

PortMATE – Port/Border Crossing** Monitoring and Anti-Trafficking Evaluation Tool**

Updated based on the PortMATE Version 2 developed by WCS, consultations with UNODC-WCO Container Control Program, recommendations of WCO SAFE Framework 2018, the Revised Arusha Declaration 2003, and after pilot assessment of ports and border posts in the Democratic Republic of Congo in 2020, and comments of Mr. P. Pandey, Additional Director General, Directorate General of Analytics and Risk Management, Central Board of Indirect Taxes and Customs (CBIC), Government of India.

Overview of the Tool and Assessment Categories and Questions

PortMATE – Port/Border Crossing Monitoring and Anti-Trafficking Evaluation Tool has been designed as additional assessment tool fully complementary to the ICCWC Indicator Framework (IF) for Combating Wildlife and Forest Crime (ICCWC 2016) and focused mainly on ports, but can be applied for land border crossings and potentially for **airports** as well. The tool provides specific details to answer ICCWC IF Questions 12 *Are there law enforcement officers at ports of entry and exit that are aware of and trained in detecting and responding to wildlife crime?* and 13 *Do law enforcement officers at ports of entry and exit have equipment, tools and materials (e.g. sniffer dogs, identification manuals, and/or scanners) to detect and respond to wildlife crime?* The PortMATE has been developed as a complex framework for express assessment of an exit/entry point capacity to prevent, detect, and intercept of wildlife and other illicit trafficking. It provides a standardized assessment baseline for identification of key gaps at the port level, setting up priorities for interventions, and development of evidence-based recommendations to cover the gaps. Additionally the tool can be used as a progress monitoring tool for port-specific projects aimed to increase capacity of ports and other exit/entry points to intercept wildlife and other trafficking.

The PortMATE has **52** questions grouped in the following 9 categories:

- **Category 1:** Electronic Customs Declaration System (3 questions)
- **Category 2:** Intelligence (4 questions)
- **Category 3:** Risk Profiling System (6 questions)
- **Category 4:** Container/Cargo Scanning (3 questions)
- **Category 5:** Container/Cargo Inspection (5 questions)
- **Category 6:** Investigation and Prosecution (5 questions)
- **Category 7:** Inter-Agency and International Collaboration (4 questions)
- **Category 8:** Employee Integrity and Anti-Corruption (7 questions)
- **Category 9:** Supply Chain Security (14 questions)

Questions by the categories are explained below.

Category 1: Electronic Customs Declaration System

1. *Is there an electronic Customs clearance system in place and used by all port/border crossing clients?*

Electronic customs clearance replaces all written customs declarations and administrative files with electronic messages. This simplifies, automates and speeds up customs clearance and processing and at the same time makes it much more difficult for criminals to conceal illicit trafficking and hide fraud. The system allows Customs to track shipments in real time and detect anomalies and potential fraud. One of the examples of the system is the UNCTAD Automated System for Customs Data (ASYCUDA) used by many Customs administrations in the world.

2. *Is there a Single Window environment for export/import clearance with participation of all relevant agencies, including wildlife agency?*

A Single Window system enables exporters and importers to submit regulatory documents at a single location and/or single entity. Such documents are typically customs declarations, applications for import/export permits, CITES permits, and other supporting documents such as certificates of origin,

trading invoices, and full cargo manifests. Participation of several controlling agencies, including wildlife authority, in the system allows them to analyse the submitted documents for potential anomalies and fraud and at the same time speed up cargo clearance process.

3. *Is there an electronic CITES permit control system (like eCITES) in place integrated with Customs clearance system, and used by all port/border crossing clients?*

An electronic CITEC permit system integrated in Customs clearance system allows to increase transparency of wildlife trade, avoid corruption in issuing of CITES permits, and detect potential fraud in the permits. An example of such a system is the eCITES developed by the UNCTAD that is integrated with ASYCUDA Customs clearance system.

Category 2: Intelligence

4. *Do Customs and/or another agency have an intelligence unit(s) at the port/border crossing to collect and analyse information on wildlife and other illicit trafficking?*

Establishment and capacity building of Port Intelligence Units is among best practices for such enforcement agencies as Customs, Police, and Immigration Service. To effectively fight wildlife trafficking the units should be trained on Wildlife Crime Intelligence collection and analysis. UNODC has Criminal Intelligence Analysis Training-Wildlife course for port-based law enforcement officers.

5. *Is intelligence used to update wildlife crime risk indicators and target suspicious containers, trucks, passengers and baggage through inspections?*

To be effective intelligence and information on previous seizures of illicit goods should be used at the port level not only for targeting inspection of suspicious consignments but ideally for update of risk indicators used for cargo risk profiling, including wildlife trafficking risks.

