies than air carriers

Electronic Air Waybills (e-AWB) used between airlines and freight forwarders having:

- ❑ Electronic data interface (EDI)
- ❑ Where country of origin and country of destination have signed the same treaty governing e-AWB conventions and protocols

SHIPMENT AIRWAYBILL (Not negotiable)		G.T.S PX 87 D																	
G.T.S		Date: 15. 02. 2001	586 7556 155 (Quote number on request)																
1. From (Sender)																			
Drawn on: W-40	Sender name: M&L 1991 LIMITED		4 Size & Weight																
Sender's address (to be printed in full by those who receive): G.S. 110041-001				No. of pieces: 1 (3300 BOX)	Weight: 85 KG														
Company name: GLOBAL TRUST NETHERLANDS				5. Remarks															
Address: 26A LAMBEK WATERBOORD, ANNAPOORNEBOOM SOUTH AFRICA		For all present and future operations refer to all Countries																	
For order: U.S. (IB)	Place/Issued upon: (see)	Treatment charges	Insurance on LWB																
2. To (Receiver)		Sender: G.T.S																	
Name: GLOBAL TRUST NETHERLANDS	Country: NETHERLANDS	Cash/Chq/Trade/credit: \$ 37,470.00																	
Delivery address: G.T.S CLEARING HOUSE SCHEP, NETHERLANDS THE NETHERLANDS		For approval customer only: Essential Billing Agreement																	
		Transport collect: PAID CASH																	
		Shipment Insurance see reverse: YES <input checked="" type="checkbox"/> (insert value given) Full description of Contents: 1 Truck box																	
		<table border="1"> <tr><td colspan="2">VOLUMENGEWICHTSVERHOUDENING</td></tr> <tr><td colspan="2">of</td></tr> <tr><td colspan="2">Gewicht 5100000</td></tr> <tr><td>Series:</td><td>\$ 500.00</td></tr> <tr><td>Special:</td><td>\$ 300.00</td></tr> <tr><td>Invoice:</td><td>11,000.00</td></tr> <tr><td colspan="2">Over VAC 181000</td></tr> <tr><td>RYEAL:</td><td>817,4948</td></tr> </table>		VOLUMENGEWICHTSVERHOUDENING		of		Gewicht 5100000		Series:	\$ 500.00	Special:	\$ 300.00	Invoice:	11,000.00	Over VAC 181000		RYEAL:	817,4948
VOLUMENGEWICHTSVERHOUDENING																			
of																			
Gewicht 5100000																			
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Invoice:	11,000.00																		
Over VAC 181000																			
RYEAL:	817,4948																		

<http://www.grabairdeals.com/airway-bill/>



Air Cargo Risk Indicators

Handling time for air traffic is much shorter than when goods are shipped by sea

Time for analyzing air cargo is very limited

Physical examination or scanning of all air cargo is impossible and would only adversely impact operations

Document review and analysis must be conducted, similar to the maritime environment, to identify shipments of higher risk enabling deployment of resources for physical inspection



Air Cargo Risk Indicators

Arrival Phase

Source	Source Element	Sub Element	Indicators	
1 Documentation	1.1 Invoice/ Packing list	1.1.1 Layout	1.1.1.1 Amendments	
			1.1.1.2 Bad spelling	
			1.1.1.3 Erased items	
			1.1.1.4 Different typefaces	
			1.1.1.5 Manipulated (indications)	
			1.1.1.6 Inconsistency (with other documents)	
			1.1.1.7 Format inconsistent with those previously issued by the same party.	
			1.1.1.8 Without a logo	
			1.1.1.9 Documents are unusually meticulous.	
			1.1.1.10 Incomplete information	
			1.1.2 Number	1.1.2.1 Not consistent with date of issue
				1.1.2.2 Lack of number
			1.1.3 Date	1.1.3.1 Date of issue not consistent with period of shipment
				1.1.3.2 No date on invoice
				1.1.3.3 Indications of false date
			1.1.4 Pro Forma (Kind)	1.1.4.1 Remark "for Customs only"
				1.1.4.2 Remark "for repair only"
			1.1.5 Commercial (Kind)	1.1.5.1 Remark "for Customs only"
				1.1.5.2 Remark "for repair only"
				1.1.5.3 Remark "no charge"
			1.1.6 Marks & Numbers	1.1.6.1 Lack of them (N/M)
				1.1.6.2 Inconsistent with shipper/importer
			1.1.7 Description of Goods	1.1.7.1 General, vague, ambiguous or inaccurate
				1.1.7.2 Unusually detailed
				1.1.7.3 Not mentioned on (House) A/B
				1.1.7.4 HS code is inconsistent
				1.1.7.5 Not typical for mode of transport
			1.1.8 Origin	1.1.8.1 Not a regular export product
				1.1.8.2 Not a regular import product
				1.1.8.3 Source country
			1.1.9 Usual Pattern	1.1.9.1 Unusual packaging
				1.1.9.2 Defects in weight
				1.1.9.3 Round weight
				1.1.9.4 Unusual volume (m ³)
				1.1.9.5 Defects in number of packages
				1.1.9.6 Out of season commodities
				1.1.9.7 Unusual grouping products
			1.1.10 Cover Load	1.1.10.1 Commodities have been used for smuggling before
				1.1.10.2 Difficult to examine
				1.1.10.3 Availability in the country of destination



Air Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.1.10.4 Not feasible
		1.1.11 Value	1.1.11.1 High/Low value in relation to the goods 1.1.11.2 High/Low freight/insurance costs in relation to the goods 1.1.11.3 Round amounts 1.1.11.4 Commodity is not cost effective to ship
		1.1.12 Payment	1.1.12.1 Prepaid 1.1.12.2 Cash 1.1.12.3 No payment conditions mentioned
		1.1.13 Others	1.1.13.1 Special (unusual) instructions 1.1.13.2 Contact(s) has no relation with seller/importer 1.1.13.3 Strange fax or telephone number(s) 1.1.13.4 Documents are not properly signed if required.
	1.2 Seller/ Exporter	1.2.1 Name	1.2.1.1 Not Traceable 1.2.1.2 First shipment (never seen before) 1.2.1.3 Misspelled 1.2.1.4 Not mentioned on (house) A/B
		1.2.2 Adversely known	1.2.2.1 Previously detected 1.2.2.2 Subject of law enforcement alert 1.2.2.3 Questionable reputation
		1.2.3 Address	1.2.3.1 Accommodation address 1.2.3.2 Hotel 1.2.3.3 Incomplete 1.2.3.4 Misspelled 1.2.3.5 No address 1.2.3.6 P.O. Box 1.2.3.7 Seller not based in country of shipment 1.2.3.8 Telephone number 1.2.3.9 Not traceable 1.2.3.10 Was used in a previous smuggling case 1.2.3.11 Address or neighbourhood has a history of illegitimate activity.
		1.2.4 Status of company	1.2.4.1 Company without activity 1.2.4.2 Insolvency 1.2.4.3 New company (recently started) 1.2.4.4 Not consistent with line of business 1.2.4.5 Economic partnership with importer 1.2.4.6 Supposed family relationship with importer
	1.3 Buyer/ Importer	1.3.1 Name	1.3.1.1 Not traceable 1.3.1.2 First shipment (never seen before) 1.3.1.3 Misspelled 1.3.1.4 Not mentioned on (house) A/B
		1.3.2 Adversely known	1.3.2.1 Previously detected 1.3.2.2 Subject of law enforcement alert 1.3.2.3 Questionable reputation
		1.3.3 Address	1.3.3.1 Accommodation address



Air Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.3.3.2 Hotel
			1.3.3.3 Incomplete
			1.3.3.4 Misspelled
			1.3.3.5 No address
			1.3.3.6 P.O. Box
			1.3.3.7 Not traceable
			1.3.3.8 Importer not based in country of destination
			1.3.3.9 Telephone number
			1.3.3.10 Was used in a previous smuggling case
			1.3.3.11 Address or neighbourhood has a history of illegitimate activity.
		1.3.4 Status of Company	1.3.4.1 Company without activity
			1.3.4.2 Insolvency
			1.3.4.3 New company (recently started)
			1.3.4.4 Not consistent with line of business
			1.3.4.5 Economic partnership with seller/exporter
			1.3.4.6 Supposed family relationship with seller/exporter
		1.3.5 History of Company	1.3.5.1 Recently taken over
			1.3.5.2 Frequent changes of owners/directors
			1.3.5.3 Frequent changes of business activity
			1.3.5.4 Frequent changes of business name
		1.3.6 Owners / Directors	1.3.6.1 Adversely known
			1.3.6.2 Point of interest
			1.3.6.3 Frequent changes of addresses
			1.3.6.4 Resides abroad
			1.3.6.5 Antecedents
		1.3.7 Import Activities	1.3.7.1 First import
			1.3.7.2 First import of type of goods
			1.3.7.3 First import country of origin
			1.3.7.4 Unusual method of transport (not known)
			1.3.7.5 Infrequent importations
	1.4 Customs Broker	1.4.1 Adversely known	1.4.1.1 Previously detected
			1.4.1.2 Subject of law enforcement alert
			1.4.1.3 Questionable reputation
		1.4.2 Client	1.4.2.1 First Customs declaration
			1.4.2.2 Cash payer
			1.4.2.3 Not mentioned on (house) A/B
			1.4.2.4 Failure to claim preference
			1.4.2.5 Only telephone contact
		1.4.3 Delivery instructions	1.4.3.1 Slow to be delivered
			1.4.3.2 Returned undelivered notice of arrival



Air Cargo Risk Indicators



Airfreight Precursor (GBL) found when Customs notified by carrier consignee was unaware of shipment and refused to claim



Declaration STC 26 watch/ jewelry samples at low value. Air waybill stated shipping charges in excess of declared value. Counterfeit watches found





Air Cargo Risk Indicators

Post Arrival Phase

Post arrival phase requires use of techniques including physical controls/checks and non-intrusive evaluations

Physical controls and checks in the risk management environment engage one or more of the five senses

'sight, hearing, touch, smell and taste'

Source	Source Element	Indicators
1 Physical Check	1.1 Goods	1.1.0.1 Poor (low) quality
		1.1.0.2 Expiry date
		1.1.0.3 Poor (low) packaging (unprofessional)
		1.1.0.4 Unusual smell
		1.1.0.5 Untidily loaded
		1.1.0.6 Loaded in an unusual manner for type of goods
		1.1.0.7 Not consistent with documents
		1.1.0.8 Equal goods in different (marked) packages
		1.1.0.9 Appears to have been tampered with
		1.1.0.10 Instruction manual photocopied or not included
	1.2 Marks & Numbers	1.2.0.1 Lack of them (N/M)
		1.2.0.2 Description poorly translated
		1.2.0.3 Inconsistent with country of origin
		1.2.0.4 Inconsistent with seller/importer
	1.3 Weights	1.3.0.1 Not consistent with documents (marks and numbers)
		1.3.0.2 Defects (physical check)
2 Gate control	2.1 Delivery	2.1.0.1 Delivery address not the same as address of importer
		2.1.0.2 Foreign driver for national delivery address
		2.1.0.3 Unusual routing for vehicle in terms of number plate or Nationality
		2.1.0.4 Driver - suspicious behaviour whilst driving or whilst being Checked



Land Cargo Risk Indicators

Land Cargo

- Supply chain very similar to Maritime and Air Cargo
- Documents
 - ❑ Invoices, packing lists, certificates of origin, health certificates, consignment notes, bill of lading, house bill of lading etc

Steering Wheels



Door Frames





Land Cargo Risk Indicators

Arrival Phase

Source	Source Element	Sub Element	Indicators
			1.6.1.3 Misspelled
			1.6.1.4 Forwarding company
		1.6.2 Adversely Known	1.6.2.1 Previously detected
			1.6.2.2 Subject of a law enforcement alert
			1.6.2.3 Questionable reputation
		1.6.3 Address	1.6.3.1 Accommodation address
			1.6.3.2 Hotel
			1.6.3.3 Incomplete
			1.6.3.4 Misspelled
			1.6.3.5 No address
			1.6.3.6 P.O. Box
			1.6.3.7 Not traceable
			1.6.3.8 Place of discharge not consistent with importer's country
			1.6.3.9 Telephone number
			1.6.3.10 Facilities are not consistent with type of goods
			1.6.3.11 Was used in an earlier smuggling case
			1.6.3.12 Address or neighbourhood has a history of illegitimate activity.
		1.6.4 Status of Company	1.6.4.1 Company without activity
			1.6.4.2 Insolvency
			1.6.4.3 New company (recently started)
			1.6.4.4 Economic partnership with shipper
			1.6.4.5 Supposed family relationship with shipper
			1.6.4.6 Unusual combination of activities
		1.6.5 History of Company	1.6.5.1 Has recently been taken over
			1.6.5.2 Frequent changes in owners/directors
			1.6.5.3 Frequent changes in business activity
			1.6.5.4 Frequent changes in business name
			1.6.5.5 Frequent changes of address
		1.6.6 Owners / Directors	1.6.6.1 Adversely known
			1.6.6.2 Subject of law enforcement alert
			1.6.6.3 Frequent change of address
			1.6.6.4 Resident abroad
		1.6.7 Import Activities	1.6.7.1 First importation
			1.6.7.2 First import of type of goods
			1.6.7.3 First import country of origin
			1.6.7.4 Unusual method of transport (not known)
			1.6.7.5 Infrequent imports
	1.7 Goods	1.7.1 Description of Goods	1.7.1.1 General, vague, ambiguous or inaccurate
			1.7.1.2 Unusually detailed
		1.7.2 Origin	1.7.2.1 Not a regular export product
			1.7.2.2 Not a regular import product
			1.7.2.3 Source country



Land Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators	
1 Transport Documentation	1.1 General Appearance		1.1.0.1 Amendments	
			1.1.0.2 Bad spelling	
			1.1.0.3 Erased items	
			1.1.0.4 Different typefaces	
			1.1.0.5 Manipulated (indications)	
			1.1.0.6 Documents are unusually meticulous.	
			1.1.0.7 Incomplete information.	
			1.1.0.8 Handwritten	
		1.2 Number	1.2.0.1 Lack of number	
		1.3 Date	1.3.0.1 Date of issue not consistent with period of border crossing	
			1.3.0.2 Indications of false date	
		1.4 Shipper (Consignor) / Carrier	1.4.1 Name	1.4.1.1 Not traceable
				1.4.1.2 First shipment (never seen before)
				1.4.1.3 Misspelled
			1.4.2 Adversely Known	1.4.2.1 Previously detected
				1.4.2.2 Subject of a law enforcement alert
				1.4.2.3 Questionable reputation
				1.4.3 Address
			1.4.3.2 Hotel	
			1.4.3.3 Incomplete	
			1.4.3.4 Misspelled	
			1.4.3.5 No address	
			1.4.3.6 P.O. Box	
				1.4.3.7 Shipper not established in country of shipment
			1.4.3.8 Carrier not established in country of departure or destination	
			1.4.3.9 Telephone number	
			1.4.3.10 Not traceable	
		1.4.3.11 Was used in a previous smuggling case		
		1.4.3.12 Address or neighbourhood has a history of illegitimate activity.		
	1.4.4 Status of Company	1.4.4.1 Company without activity		
		1.4.4.2 Insolvency		
		1.4.4.3 New company (recently started)		
		1.4.4.4 Economic partnership with consignee		
		1.4.4.5 Supposed family relationship with consignee		
		1.4.4.6 Forwarding company		
		1.4.4.7 Irregular pattern in shipments		
	1.5 Route	1.5.0.1 Unusual route		
		1.5.0.2 Sensitive in terms of smuggling		
	1.6 Consignee	1.6.1 Name	1.6.1.1 Not traceable	
			1.6.1.2 First shipment (never seen before)	