6. *Is intelligence passed to port/border crossing level agencies in an efficient and timely manner?*

To be actionable the intelligence should be received by the port/border post in advance to allow for well prepared inspection and interception of illicit consignment.

7. *Is information relating to wildlife crime and other illicit trafficking collected from the port/border crossing community (clients)?*

Port workers and port-connected private sector community (shipping lines, container terminal operators, freight forwarders, clearing agents, transporters, etc.) can provide valuable information on suspicious cargo and activities to law enforcement agencies to generate intelligence. However, they should know key signs of suspicious cargo and activities (so called “red flags”) and how to report them to law enforcement safely and better anonymously.

Category 3: Risk Profiling System

8. *Is a system in place at the port/border crossing to conduct automated risk profiling of containers, trucks, and passengers for illicit trafficking, including wildlife?*

Using automated targeting tools, Customs administrations identify shipments that are high-risk and are likely to contain illicit consignment (drugs, wildlife products, arms, etc.) as early as possible in the supply chain, at or before the port of departure (WCO SAFE Framework of Standards 2018). Automated risk profiling systems can profile thousands of containers in a matter of minutes using risk indicators. Some countries (e.g., USA) use risk profiling systems for international passenger vessels. Manual risk profiling is inefficient and cannot keep up with current huge volumes of container traffic through ports and border posts. Examples of automated risk profiling system include WCO Cargo Targeting System, Risk Profiler (Viet Nam), Automated Targeting System (US Customs and Border Protection), etc.

9. *Is there a set of regularly updated wildlife crime indicators used for automatic risk profiling at the port/border crossing?*

Automated risk profiling system use many risk indicators to identify suspicious containers/cargo/passengers. Risk indicators are specified selectivity criteria such as: specific commodity code, country of origin, country whence consigned, licensing indicator, value, trader, level of compliance, type of means of transport, purpose of the stay in the Customs territory, financial consequences, or financial situation of the trader/person (WCO Risk Management Handbook 2004). Specific wildlife trafficking risk indicators help to detect containers/cargo that may contain illegal wildlife products. Examples of wildlife crime indicators:

- Ports Implicated in Wildlife Trafficking (ports of origin (e.g., Matadi, Mombasa, Lagos) and destination (e.g., ports of China and Viet Nam);
- Commodity type (e.g., wood or plastic scrap often used for concealment of wildlife trafficking);
- Suspicious Companies/Clients that can be or has been complicit in wildlife trafficking;
- Inconsistencies in Full Cargo Manifest and Other Trade Documentations;
- Inconsistencies in CITES Permits;

10. *Is there arrangement between Customs and other relevant agencies concerning the determination, review and update of risk indicators (including wildlife risk indicators) on a regular basis?*

To be effective risk indicators should be regularly updated based on seizures, intelligence, trade trends, and changes in export/import processes. It is the best practice when different agencies are involved in identification and update of the risk indicators through Risk Management Steering Committees that may include such authorities as Customs, Finance, Police, Wildlife, Forest, etc.

11. *Are officers at the port/border crossing trained on automatic risk profiling including wildlife trafficking?*

To deploy automated risk profiling systems effectively Customs officers need regular trainings/refreshers and updated risk indicators, including for wildlife trafficking.

12. *Are electronic full cargo manifests and other cargo documents on export, import, and trans-shipment provided to customs in advance (e.g., 24 hours before loading container on a ship, or 24 hours prior to arrival or prior to the departure from the last port of call, or 1-2 hours before its arrival to the land border post) for risk profiling purposes?*

Automated risk profiling system needs export, import, and trans-shipment data (e.g., full cargo manifests) provided in electronic format. To allow effective risk profiling and inspection the electronic cargo documents should be provided to Customs in advance (e.g., before containers are loaded on a ship).

13. *How many containers are risk profiled daily at the port/border crossing?*

Ideally 100% of container traffic (export, import, and trans-shipment) coming through a port should be risk profiled by Customs. However, it is not always possible due to lack of automated risk profiling systems, their low efficiency, lack of training, or lack of available electronic cargo documents from all exporters/importers.

Category 4: Container/Cargo Scanning

14. *Is non-intrusive inspection (NII) equipment (e.g., container scanners, passenger scanners, baggage scanners, etc.) available in sufficient quantity for inspecting cargo/baggage for wildlife contraband and other illicit goods?*

Non-intrusive inspection equipment (NII) refers to X-ray or gamma-ray imaging type equipment that allow inspection of cargo/baggage without the need to open it. This equipment is necessary to inspect high-risk cargo and/or transport conveyances quickly, without disrupting the flow of legitimate trade.

15. *Are officers trained to analyse scanned images and recognize patterns of illicit wildlife trafficking?*

The fraud detection rate using container scanned images depends on the skills and capability of the image analyst. Such analysts must remain completely up-to-date in order to obtain optimum results and should be trained to recognize different types of illicit trafficking including wildlife. Intensive training and practice are necessary for the image analysts to achieve maximum detection capability. UNODC and WCO can provide relevant training on container scanned image analysis.

16. *What containers are subject to mandatory scanning?*

Depending on availability of scanners and government requirements ports have different approaches for container scanning. Some scan only import containers, others – all import and export containers. The most effective way for scanning is to scan only suspicious containers detected by risk profiling.

Category 5: Container/Cargo/Baggage Inspection

17. *Are officers at the port/border crossing provided with specific training related to detection and identification of illegal wildlife products, including concealment methods used by traffickers?*

Customs and other law enforcement agencies working at a port/border post should receive regular training/refreshers on the methods to detect and identify wildlife trafficking in containers/cargo/baggage and effective ways to search containers/cargo for illicit goods. UNODC and WCO have relevant training programs.

18. *Are there K9 units in the port/border crossing with dogs trained to detect illicit wildlife products?*

A K9 unit with dogs trained to detect wildlife products and other illicit goods in containers/cargo/baggage is one of the most effective means to combat wildlife trafficking through ports/border posts.

19. *Is there a special secured location in the port/border crossing for container/cargo inspection?*

Many ports/border posts have limited space that does not allow to have a special secure area for container inspection with restricted access to the site. However, a secure container inspection site can considerably limit confidential information leaks, improve investigations and allow organization of controlled deliveries.

20. *Are Standard Operating Procedures developed and implemented for container/cargo/baggage inspection and seizure of wildlife and other illicit goods?*

Physical container examination is performed by Customs if scanners detected some anomalies, or based on intelligence and risk profiling data, or as a random choice to confirm compliance. Standard Operating Procedures (SOPs) provides officers with exact algorithm on how to perform physical container inspection and seizure of illicit goods. SOPs make the process of physical inspection and seizure more effective and also serve as an anti-corruption mechanism. Senior officers must supervise and enforce implementation by SOPs by all officers.

21. *Do the officers have regular training on CITES regulations and apply CITES knowledge and skills?*

Port/border post Customs and other officers should receive regular and repetitive training on CITES identification and regulations to effectively identify and seize illicit wildlife products and detect fraudulent CITES permits.

Category 6: Investigation and prosecution

22. *Is there a protocol for port/border crossing-level post-seizure investigation of cases, including wildlife trafficking?*

Starting investigation right after seizure of wildlife and other illicit goods (so called port response investigations) at a port or border post is among best practices of law enforcement agencies. It improves ability of the law enforcement agencies to arrest and prosecute criminals involved in trafficking.

23. *Do national law enforcement agencies have trained and empowered staff to support port/border crossing agencies to investigate wildlife seizure cases?*

Often seizures of illicit wildlife products at ports and border posts are not followed up by special investigations. So, it is critically important for countries to have special and sufficient staff at Customs, Police, Wildlife Authority and/or other law enforcement agencies trained in investigation of wildlife seizures and wildlife crime cases.

24. *Are port/border crossing-based law enforcement officers trained in forensic sampling and do they regularly collect forensic samples from wildlife seizures?*

Wildlife forensics is concerned with providing scientific evidence to inform investigations into crimes against wildlife, focusing on determining the identity of poached or illegally traded wildlife products, and addressing questions relating to the species, geographic origin, relatedness, individual identity and age of samples (TRAFFIC). Wildlife crime forensic can provide enormous support for successful investigation and prosecution of wildlife crime cases. If port-based Customs and other officers trained in wildlife forensics sampling they can provide very valuable material for post-seizure investigations.

25. *Are port/border crossing law enforcement agencies trained on controlled delivery operations in regard to wildlife trafficking?*

Article 2(i) of the Organized Crime Convention describes controlled delivery as the technique for allowing suspicious shipments or cargo to leave, pass through or enter a jurisdiction with the knowledge and supervision of authorities. Controlled deliveries are used to trace the flow of illicit goods such as drugs, wildlife specimen, counterfeit products or falsified medical products, in order to determine their true sources, transit routes and destination (UNODC).

26. *Do port/border crossing enforcement agencies receive training in presenting evidence for prosecution on wildlife crime cases?*

Effective documenting and presenting evidences of wildlife and other illicit trafficking to a court should be among the key skills of law enforcement agencies working at a port/border post.

Category 7: Inter-Agency and International Collaboration

27. *Is an inter-agency Joint Port Control Unit or Joint Port Operating Center or Multi-Agency Unit established and functional at the port/border crossing?*

Inter-agency units established at ports and border posts considerably increase port/post capacity to intercept wildlife and other illicit trafficking through joint risk profiling and container inspection. Usually the units consists from officers of Customs, Port Authority, Police, Wildlife Agency, Forest Agency, Drugs Commission. UNODC-WCO Container Control Program establishes and trains the inter-agency units at different ports, airports, and border posts of the world.