Land Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
		1.7.3 Usual Pattern	1.7.3.1 Unusual packaging
			1.7.3.2 Defects in weight
			1.7.3.3 Round weight
			1.7.3.4 Unusual volume (m3)
			1.7.3.5 Defects in number of packages
			1.7.3.6 Out of season commodities
			1.7.3.7 Unusual grouping products
		1.7.4 Cover Lead	1.7.4.1 Commodities used for smuggling before
			1.7.4.2 Difficult to examine
			1.7.4.3 Availability in the country of destination
		1.7.5 Value (if stated/available)	1.7.5.1 High/Low value in relation to the goods
			1.7.5.2 High/Low freight/insurance costs in relation to the goods
			1.7.5.3 Round amounts
			1.7.5.4 Commodity is not cost effective to ship
2 Import Declaration	2.1 Invoice/ Packing List	2.1.1 Layout	2.1.1.1 Amendments
			2.1.1.2 Bad spelling
			2.1.1.3 Erased items
			2.1.1.4 Different typefaces
			2.1.1.5 Manipulated (indications)
			2.1.1.6 Inconsistency (with other documents)
			2.1.1.7 Format inconsistent with those previously issued by the same party
			2.1.1.8 Without a logo
			2.1.1.9 Documents are unusually meticulous
			2.1.1.10 Incomplete information
			2.1.1.11 Handwritten
		2.1.2 Number	2.1.2.1 Not consistent with date of issue
			2.1.2.2 Lack of number
		2.1.3 Date	2.1.3.1 Date of issue not consistent with period of shipment
			2.1.3.2 No date on invoice
			2.1.3.3 Indications of false date
		2.1.4 Pro Forma (Kind)	2.1.4.1 Remark "for Customs only"
			2.1.4.2 Remark "for repair only"
			2.1.4.3 Remark "no charge"
		2.1.5 Commercial (Kind)	2.1.5.1 Remark "for Customs only"
			2.1.5.2 Remark "for repair only"
			2.1.5.3 Remark "no charge"
		2.1.6 Marks & Numbers	2.1.6.1 Lack of them (N/M)
			2.1.6.2 Inconsistent with shipper/importer
		2.1.7 Description of Goods	2.1.7.1 General, vague, ambiguous or inaccurate
			2.1.7.2 Unusually detailed
			2.1.7.3 HS code is inconsistent



Land Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
		2.1.8 Origin	2.1.8.1 Not a regular export product 2.1.8.2 Not a regular import product 2.1.8.3 Source country
		2.1.9 Usual Pattern	2.1.9.1 Unusual packaging 2.1.9.2 Defects in weight 2.1.9.3 Round weight 2.1.9.4 Unusual volume (m3) 2.1.9.5 Defects in number of packages 2.1.9.6 Out of season commodities 2.1.9.7 Unusual grouping products
		2.1.10 Cover load	2.1.10.1 Commodities used for smuggling before 2.1.10.2 Difficult to examine 2.1.10.3 Availability in the country of destination
		2.1.11 Value	2.1.11.1 High/Low value in relation to the goods 2.1.11.2 High/Low freight/insurance costs in relation to the goods 2.1.11.3 Round amounts 2.1.11.4 Commodity is not cost effective to ship
		2.1.12 Payment	2.1.12.1 Prepaid 2.1.12.2 Cash 2.1.12.3 No payment conditions mentioned
		2.1.13 Others	2.1.13.1 Special (unusual) instructions 2.1.13.2 Contact(s) has no relation with seller/importer 2.1.13.3 Strange fax or telephone number(s)
	2.2 Seller/ Exporter	2.2.1 Name	2.2.1.1 Not Traceable 2.2.1.2 First shipment (never seen before) 2.2.1.3 Misspelled
		2.2.2 Adversely Known	2.2.2.1 Previously detected 2.2.2.2 Subject of law enforcement alert 2.2.2.3 Questionable reputation
		2.2.3 Address	2.2.3.1 Accommodation address 2.2.3.2 Hotel 2.2.3.3 Incomplete 2.2.3.4 Misspelled 2.2.3.5 No address 2.2.3.6 P.O. Box 2.2.3.7 Seller not based in country of shipment 2.2.3.8 Telephone number 2.2.3.9 Not traceable 2.2.3.10 Was used in previous smuggling case 2.2.3.11 Address or neighbourhood has a history of illegitimate activity
		2.2.4 Status of Company	2.2.4.1 Company without activity 2.2.4.2 Insolvency 2.2.4.3 New company (recently started) 2.2.4.4 Not consistent with line of business 2.2.4.5 Economic partnership with importer



Land Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators	
	2.3 Buyer/ Importer	2.3.1 Name	2.2.4.6 Supposed family relationship with importer	
			2.3.1.1 Not traceable	
	2.3.1.2 First shipment (never seen before)			
		2.3.1.3 Misspelled		
	2.3.2 Adversely Known	2.3.2.1	2.3.2.1 Previously detected	
			2.3.2.2 Subject of law enforcement alert	
		2.3.2.3 Questionable reputation		
	2.3.3 Address	2.3.3.1 Accommodation address	2.3.3.1 Accommodation address	
			2.3.3.2 Hotel	
		2.3.3.3 Incomplete		
		2.3.3.4 Misspelled		
		2.3.3.5 No address		
		2.3.3.6 P.O. Box		
		2.3.3.7 Not traceable		
		2.3.3.8 Importer not based in country of destination		
		2.3.3.9 Telephone number		
		2.3.3.10 Was used in previous smuggling case		
		2.3.3.11 Address or neighbourhood has a history of illegitimate activity		
	2.3.4 Status of Company	2.3.4.1	2.3.4.1 Company without activity	
			2.3.4.2 Insolvency	
		2.3.4.3 New company (recently started)		
		2.3.4.4 Not consistent with line of business		
		2.3.4.5 Economic partnership with seller/exporter		
	2.3.5 History of Company	2.3.4.6	2.3.4.6 Supposed family relationship with seller/exporter	
			2.3.5.1 Recently taken over	
		2.3.5.2 Frequent changes of owners/directors		
	2.3.6 Owners / Directors	2.3.6.1	2.3.6.1 Adversely known	
			2.3.6.2 Point of interest	
			2.3.6.3 Frequent changes of addresses	
		2.3.6.4 Resides abroad		
		2.3.6.5 Questionable Reputation		
		2.3.7.2 First import of type of goods		
		2.3.7.3 First import country of origin		
	2.3.7.4 Unusual method of transport (not known)	2.3.7.5	2.3.7.4 Unusual method of transport (not known)	
			2.3.7.5 Infrequent importations	
	2.4 Customs Broker	2.4.1	2.4.1 Adversely known	
			2.4.1.1 Previously detected	
			2.4.1.2 Subject of law enforcement alert	
		2.4.1.3 Questionable reputation		
		2.4.2 Client	2.4.2.1	2.4.2.1 First Customs declaration
				2.4.2.2 Cash payment
			2.4.2.3 Failure to claim preference	
			2.4.2.4 Only telephone contact	
	2.4.2.5 No response			



Land Cargo Risk Indicators

Recording results of physical checks in Land Cargo is the same as all other environments

- Date/time/place
- Seizing or physical check officer
- Contraband seized
- Consignee/Shipper name/
address (cargo)
- Name/address/date of birth/
passport number/sex
- Vehicle type, owner/
identification number
- Route of goods/vehicle
- Concealment method
- Description of the packaging

Passenger Bus – behind hand luggage storage smuggled cigarettes found





Land Cargo Risk Indicators



**Lorry
Concealment**





Land Cargo Risk Indicators



Tyre Concealment





Land Cargo Risk Indicators

Post Arrival Phase

Source	Source Element	Sub Element	Indicators		
1 Truck/ Trailer	1.1 First Appearance		1.1.0.1 Condition of truck/trailer		
			1.1.0.2 No plates on vehicle		
			1.1.0.3 Marks (no name of the carrier/client)		
			1.1.0.4 Country/area of registration		
			1.1.0.5 Impersonalized cabin		
			1.1.0.6 Co-driver/passenger		
		1.2 Document Control		1.2.0.1 No registration	
				1.2.0.2 Has been registered recently	
				1.2.0.3 Recently purchased	
				1.2.0.4 Hired	
				1.2.0.5 Was used in smuggling case before	
2 Driver/ Co-Driver	2.1 First Appearance		2.1.0.1 Not experienced		
			2.1.0.2 Suspicious behaviour (nervousness, inconclusive or/and contradictory statements)		
	2.2 Document Control			2.2.0.1 Recently started as driver	
				2.2.0.2 Recently issued ID	
				2.2.0.3 Driver license/ID not valid	
				2.2.0.4 Adversely known	
				2.2.0.5 Subject of a law enforcement alert	
				2.2.0.6 Has criminal records	
				2.2.0.7 Owner of the truck/trailer	
				2.2.0.8 Cash paid for the transport	
				2.2.0.9 Has two drivers for a short distance	
		2.2.0.10 Driver and co-driver have different nationalities			
3 Truck/ Trailer	3.1 Physical Check	3.1.1 Seals	3.1.1.1 Broken seals		
				3.1.1.2 Broken lines	
				3.1.1.3 Not consistent with the documents	
				3.1.1.4 Tampered seals	
				3.1.1.5 Doors can be opened without taking out the seals	
				3.1.1.6 Forged (manipulated)	
				3.1.1.7 No seal	
				3.1.1.8 Padlock	
				3.1.1.9 Numbers not sequential (lorry and trailer)	
				3.1.2 Condition (frame, structure)	3.1.2.1 Unusable spare tires
					3.1.2.2 Signs of alteration or repair
				3.1.2.3 Abnormal and unaccounted spaces	
				3.1.2.4 Signs of tampering to the truck	
			3.1.2.5 Presence of soft spots, humps, bumps or hollow sounding		
		3.1.2.6 Inconsistent weights			



Land Cargo Risk Indicators

Source	Source Element	Sub Element	Indicators
			3.1.2.7 Traces of food, clothes, blankets, etc inside trailer
	3.2 Containers		3.2.0.1 Numbering - Unusual, fictitious, incomplete, shippers owned
			3.2.0.2 Not suitable to carry the declared goods
	3.3 Goods		3.3.0.1 Poor (low) quality
			3.3.0.2 Expiry date
			3.3.0.3 Poor (low) packaging (unprofessional)
			3.3.0.4 Unusual smell
			3.3.0.5 Untidily loaded
			3.3.0.6 Loaded in an unusual manner for type of goods
			3.3.0.7 Not consistent with documents
			3.3.0.8 Equal goods in different (marked) packages
	3.4 Marks & Numbers		3.4.0.1 Lack of them (N/M)
			3.4.0.2 Description poorly translated
			3.4.0.3 Inconsistent with country of origin
			3.4.0.4 Inconsistent with seller/importer
	3.5 Weights		3.5.0.1 Not consistent with documents (marks & numbers)
			3.5.0.2 Defects (physical check)
	3.6 Cube		3.6.0.1 Not consistent with documents



Postal/Express Consignments Risk Indicators

Remember

A single risk indicator is not necessarily indicative of the presence of a high-risk movement or shipment and may not provide enough reason for examination

A combination of several indicators increases the probability of the presence of such a risk

Source	Source Element	Sub Element	Indicators		
1. Customs Declaration	1.1 Shipper/Sender	1.1.1 Name	1.1.1.1 Not traceable		
			1.1.1.2 First shipment, never seen before		
			1.1.1.3 Misspelled		
		1.1.2 Adversely Known	1.1.2.1 Previously detected		
			1.1.2.2 Subject of a law enforcement alert		
			1.1.2.3 Questionable reputation		
			1.1.3 Address		
		1.2 Consignee /Addressee, Importer	1.2.1 Name	1.2.1.1 Not traceable	1.2.1.1.1 Not traceable
					1.2.1.1.2 First shipment (never seen before)
					1.2.1.1.3 Misspelled
					1.2.2 Adversely Known
	1.2.2.2 Subject of a law enforcement alert				
	1.2.2.3 Questionable reputation				
	1.2.3 Address				
	1.2.3 Address				1.2.3.1 Accommodation address - UPS Store, Mailboxes etc
					1.2.3.2 Hotel
					1.2.3.3 Incomplete
					1.2.3.4 Misspelled
		1.2.3.5 No address			
		1.2.3.6 P.O.Box			
		1.2.3.7 Not traceable			
		1.2.3.8 Was used in previous smuggling case			
		1.2.3.9 No postal code			
1.2.3.10 Telephone/fax number					
1.2.4 Status of Company		1.2.4.1 Company without activity			



Postal/Express Consignments Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.2.4.2 New company (recently started)
			1.2.4.3 Goods not consistent with line of business
			1.2.4.4 Economic partnership with consignee
			1.2.4.5 Supposed family relationship with consignee
			1.2.4.6 Forwarding/accommodation company
		1.2.5 History of the Company	1.2.5.1 Has recently been taken over
			1.2.5.1 Frequent changes of owners/directors
			1.2.5.3 Changes in business activity
			1.2.5.4 Changes in business name
			1.2.5.5 Frequent changes of address
		1.2.6 Owners/Directors	1.2.6.1 Adversely known
			1.2.6.2 Subject of a law enforcement alert
			1.2.6.3 Frequent change of address
			1.2.6.4 Resident abroad
		1.2.7 Import Activities	1.2.7.1 First import
			1.2.7.2 First import of type of good
			1.2.7.3 First import from country of origin
			1.2.7.4 Infrequent imports
			1.2.7.5 Significant changes in annual volume of imports
	1.3 Goods	1.3.1 Description of Goods	1.3.1.1 General, vague or ambiguous
			1.3.1.2 Usually detailed
			1.3.1.3 HS Code incorrect
			1.3.1.4 High/low value in relation to the goods
		1.3.2 Cover Load	1.3.2.1 Commodity used as smuggling cover in the past
			1.3.2.2 Availability in country of destination
			1.3.2.3 Difficult to examine
			1.3.2.4 Dangerous to examine
	1.4 Others	1.4.1 Origin	1.4.1.1 Not a regular export product
			1.4.1.2 Not a regular import product
		1.4.2 Usual Pattern	1.4.2.1 Defects in weight
			1.4.2.2 Unusual packaging
			1.4.2.3 Out of season commodity
			1.4.2.4 Written notes/codes on exterior or packaging
			1.4.2.5 Unusually large shipment for addressee
			1.4.2.6 Returned undelivered notice of arrival
		1.4.3 Cost of Freight	1.4.3.1 Cost of mail/courier much higher than cost of goods

Postal shipments are transported by sea, land and air and are delivered to the international postal processing plants

The Post must submit to customs authorities all mail items which are travelling or have travelled internationally



Postal/Express Consignments Risk Indicators

Documents

- Customs declarations CN 22 and CN 23
- Airway bill is issued in express courier shipments



LC427728045US

LC427728045US

United States Postal Service
Customs Declaration **CN 22**
 May be opened officially See instructions on Reverse
 Do not duplicate without USPS approval.

Country Gift Commercial sample Documents Other

Quantity and detailed description of contents (1)	Weight (2)		Value (3)
	lb.	oz.	(US \$)
<i>For commercial items only</i> If known, HTS tariff number (4) and country of origin of goods (5)	Total Weight (6)		Total Value (7) (US \$)

I, the undersigned, whose name and address are given on the item, certify that the particulars given in this declaration are correct and that this item does not contain any dangerous article or articles prohibited by legislation or by postal or customs regulations. This copy will be retained at the post office for 30 days.