28. *Does the port/border crossing has a system to securely exchange actionable information (including intelligence) on wildlife crime seizures and suspicious consignments with other ports/border posts in other countries?*

Customs and inter-agency units at the ports/border posts should have a secure system to exchange information with other ports/border posts in other countries. For example, UNODC-WCO Container Control Program uses ContainerComm specially designed system for that. Exchange of intelligence and information on suspicious consignments between the ports/border posts helps to ensure that suspicious cargo that has not been inspected at the port of departure will be inspected and intercepted at the port of destination.

29. *Are Customs Mutual Assistance Agreements or similar arrangements/MoUs in place and implemented for wildlife crime cases?*

Customs Mutual Assistance Agreements allow for the exchange of information, intelligence, and documents that will ultimately assist countries in the prevention and investigation of customs offenses, including wildlife trafficking. Great demands are being placed on customs administrations around the world. With government resources not able to keep pace with this growing trade, customs administrations rely on mutual assistance as a powerful investigative tool (US Customs and Border Protection).

30. *Do enforcement agencies working at the port/border crossing have a clear line of access to INTERPOL, WCO, UNODC, RILO and vice versa, and to what extent is this access used?*

Direct access of ports/border posts to INTERPOL, WCO, UNODC, RILO can ensure that port/border post officers use up to date risk indicators and best practices, and receive real time warnings and intelligence concerning wildlife and other illicit trafficking from global network of interconnected law enforcement agencies.

Category 8: Employee Integrity and Anti-Corruption

31. *Are training and awareness activities conducted to develop professional standards and deter corrupt practices with agencies working at port/border crossing level?*

Customs and other agencies working at a port/border post should not only ensure that their employees are aware of anticorruption policies, procedures, and penalties for noncompliance but also that they have the necessary knowledge and skills to identify, report and counter corruption-related challenges. Regular communication and training activities play a key role in increasing awareness and obtaining commitment to anticorruption programs.

32. *Is a secure and confidential mechanism to report corruption cases established at the port/border crossing with easy access for government employees and private sector?*

A mechanism to report corruption practices should be easy to use, secure and confidential to be most effective. The reporting can be done on-line, via hot-line calls, or text messaging.

33. *Do Customs and other law enforcement agencies at the port/border crossing conduct background check on perspective employees and regular check of current employees on corruption issues and connections with criminal networks?*

Background check on perspective employees and regular check of current employees at sensitive positions are among best practices to prevent corruption and identify connections of employees to criminal networks.

34. *Do Customs and other law enforcement agencies at the port/border crossing have a comprehensive Code of Conduct with penalties for non-compliance?*

A Code or Standards of Conduct is a policy of a law enforcement agency to maintain a workforce that demonstrates high standards of ethical and professional conduct in order to ensure effective performance of government service. Penalties and disciplinary procedures must be included in the policy. The policy must be enforced for implementation by all officers.

35. *Do Customs and other law enforcement agencies at the port/border crossing practice a preventive vigilance system to monitor employees' behaviour and conduct?*

A preventive vigilance system represents a set of complex measures to improve procedures to reduce and eliminate corrupted practices at an agency. The system is incorporated in the routine management practices and helps to reduce opportunities for corruption, detect corrupted and unethical behaviour at early stages, and keep employees permanently at high level of professional conduct.

36. *Do Customs and other law enforcement agencies at the port/border crossing have a robust recognition system for successful wildlife and other illicit trafficking seizures?*

Robust and fair recognition and incentives system for successful seizures (e.g., performance related pay and awards) encourage law enforcement officers to achieve higher professional results and avoid corrupted practices. However, it should be mentioned that the system can fail in the situation of endemic corruption and wide-spread bribery.

37. *Do Customs and other law enforcement agencies at the port/border crossing provided with sufficient salary, other remuneration and conditions to ensure the officers are able to maintain a decent standard of living?*

Poorly paid civil servants are more vulnerable to corruption. Higher salaries make it more costly to engage in corruption due to the fear of losing a well-paid job (especially when income per capita is relatively low). However, increasing salaries is an effective anti-corruption tool only in the situation of effective control and monitoring of compliance and enforcement of appropriate sanctions for non-compliance.

Category 9: Supply Chain Security

38. *Is there a Know Your Customer legal framework in the country for export/import agents that obligates the agents to conduct a mandatory due diligence process on their clients to prevent illicit trafficking?*

Many wildlife seizure investigations stall because it is currently very hard to identify the source of seized consignments of illegal wildlife or forestry products, or to track precisely where they were heading or the chain of persons (individuals and companies) involved. This is partly because agents facilitating transactions and shipments hardly vet their customers or their consignments. They are not compelled to collect sufficient, accurate information, and what they do collect is rarely comprehensive enough for investigations, which may commence long after the transaction. Know Your Customer (KYC) framework for export/import agents helps to verify identity of each customer to make sure it is a real company/person, but not a shell company or fake entity used by traffickers to hide the origin and destination of illicit consignment. KYC helps law enforcement agencies to organize effective investigation and prosecution in case of seizure of illicit cargo.

39. *Are there mechanisms in the country for mutually beneficial collaboration between law enforcement agencies and business stakeholders, like an Authorized Economic Operator or other programs to ensure security of supply chains?*

Authorized Economic Operator (AEO), Customs-Trade Partnership Against Terrorism, and some other are voluntary and mutually beneficial supply chain security programs based on collaboration of exporters/importers with Customs to prevent and detect illicit trafficking in the international trade chains. The programs extend supply chain security responsibility from Customs to exporters and importers but provide the traders with tangible benefits to speed up their customs clearance process and enhance business effectiveness.

40. *Are wildlife and other agencies involved in development and recognition/validation process of AEOs in the country?*

Multi-agency involvement in development of AEO national programs help to make them more robust and resilient to illicit trafficking, including wildlife.

41. *Does the port/border crossings has sufficient and well trained Customs and other relevant agencies' staff to work with Authorized Economic Operators or other trusted operators to ensure they receive all benefits and provided with priority services?*

One of the barriers on the way of development of voluntary supply chain security programs (e.g., AEO or C-TPAT) is low awareness of other agencies and sometimes Customs themselves about the program. That leads to that trusted operators are treated as all other exporters/importers and do not receive all the benefits and advantages despite development and implementation of their corporate supply chain security programs. So, they lose their interest to participate in the program.

42. *Do exporters and importers use high-security mechanical container seal as prescribed in or exceeding ISO 17712?*

High-security mechanical seal is one of the key tools to ensure integrity and security of sea containers.

43. *Are export/import actors using the port/border crossing have special staff responsible for supply chain security, including wildlife trafficking issues?*

This is one of the best practices for exporters/importers to have special officers responsible for supply chain security aspects and regular assessment of risk and vulnerabilities of different elements of supply chain to wildlife and other illicit trafficking. They evaluate different segments of supply chains based on the previous security breaches (where a contraband was introduced or likely be introduced into legal cargo), find security gaps, and cover the gaps through a complex of supply chain security measures.

44. *Do export/import actors using the port/border crossing conduct risk assessments of their supply chain, including wildlife trafficking issues?*

It is well known that wildlife crime and other illicit trafficking takes advantage of vulnerabilities in the legal supply chain, is enabled by corruption, fraud, and inadequate regulation, and frequently converges with other forms of serious criminality such as money laundering and counterfeiting. So, the first step of building a robust corporate supply chain security program is identify all the gaps, assess security risks, and develop a plan to address all identified vulnerabilities. It is recommended to conduct risk assessment and identify vulnerabilities of different elements of a supply chain at least annually and right after security breach incidents to effectively eliminate security gaps.

45. *Do export/import actors using port/border crossing have special procedures in place to conduct due diligence check on their clients (beyond financial soundness issues to include indicators of whether the customer appears to be a legitimate business and/or possess a security risk, including illicit wildlife trafficking) and security of logistics service providers and other trade partners?*

Exporters and importers deal with multiple clients and usually outsource a large portion of their supply chain activities to business partners. So, the companies need to be sure that the clients do not represent a security risks and the business partners have appropriate security measures in place to secure the goods throughout the supply chain. The following are examples of some of the vetting elements that can help determine if a client company is legitimate:

- Verifying the company's business address and how long they have been at that address;
- Conducting research on the internet on both the company and its principals, including online media, social networks, and available public records;
- Checking business references; and
- Requesting a credit report and checking a client tax number.

46. *Do export/import actors using port/border crossing have special measures in place to ensure physical integrity, seal integrity, and security of containers and trucks, including inspection, storage, staffing and transportation?*

Wildlife and other smuggling often involve modification of containers or hiding of contraband inside them. There is a set of security measures recommended by AEO and C-TPAT to prevent, detect, and/or deter the altering of container structure or unauthorized entry into them, which could allow the introduction of contraband. The measures include the following: storing containers in secure area (inside and outside the port); 7 point container inspection; properly placing a seal on a container doors, and verifying that the seal has been affixed properly.