Date and sender's signature (8)

PG Form 2576, January 2004

Customs Declaration CN 22 — Sender's Declaration

I, the undersigned, whose name and address are given on the item, certify that the particulars given in this declaration are correct and that this item does not contain any dangerous article or articles prohibited by legislation or by postal or customs regulations. This copy will be retained at the post office for 30 days.

Sender's Name & Address

Addressee's Name & Address

Date and sender's signature

Detached from PS Form 2576, January 2004

Post Office Copy

CANADA POSTES
POST CANADA

Canada to USA
Customs Declaration
 CUSTOMER: Before completing read instructions on back

Déclaration en douane du
Canada aux États-Unis
 CLIENT: Avant de compléter, lire les instructions au verso

CN23

Name and Address of Sender / Nom et adresse de l'expéditeur

Sender's instructions in case of Non-Delivery / Instructions de l'expéditeur en cas de non-livraison

Return to origin (if sender's expense) / Retourner aux lieux d'origine (à l'usage de l'expéditeur)

By air / par voie aérienne

By surface / par voie de surface

Free Weight / Poids brut

Insured value / Valeur déclarée

Postage / Taxe postale

Declared List of Contents and Country of Origin / Déclaration détaillée du contenu et pays d'origine

Name and Address of Addressee and using ZIP code / Nom et adresse du destinataire avec le code ZIP complet

Signature of sender / Signature de l'expéditeur

Signature of recipient / Signature du destinataire

Total \$

43-C74 (11-11) May be opened by Customs officials / Peut être ouvert d'office par les douaniers

Shipping Label / Étiquette d'expédition

<http://members.ebay.co.uk/ws/eBayISAPI.dll?ViewUserPage&userid=dlx1000>

www.pss.gov.bc.ca



Postal/Express Consignments Risk Indicators



Declared as 'baby dresses' with a low value/indications sender and addressee were relatives/20 orchid plants found without presence of CITES licence

**Parcel South
America to Europe
Addressee- private
person/Consignee
address-hotel
Contained
children's clothes
and 1 tin of
powder milk
0.5 kg cocaine
was found**





Postal/Express Consignments Risk Indicators

The Supply Chain

Universal Postal Union (UPU) is the forum for cooperation between postal sector players

- Perform an advisory, mediating and liaison role
- Provide technical assistance
- Define the rules for international mail exchanges
- Make recommendations to stimulate growth in mail, parcel and financial services volumes
- Improve the quality of service for customers



Postal/Express Consignments Risk Indicators



Outgoing mail declared as 'wood carving'/value 100 Euros/Sender's address not traceable- fake address/ 1 rhino horn discovered



Declared-'documents'

Description of 'documents', have previously been used as cover load for smuggling narcotics but also money laundering



Fake dollars



Export Risk Indicators

Customs officers do not always realize that they set eyes on different risks almost every day, as risks are not always visible at first glance

The logistic chain is a very complex and criminal organizations take advantage of every possibility to develop and expand their illegal activities

Smuggling of cocaine in a shipment with declared 'foodstuffs'





Export Risk Indicators

Source	Source Element	Sub Element	Indicators	
1 Export Declaration /Invoice	1.1 Exporter/ Consignor/ Shipper	1.1.1 Name	1.1.1.1 Not Traceable	
			1.1.1.2 First shipment, never seen before	
			1.1.1.3 Misspelled	
		1.1.2 Adversely Known	1.1.2.1 Previously detected	
			1.1.2.2 Subject of a law enforcement alert	
			1.1.2.3 Questionable reputation	
			1.1.3 Address	1.1.3.1 Accommodation address
				1.1.3.2 Hotel
				1.1.3.3 Incomplete
		1.1.3.4 Misspelled		
		1.1.3.5 No address		
		1.1.3.6 P.O.Box		
	1.1.3.7 Not traceable			
	1.1.4 Status of the Company	1.1.3.8 Exporter not settled in country of destination		
		1.1.3.9 Telephone number		
		1.1.3.10 Facilities are not consistent with kind of goods		
		1.1.3.11 Was used in a previous smuggling case		
		1.1.3.12 Email address		
		1.1.4.1 Company without activity		
		1.1.4.2 Insolvency		
		1.1.4.3 New company, recently started		
		1.1.4.4 Not consistent with line of business		
		1.1.4.5 Economic partnership with buyer/importer		
	1.1.4.6 Supposed family relationship with buyer/importer			
	1.1.5 History of the Company	1.1.5.1 Recently taken over		
		1.1.5.2 Frequent changes of owners/directors		
		1.1.5.3 Frequent changes of business activity		
1.1.5.4 Frequent changes of business name				
1.1.6 Owners/ Directors	1.1.6.1 Adversely known			
	1.1.6.2 Subject of law enforcement alert			
	1.1.6.3 Frequent changes of addresses			
	1.1.6.4 Resident abroad			
1.1.7 Export Activities	1.1.7.1 First export			
	1.1.7.2 First export of kind of goods			
	1.1.7.3 First export to country of destination			
	1.1.7.4 Infrequent exportations			
	1.1.7.5 Unusual type of transport modality			
	1.1.7.6 Size of export & company do not match (average size of export consignment)			
1.2 Buyer Consignee/ Importer	1.2.1 Name	1.2.1.1 Not traceable		



Export Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.2.1.2 First shipment, never seen before
			1.2.1.3 Misspelled
			1.2.1.4 Forwarding Company
		1.2.2 Adversely Known	1.2.2.1 Previously detected
			1.2.1.2 Subject of law enforcement
			1.2.1.3 Questionable reputation
		1.2.3 Address	1.2.3.1 Accommodation address
			1.2.3.2 Hotel
			1.2.3.3 Incomplete
			1.2.3.4 Misspelled
			1.2.3.5 No address
			1.2.3.6 P.O.Box
			1.2.3.7 Buyer not settled in country of destination
			1.2.3.8 Telephone number
			1.2.3.9 Not traceable
			1.2.3.10 Was used in previous smuggling case
			1.2.3.11 Country of destination
		1.2.4 Status of the Company	1.2.4.1 Company without activity
			1.2.4.2 Insolvency/bankrupt
			1.2.4.3 New company, recently started
			1.2.4.4 Not consistent with line of business
			1.2.4.5 Economic partnership with exporter
			1.2.4.6 Supposed family relationship with the exporter
	1.3 Invoice	1.3.1 Layout	1.3.1.1 Amendments
			1.3.1.2 Bad spelling
			1.3.1.3 Erased items
			1.3.1.4 Different types of letters
			1.3.1.5 Manipulated (indications)
			1.3.1.6 Inconsistence with other documents
			1.3.1.7 Format inconsistent with those previously issued by the same party
			1.3.1.8 Without a logo or with a logo which is not consistent with the line of business
			1.3.1.9 Handwritten
		1.3.2 Number	1.3.2.1 Not consistent with date of issue
			1.2.2.2 Lack of number
		1.3.3 Date	1.3.3.1 No date on invoice
			1.3.3.2 Date of issue not consistent with period of shipping
			1.3.3.3 Indications of a false date
		1.3.4 Pro Forma	1.3.4.1 Remark 'for customs only'
			1.3.4.2 Remarks 'for repair only'
			1.3.4.3 Remarks 'no charge'
		1.3.5 Commercial	1.3.5.1 Remark 'for customs only'
			1.3.5.2 Remarks 'for repair only'
			1.3.5.3 Remarks 'no charge'
		1.3.6 Marks & Numbers	1.3.6.1 Lack of them (N/M)
			1.3.6.2 Inconsistent with shipper/importer