47. *Do export/import actors using the port/border crossing implement physical access control to prevent unauthorized entry to terminals, facilities, ships, and trucks; maintain control of employees and visitors, and protect company assets?*

Access controls prevent unauthorized access into facilities/areas/vessels, help maintain control of employees and visitors, and protect company assets. Access controls include identification of all employees, visitors, service providers, and vendors at all points of entry (C-TPAT 2020).

48. *Do export/import actors using port/border crossing implement personnel security measures to screen prospective employees and to periodically check current employees?*

Human resource force is one the most critical assets for a company, but it may also be one of its weakest security links. Many security breaches are caused by internal conspiracies, which is where one or more employees collude to circumvent security procedures aimed at allowing an infiltration of the supply chain. Therefore, exporters and importers should exercise due diligence to verify that employees filling sensitive positions are reliable and trustworthy. Sensitive positions include staff working directly with cargo or its documentation, as well as personnel involved in controlling access to sensitive areas or equipment (C-TPAT 2020).

49. *Do export/import actors using port/border crossing implement procedural security measures to ensure the integrity and security of processes relevant to the transportation, handling, and storage of cargo, including audit of export/import documentation?*

Procedural Security encompasses many aspects of the import-export process, documentation, and cargo storage and handling requirements. Other vital procedural criteria are developed to reporting incidents and notification to law enforcement. The procedures should be written because it helps maintain a uniform process over time (C-TPAT 2020). Procedural security is based on a number of “red flags” – indicators of suspicious consignment in export/import documents and signs of compromised container/cargo integrity. All personnel handling documentation, whether paper or electronic, should be constantly asking themselves these questions: What is normal? What is not normal?

50. *Do export/import actors using port/border crossing implement physical security measures to protect their facilities/vessels?*

The physical security provides a number of deterrents/barriers/obstacles that help to prevent unauthorized access to cargo, sensitive equipment, and/or information. So, cargo handling and storage facilities, container storage areas, vessels, and facilities where import/export documentation is prepared should have physical barriers and deterrents that guard against unauthorized access (C-TPAT 2020). Elements of physical security include the following: fencing perimeter, safe gates, secure vehicle parking, secure building structure, locking devices, adequate lighting, alarm systems and video surveillance cameras.

51. *Do export/import actors using the port/border crossing conduct regular security training and awareness programs for staff on illicit trafficking issues, including wildlife crime?*

Implementing and maintaining a supply chain security needs the active participation and support of several departments and various personnel. One of the key aspects to maintaining a security program is training. Educating employees on what the threats are and how their role is important in protecting the company’s supply chain is a significant aspect to the success and endurance of a supply chain security program. Moreover, when employees understand why security procedures are in place, they are much more likely to adhere to them (C-TPAT 2020). Training topics may include protecting access controls, recognizing internal conspiracies, container inspection (e.g., 7 point inspection, signs of hidden compartments and concealed contraband in naturally occurring compartments), export-import documentation red flags, and reporting procedures for suspicious activities and security incidents. When possible, specialized training should include a hands-on demonstration.

52. *Do export/import actors using the port/border crossing have a clear and effective communication line with Customs or other law enforcement agencies to report suspicious consignments and activities?*

It is the best practice for exporter/importer to have written procedures for reporting an incident, which includes a description of the facility's internal escalation process. A notification protocol should be in place to report any suspicious activities or security incidents (such as wildlife or drug seizures, discovery of stowaways, etc.) that take place and which affects security of the supply chain. The incidents should be reported to designated security/management personnel, the closest port of entry/exit, Customs and any other pertinent law enforcement agencies, and business partners that may be part of the affected supply chain. Notifications to Customs must be made as soon as feasibly possible and in advance of any container leaving the port, or crossing the border (C-TPAT 2020). Examples of incidents warranting notification to Customs and other law enforcement agencies include (but are not limited to) the following (C-TPAT 2020):

- Discovery of tampering with a container or high-security seal;
- Discovery of a hidden compartment in a container;
- An unaccounted new seal has been applied to a container;
- Smuggling of contraband, including wildlife, drugs, people, stowaways, etc;
- Unauthorized entry into facilities, containers, locomotives, vessels, or aircraft carriers;
- Extortion, payments for protection, threats, and/or intimidation;
- Unauthorized use of a business entity identifier (if any).

PortMATE Assessment Template

Agency:	
Port/Land Border Crossing Name:	

Contact person:	
Contact details:	

Category 1: Electronic Customs Declaration System

1. Is there an electronic Customs clearance system in place and used by all port/border crossing clients?

0	1	2	3
There is no electronic customs clearance system used at the port/border crossing	The electronic customs clearance system is in place, but used only by less than 50% of clients	The electronic customs clearance system is used by more than 50% of clients	The electronic customs clearance system is used by all clients without exclusions
Comments:			

2. Is there a Single Window environment for export/import clearance with participation of all relevant agencies, including wildlife agency?