Export Risk Indicators

Source	Source Element	Sub Element	Indicators
		1.3.7 Description of the Goods	1.3.7.1 General, vague or ambiguous
			1.3.7.2 Unusually detailed
			1.3.7.3 Not mentioned on declaration
			1.3.7.4 Not correct for HS-code
			1.3.7.5 Export license/CITES etc
		1.3.8 Origin	1.3.8.1 Not a regular export product
			1.3.8.2 Not a regular import product
		1.3.9 Usual Pattern	1.3.9.1 Unusual packaging
			1.3.9.2 Defects in weight
			1.3.9.3 Round weight
			1.3.9.4 Unusual volume (M3)
			1.3.9.5 Defects in number of packages
			1.3.9.6 Out of season commodities
		1.3.10 Coverload	1.3.10.1 Difficult to examine
			1.3.10.2 Commodities have been used for smuggling before
		1.3.11 Value	1.3.11.1 High/low value in relation to the goods
			1.3.11.2 High/low costs of freight/insurance in relation to the goods
			1.3.11.3 Round amounts
			1.3.11.4 Commodity is not cost effective to transport
		1.3.12 Payment	1.3.12.1 Pre-paid
			1.3.12.2 Cash
			1.3.12.3 No payment condition mentioned
		1.3.13 Others	1.3.13.1 Special (unusual instructions)
			1.3.13.2 Contact's has no relation with seller/importer
			1.3.13.3 Encounter of strange fax or telephone number/s
	1.4 Customs Broker	1.4.1 Adversely Known	1.4.1.1 Previously detected
			1.4.1.2 Subject of law enforcement alert
			1.4.1.3 Questionable reputation
		1.4.2 Client	1.4.2.1 First customs declaration
			1.4.2.2 Cash payment
			1.4.2.3 Only telephone contact
2 Physical Check	2.1 Goods	2.1.1 General	2.1.1.1 Poor (low) quality
			2.1.1.2 Poor packaging (unprofessional)
			2.1.1.3 Untidily loaded
			2.1.1.4 Loaded in an unusual manner for type of goods
			2.1.1.5 Not consistent with documents
			2.1.1.6 The same goods in different (marked) packages
			2.1.1.7 Unusual smell
			2.1.1.8 Expiry date
		2.1.2 Marks & Numbers	2.1.2.1 Lack of them (N/M)
			2.1.2.2 Poor description of contents
			2.1.2.3 Inconsistent with country of origin
			2.1.2.4 Inconsistent with producer/seller
		2.1.3 Weight	2.1.3.1 Not consistent with documents
			2.1.3.2 Defects



Export Risk Indicators

Documents

Export Declaration

- Must be examined by Customs officers to distinguish risks in a shipment of goods
- Most are sent electronically, increasing the potential risk that goods may not be recognized by electronic risk profiles

EXPORT		<i>Sello de Control:</i>		COMMERCIAL INVOICE		CIR	
Buyer is a private person that is not traceable				Date / Fecha.....		1 2008	
				FU n°.....			
				Client / Cliente n°..			
				Country of origin (país de origen):			
Port of Shipment (Puerto de despacho)				Shipping Marks / (marcas) :-		EXPORT	
Port of destination (puerto de destino)		Packing (empaque)		01 WOODEN BOX			
Sales Terms:- (terminos de venta)		CPT		Gross Weight (peso bruto)		125,5000	
Payment Terms:- (Condiciones de pago)		CASH		Net weight (peso neto)		105,5000	
Quantity (Cantidad)	Cod.	Part nr. (ref. n°)	Description of goods descripción de mercancías	PRICE/PRECIO			
				Unit. US\$	Total US\$		
72,00	12453	ROLDÃO	Aguardente Yglaca	7,22000	519,84		

This invoice was used in smuggling of cocaine in a shipment of spirits
Payment method CASH





Passengers Risk Indicators

High quality passenger selection criteria which is based upon intelligence, behavioural patterns and risk management can have positive effects on enforcement activities

The following risk indicators are not just for the airport environment – they are applicable to passengers travelling on foot, by automobile, ships, ferries, trains, buses, private aircraft and boats..... etc



Passengers Risk Indicators

Source	Source Element	Sub Element	Indicators	
1 Intelligence	1.1 Advance Passenger Information	1.1.1 Law Enforcement/ Database	1.1.1.1 Traveler's personal information (name, date of birth) reveals alert or adverse action	
			1.1.1.2 Association with known suspects or criminal organization	
			1.1.1.3 Previous deportation	
			1.1.1.4 Spouse/child of suspect	
			1.1.1.5 Addresses (home, billing, mailing, destination, email, phone etc)	
			1.1.1.6 Emergency contact	
			1.1.1.7 Adversely known	
		1.1.2 Visa	1.1.2.1 Prior refusals	
			1.1.2.2 Previous overstay	
			1.1.2.3 Found to be revoked	
			1.1.2.4 Type not consistent with purpose of trip	
		1.1.3 Country of Residence	1.1.3.1 Different than country of citizenship	1.1.3.2 Not passport issuance country
				1.1.4 Carrier
		1.2 Documents/ Records	1.2.1 Ticket	1.1.4.1 No checked and/or carry on bags
	1.1.4.2 History of no show for previous flights			
	1.1.4.3 Additional tickets purchased by same party			
	1.1.4.4 Proximity of seat to suspect passenger			
	1.1.4.5 Lack of traveler's information in airline system			
	1.1.5 Destination Address			1.1.5.1 Doesn't exist
				1.1.5.2 Incomplete or inconsistent
	1.2.1.1 Checked luggage tag attached but no luggage claimed			
	1.2.1.2 Purchased with cash shortly prior to travel			
	1.2.1.3 No return ticket			
	1.2.1.4 Open return ticket			
	1.2.1.5 Paid by 3 rd party not traveling			
	1.2.1.6 Place of issue doesn't match point of origin			
	1.2.1.7 Bag tags don't match			
1.2.1.8 Traveling from high risk location				
1.2.1.9 Purchased expensive over inexpensive				
1.2.1.10 Exchanged				
1.2.1.11 Different or changed name				
1.2.1.12 Issuing agent is not located at or near departure city				
1.2.1.13 Unusual/lengthy/expensive routing or layovers				
1.2.1.14 Numerous airline tickets for same destination				
1.2.1.15 Information doesn't match traveler's story				
1.2.1.16 Carrier history is suspect				
1.2.1.17 Class of travel doesn't match traveler				
1.2.1.18 Issued for unrestricted travel				
1.2.1.19 Traveler is unaware of purchase price				
1.2.1.20 Purchased from adversely known travel agency				
1.2.2 Passport	1.2.2.1 Shows multiple trips between same destinations in short period of time			



Passengers Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.2.2.2 No travel on passport issued several years ago
			1.2.2.3 Newly issued
			1.2.2.4 Arrival/departure stamps not consistent with story
			1.2.2.5 Multiple passports/identification cards
			1.2.2.6 Information from multiple passports doesn't match
			1.2.2.7 All or part doesn't appear genuine
			1.2.2.8 Arrival/departure stamps during transit layovers
			1.2.2.9 Issued by a suspect country
			1.2.2.10 Travelers apparent age doesn't match date of birth
			1.2.2.11 Stated country of birth or citizenship doesn't match
			1.2.2.12 Pages have been removed
			1.2.2.13 Apparent alterations to print, stamps, pictures, seals etc
		1.2.3 Visa	1.2.3.1 Found to be revoked
			1.2.3.2 Unused
			1.2.3.3 Issued close to departure date
		1.2.4 Currency	1.2.4.1 Feel of paper is not consistent with genuine bills
			1.2.4.2 Undeclared
			1.2.4.3 Located throughout luggage or on person
			1.2.4.4 No money
			1.2.4.5 Country of issue not consistent with story
			1.2.4.6 Carrying large sum
			1.2.4.7 Carrying large amounts of the same denomination
		1.2.5 Other Identification Documents	1.2.5.1 Minimal or none to be found
			1.2.5.2 Doesn't match passport (name, birth, physical identifiers)
			1.2.5.3 Appears to be unused
			1.2.5.4 Cannot provide immediately
			1.2.5.5 Difficult to read
		1.2.6 Receipts	1.2.6.1 Purchase/hotel receipts not consistent with story
			1.2.6.2 None to be found without logical explanation
			1.2.6.3 Parcel mailing from origin to destination
		1.2.7 Verbal Statements	1.2.7.1 Travel related answers don't add up
			1.2.7.2 Business card doesn't match statement
			1.2.7.3 Traveling alone although travel documents indicate otherwise
			1.2.7.4 Length of stay is not proportional to distance traveled or purpose
			1.2.7.5 First time traveler
			1.2.7.6 No ties at destination ie. Family, friends, associates
			1.2.7.7 Story is inconsistent with travel purpose timetable
			1.2.7.8 Not able to provide any local contact information
			1.2.7.9 Friends, family or associates unaware of visit
			1.2.7.10 No accommodation reserved at destination
			1.2.7.11 No immediate means of support (money, credit cards)
			1.2.7.12 Claims to be unemployed
			1.2.7.13 Staying near airport