0	1	2
There is no Single Window environment used at the port/border crossing	The Single Window environment is in place, but only a few relevant agencies participate	The Single Window environment is in place, with participation of majority/all relevant agencies, including wildlife agency
Comments:		

3. Is there an electronic CITES permit control system (like eCITES) in place integrated with Customs clearance system, and used by all port/border crossing clients?

0	1	2	3
There is no electronic CITES permit control system used at the port/border crossing	The electronic CITES permit control system is in place, but used only by less than 50% of clients	The electronic CITES permit control system is in place and used by more than 50% of clients	The electronic CITES permit control system is in place and used by all clients without exclusions
Comments:			

Category 2: Intelligence

4. Do customs and/or another agency have an intelligence unit(s) at the port/border crossing to collect and analyse information on wildlife and other illicit trafficking?

0	1	2	3
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There is no intelligence unit at the port/border crossing to deal with wildlife crime and other illicit trafficking	There is an intelligence unit at the port/border crossing, but understaffed and without appropriate training and lack of informants network	There is an intelligence unit at the port/border crossing with sufficient staff with basic training on wildlife crime intelligence and basic informants framework OR There is an intelligence unit at the port/border crossing with advanced level of training on wildlife crime intelligence, but understaffed and with and basic informants framework	There is an intelligence unit at the port/border crossing with sufficient staff responsible for wildlife crime intelligence and advanced level of training and well developed informants network
Comments:			

5. Is intelligence used to update wildlife crime risk indicators and target suspicious containers, trucks, passengers and baggage through inspections?

0	1	2	3
Intelligence is not used to update wildlife crime risk indicators and target suspicious containers, trucks, passengers and baggage at the port/border crossing	Intelligence is occasionally used to target suspicious containers, trucks, passengers and baggage at the port/border crossing and is not used to update wildlife crime risk indicators	Intelligence is regularly used to target suspicious containers trucks, passengers and baggage at the port/border crossing but is not used to update wildlife crime risk indicators	Intelligence is regularly used to target suspicious containers, trucks, passengers and baggage at the port/border crossing and update wildlife crime risk indicators
Comments:			

6. Is intelligence passed to port/border crossing level agencies in an efficient and timely manner?

0	1	2
Wildlife crime intelligence is not passed to port/border crossing agencies	Wildlife crime intelligence is occasionally passed to port/border crossing agencies and not in advance	Wildlife crime intelligence is regularly passed to port/border crossing agencies and well in advance to take actions
Comments:		

7. Is information relating to wildlife crime and other illicit trafficking collected from the port/border crossing community (clients)?

0	1	2
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Information on wildlife and other crimes is not collected from the port /border crossing community	Information on wildlife and other crimes is occasionally collected from the port/border crossing community	There is a well-established practice at the port to regularly collect information on wildlife and other crimes from port/border crossing community
Comments:		

Category 3: Risk Profiling System

8. Is a system in place at the port/border crossing to conduct automated risk profiling of containers, trucks and passengers for illicit trafficking, including wildlife?

0	1	2
No system for automatic risk profiling on illicit trafficking is in place	The system for automatic risk profiling on illicit trafficking is in place, but it is not used for wildlife crime profiling	The system for automatic risk profiling on illicit trafficking is in place and used for wildlife crime profiling
Comments:		

9. Is there a set of regularly updated wildlife crime indicators used for automatic risk profiling at the port/border crossing?

0	1	2	3
No wildlife crime indicators are used for risk profiling	A few wildlife crime indicators are used for risk profiling, but they are not regularly updated	A full set of wildlife crime indicators is used for risk profiling but it is not regularly updated based on intelligence and seizures	A full set of wildlife crime indicators is used for risk profiling and it is regularly updated based on intelligence and seizures
Comments:			

10. Is there arrangement between Customs and other relevant agencies concerning the determination, review and update of risk indicators (including wildlife risk indicators) on a regular basis?

0	1	2	3
There is no arrangement between Customs and other relevant agencies concerning the determination, review and update of risk indicators	There is an arrangement between Customs and other relevant agencies concerning the determination, review and update of risk indicators, however many relevant agencies including wildlife agency do not participate in the process	There is an arrangement between Customs and other relevant agencies concerning the determination, review and update of risk indicators with participation of all relevant agencies, including wildlife agency, but it is not regular	There is an arrangement between Customs and other relevant agencies concerning the determination, review and update of risk indicators with participation of all relevant agencies, including wildlife agency, on a regular basis
Comments:			

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11. Are officers at the port/border crossing trained on automatic risk profiling including wildlife trafficking?