Passengers Risk Indicators

Source	Source Element	Sub Element	Indicators
			1.2.7.14 Hotel reservations made by 3 rd party
			1.2.7.15 Unable to give specific about ticket purchase
		1.2.8 Other Documents	1.2.8.1 Import/export documents (eg. bill of lading)
			1.2.8.2 Holds cargo shipping documents lacking routine information
			1.2.8.3 Business cards or business papers don't match stated occupation
			1.2.8.4 Reservation/booking documents not consistent with story
	1.3 Contacts	1.3.1 Employer	1.3.1.1 Fired for illegal activity
			1.3.1.2 Traveler is unknown to alleged employer
		1.3.2 Family/Friends	1.3.2.1 Unaware of travel or visit
2 Passengers	2.1 Behaviours/Physiological	2.1.1 Pre-interview	2.1.1.1 Constantly looking over shoulder
			2.1.1.2 Evading authorities
			2.1.1.3 Avoiding eye contact with authorities
			2.1.1.4 Glaring at authorities
			2.1.1.5 Unusually outgoing to authorities
			2.1.1.6 Creates disturbance
			2.1.1.7 Body posture obstructs recognition by video surveillance
		2.1.2 Interview	2.1.2.1 Extremely nervous
			2.1.2.2 Heavy perspiration
			2.1.2.3 Overly confident/passive
			2.1.2.4 Hands fidgety or trembling
			2.1.2.5 Carotid artery pulsating
			2.1.2.6 Bobbling Adams apple
			2.1.2.7 Gulping for air
			2.1.2.8 Avoiding eye contact or unusual eye activity
			2.1.2.9 Appears agitated, annoyed, arrogant, inattentive, uncooperative, hostile, indignant
			2.1.2.10 Restless
			2.1.2.11 Overly friendly or cooperative
			2.1.2.12 Attempts to flee
			2.1.2.13 Attempts to distract authorities
			2.1.2.14 Signs of anxiety in head & facial movement or expression
			2.1.2.15 Hand movements to head
			2.1.2.16 Unusual body position
			2.1.2.17 Changes in voices or speech
			2.1.2.18 Lethargic, preoccupied
			2.1.2.19 Try's to redirect attention to another person
			2.1.2.20 Caught in a lie
			2.1.2.21 Appearance & speech inconsistent with social standing
		2.1.3 Verbal Clues	2.1.3.1 Reluctant or unable to answer routing questions
			2.1.3.2 Evasive, vague or incoherent responses
			2.1.3.3 Changes in version/explanation



Passengers Risk Indicators

Source	Source Element	Sub Element	Indicators
			2.1.3.4 Responds to questions with questions
			2.1.3.5 Moments of silence or undue study prior to responding
			2.1.3.6 Talkative or unusually accommodating with authorities
			2.1.3.7 What is or isn't included in the response
			2.1.3.8 Changes subject or attempts to divert interview
			2.1.3.9 Responds by repeating the question
			2.1.3.10 Over emphasis on innocence, honesty or truthfulness
			2.1.2.11 Response conflicts with non-verbal clues
			2.1.2.12 Makes threats or intimidates
			2.1.2.14 Omits detail about purpose of trip
			2.1.2.15 Overly specific in responses
			2.1.2.16 Complains or protests
			2.1.2.17 Claims not to remember
			2.1.2.18 Qualifies answers by specifying excessive details
	2.2 Observational	2.2.1 Pre-Physical Inspection	2.2.1.1 Awkward, stiff or restricted body movements
			2.2.1.2 Wearing unusually thick soles shoes
			2.2.1.3 Slyly disposing of items
			2.2.1.4 Attempts to conceal items
			2.2.1.5 Strong smell of perfume
			2.2.1.6 No luggage or bags
			2.2.1.7 Talking on mobile phone
			2.2.1.8 Ill fitting clothing
			2.2.1.9 Apparel is inappropriate for destination or origin
			2.2.1.10 Unusual bulges on person
			2.2.1.11 Passenger appears out of place among fellow travelers
			2.2.1.12 First or last off the plane
			2.2.1.13 Traveling companions separate upon entering terminal
			2.2.1.14 Treats an individual bag cautiously
			2.2.1.15 Cast on limb
			2.2.1.16 Appears uncomfortable
			2.2.1.17 Lets other travelers go ahead
			2.2.1.18 Orthopedic devices
		2.2.2 Physical Inspection	2.2.2.1 Solid object felt under clothing
			2.2.2.2 Receipts match undeclared jewelry
			2.2.2.3 Attempts to flee
			2.2.2.4 Attempts to conceal items
			2.2.2.5 Stomach appears distended
			2.2.2.6 High value items in checked luggage
			2.2.2.7 Appears lethargic or tired
			2.2.2.8 Body is rigid or trembling
			2.2.2.9 Fiddling with jewelry, hair, clothing, ears
			2.2.2.10 Physically ill
			2.2.2.11 Loss of control of bodily functions
			2.2.2.12 Refuses to cooperate



Passengers Risk Indicators

Source	Source Element	Sub Element	Indicators
			2.2.2.13 Appearance doesn't correspond to stated profession
			2.2.2.14 Female tourist traveling alone
			2.2.2.15 Attempts to conceal bag claim ticket
			2.2.2.16 Appears to be delaying entry into the inspection line
			2.2.2.17 Criminal identifying tattoos
			2.2.2.18 Glassy eyes
			2.2.2.19 Peculiar body posture
			2.2.2.20 Ill appearance
3 Personal Possessions	3.1 Luggage	3.1.1 Smell	3.1.1.1 Emits unusual odour
			3.1.1.2 Canine alert
		3.1.2 X-ray	3.1.2.1 Objects appear in inaccessible areas
		3.1.3 Weight	3.1.3.1 Unusually heavy when full or empty
			3.1.3.2 Asymmetrical (lopsided)
		3.1.4 Appearance	3.1.4.1 Irregular rivets/screws
			3.1.4.2 Improvised assembly
			3.1.4.3 Altered
			3.1.4.4 Unusually thick walls
			3.1.4.5 No identifying identification tags
			3.1.4.6 Chill or cooler boxes, ice chests
			3.1.4.7 Doesn't match the traveler
			3.1.4.8 Mismatched
			3.1.4.9 Common style used previously
			3.1.4.10 Inconsistent stitching
			3.1.4.11 Irregular lining
			3.1.4.12 Inconsistent with social standing
	3.2 Baggage	3.2.1 Electronics	3.2.1.1 Laptop screen unusually thick
			3.2.1.2 Excessive memory devices
			3.2.1.3 Inoperable
			3.2.1.4 More phone contains suspects contacts
			3.2.1.5 Several mobile phones
		3.2.2 Cans/ Containers	3.2.2.1 Scent of content is not consistent with product
			3.2.2.2 Consistency of product unusually thick or heavy
			3.2.2.3 Uneven seams
			3.2.2.4 Smells of adhesive
			3.2.2.5 Heavily padded bras
			3.2.2.6 Feels stiff, waxy, clammy
		3.2.3 X-ray	3.2.3.1 Objects displayed within inaccessible areas
		3.2.4 Clothing	3.2.4.1 Amount doesn't correspond to length of stay
			3.2.4.2 Doesn't correspond with story
			3.2.4.3 Inconsistency in apparel
			3.2.4.4 Thick soled shoes
			3.2.4.5 Heavily padded bras
			3.2.4.6 Feels stiff, waxy, clammy
		3.2.5 Food	3.2.5.1 Unusually strong scent
		3.2.6 Jewelry	3.2.6.1 High value in checked luggage
		3.2.7 Sporting Goods	3.2.7.1 Golf club heads or grips appear altered



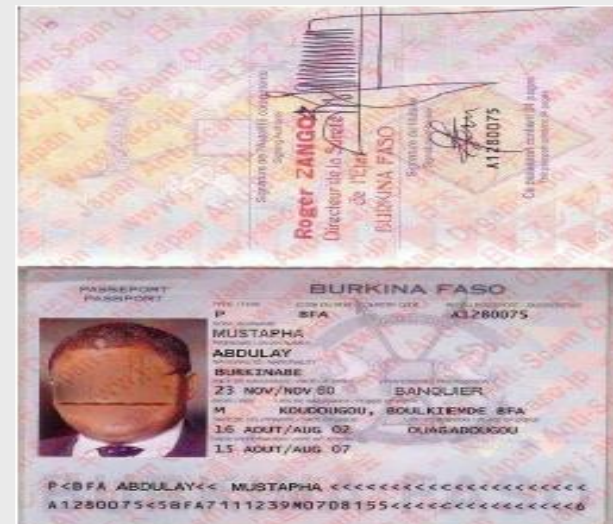
Passengers Risk Indicators

Source	Source Element	Sub Element	Indicators
			3.2.7.2 Shoddy welding on scuba tank
		3.2.8 Medicaments	3.2.8.1 Controlled drugs without prescription
			3.2.8.2 Medicaments for constipation/purgative
			3.2.8.3 Gastro-intestinal medication
			3.2.8.4 Prescription in someone else's name
		3.2.9 Other	3.2.9.1 Items that do not relate to the purpose of travel

Indicators:
Passport did not contain stamps for verified previous entries and photo did not match prior records



Indicators:
Given name and surname were reversed





Passengers Risk Indicators

Intelligence may come from

- Domestic or foreign police alerts
- Other government agencies
- Informants (confidential, crew, passengers)
- Intelligence agency
- Other customs officers
- News reports
- The passenger themselves

Lack of negative information about a passenger does not mean that there is no risk. Many individuals with no history of criminal or terrorism activity have been recruited and successfully used to carry out offences



Passengers Risk Indicators

Behavioural analysis – recognize physiological signs of anxiety

Observational techniques – identify physical discrepancies in appearance

Behavioural signs can include

Rapid breathing for no apparent reason

Shaking

Trembling hands

Cold sweats

Flushed face

Pulsating carotid arteries

Avoiding eye contact

Observation techniques can include

Clothing that disguises body contours

Thick-soled shoes

An unnatural gait

Unexplained bulges in clothing



Passengers Risk Indicators



Hollowed out heels and soles of shoes, worn or carried in luggage used to smuggle



Several kilograms of narcotics can be hidden in converted padded bras

Airport police & canine seize 20kgs of ivory & ivory products



from a female passenger





Passengers Risk Indicators

Many countries require international airlines provide **advance passenger information** which may include

Name

Date of birth

Citizenship/nationality

Passport details

Visa information

Some countries have national laws that mandate the amount of information to be provided by the traveller

At time of booking

Itinerary

Addresses

Telephone number etc

At time of check in

Identification of companion/s

Number of bags

Bag tag numbers

Seat number

Special requests etc



Passengers Risk Indicators

Assessing oral and documentary information, or the suspicious lack thereof, are proven sources for developing a traveller's risk profile

Studying passenger's behaviour is an effective means of detecting potential intent for criminal activity when combined with structured interviews

A smuggler (a courier, mule) may be prepared, coached or trained to perform confidently. Close attention must be paid to verbal clues exploiting any inconsistencies that may expose a sufficient grouping or cluster of risk indicators



66 yr old man wearing cast because of an actual fracture, cast was molded from cocaine



Passengers Risk Indicators



**1.583 kilograms
(109 pellets) of
cocaine was
discovered in the
shorts of a
disabled male
arriving via
commercial air**





Passengers Risk Indicators

Internal Carrier or Body Packing

Defined as: *'The trafficking of illicit drugs within the gastrointestinal tract or vagina'*

Body packers - 'swallowers', 'internal carriers', 'couriers' or 'mules'



Body packers ingest drug packets, commonly consisting of a latex sheath, such as a condom or balloon, filled with tightly packed illicit drugs



Passengers Risk Indicators



**Latin Kings
(USA)**

**Britain Mafia
(ACAB)**



Criminal Organization Tattoos



**Mara Salvatrucha
(MS-13)**



Traids

Vice Lords





Passengers Risk Indicators



Young lady with young child arrived in Europe from South America. Two bottles of talc in luggage found stuffed with over 1 kilogram of cocaine filled condoms



Methods of concealment, even once detected, are never completely abandoned and will reappear time after time



X-ray of passengers luggage revealed organic substance inside a bag. Lollipops and walnuts containing cocaine were found





Passengers Risk Indicators

Primary mission of national border control authorities

- Prevent illegal immigration
- Regulate and facilitate international trade
- Collect import duties
- Enforce trade
- Enforce drug laws
- Protect citizens, agricultural and economic interests
- Preventing entry of terrorists

Given the increasing volume of international travellers and no matching resources it is impractical for Customs to physically inspect every person that arrives at a port of entry

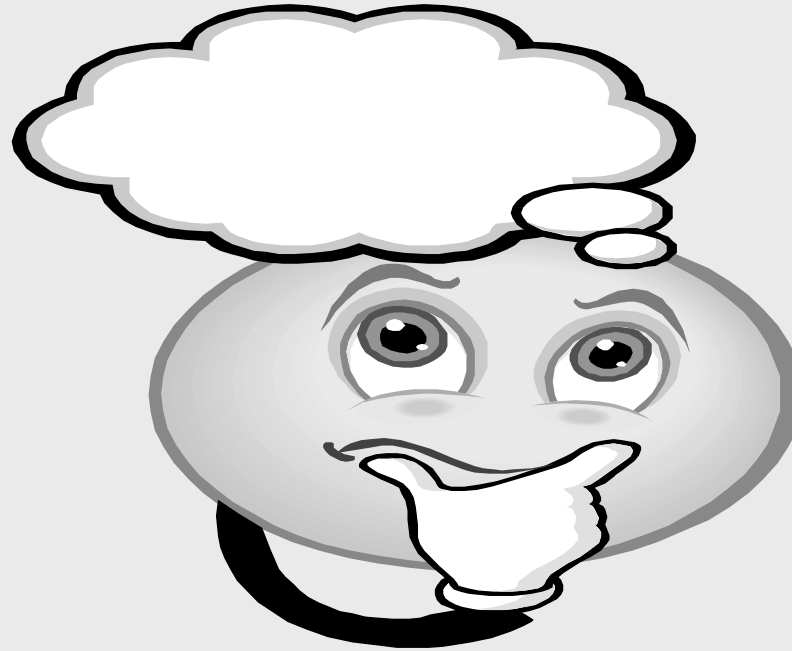


Questions





Activities



Complete Activity 6, 7, 8 and Activity 9