0	1	2	3
No Customs officers are trained to perform automatic risk profiling at the port/border crossing	A few Customs officers have basic level of training on automatic risk profiling at the port/border crossing and are not trained in profiling of wildlife trafficking	There are sufficient number of Customs officers with basic level of training on automatic risk profiling at the port/border crossing, including profiling of wildlife trafficking	There is a specially designated Risk Profiling Unit at the port/border crossing with advanced level of training on automatic risk profiling, including wildlife trafficking
Comments:			

12. Are electronic full cargo manifests and other cargo documents on export, import, and trans-shipment provided to customs in advance (e.g., 24 hours before loading container on a ship, or 24 hours prior to arrival or prior to the departure from the last port of call, or 1-2 hours before its arrival to the land border post) for risk profiling purposes?

0	1	2	3
No electronic full cargo manifests on export, import, and trans-shipment provided to customs	Only a few companies provide electronic full cargo manifests on import and trans-shipment in advance, but export manifest are provided only after containers are loaded on a ship or enter the border crossing	Majority of companies provide electronic full cargo manifests on import and trans-shipment in advance, but export manifest are provided only after containers are loaded on a ship or enter the border crossing	All companies provide electronic full cargo manifests on import, export, and trans-shipment in advance
Comments:			

13. How many containers are risk profiled daily at the port/border crossing?

0	1	2	3
No containers are risk profiled at the port/border crossing	Less than 5% of container traffic, mainly import, are profiled daily at the port/border crossing	Less than 50% of container traffic, mainly import, are profiled daily at the port/border crossing	50-100% of container traffic, both export and import are profiled daily at the port/border crossing
Comments:			

Category 4: Container/Cargo/Passenger Scanning

14. Is non-intrusive inspection (NII) equipment (e.g., modern container scanners, passenger and baggage scanners) available in sufficient quantity for inspecting cargo for wildlife contraband and other illicit goods?

0	1	2	3
No scanners are available at the port/border crossing	Only old scanners are available at the port/border crossing and in insufficient quantity	Modern scanners are available in the port/border crossing, but in insufficient quantity	Sufficient number of modern scanners are available at the port/border crossing
Comments:			

15. Are officers trained to analyse scanned images and recognize patterns of illicit wildlife trafficking?

0	1	2	3
No officers are trained to analyse scanned images and recognize patterns of illicit wildlife trafficking	Only a few officers have basic training to analyse scanned images, but no skills to recognize patterns of illicit wildlife trafficking	Sufficient number of officers have basic training to analyse scanned images, but no skills to recognize patterns of illicit wildlife trafficking	Sufficient number of officers have advanced training to analyse scanned images and recognize patterns of illicit wildlife trafficking
Comments:			

16. What containers are subject to mandatory scanning?

0	1	2	3
None of containers is subject to mandatory scanning	Only import containers are subjects for mandatory scanning	All import and export containers are subjects to mandatory scanning	Only selected based on the risk profiling import and export containers are subjects for mandatory scanning
Comments:			

Category 5: Container/Cargo/Baggage Inspection

17. Are officers at the port/border crossing provided with specific training related to detection and identification of illegal wildlife products, including concealment methods used by traffickers?

0	1	2	3
No officers are trained on detection and identification of illegal wildlife products, including concealment methods used by traffickers	Officers have only basic level of training on detection and identification of illegal wildlife products, including concealment methods used by traffickers	Some officers have advanced level of training on detection and identification of illegal wildlife products, including concealment methods used by traffickers, but majority have only basic level	All relevant officers have advanced level of training on wildlife trafficking and receive refreshers at least annually.

Comments:

18. Are there K9 units in the port/border crossing with dogs trained to detect illicit wildlife products?

0	1	2	3
No K9 Unit exist at the port/border crossing	K9 Unit is present, but have no dogs and handlers trained to detect illicit wildlife products	K9 Unit is present, but have insufficient number of dogs and handlers to detect illicit wildlife products	K9 Unit is present and have sufficient number of dogs and handlers to detect illicit wildlife products

Comments:

19. Is there a special secured location in the port/border crossing for container/cargo inspection?

0	1	2
No special location exists at the port/border crossing for container inspection	Special location exists at the port/border crossing for container inspection exist at the port, but it is unsecure	Special secure location exists at the port/border crossing for container inspection

Comments:

20. Are Standard Operating Procedures developed and implemented for container/cargo/baggage inspection and seizure of wildlife and other illicit goods?

0	1	2	3
No SOPs developed at the port/border crossing for container/cargo inspection and seizure of illicit goods	SOPs are developed, but not actually followed by the officers	SOPs are developed, but only partially followed by the officers	SOPs are developed and fully followed by all relevant officers

Comments:

21. Do the officers have regular training on CITES regulations and apply CITES knowledge and skills?

0	1	2	3
No officers are trained on CITES regulations	Officers have only basic level of training on CITES regulations and do not apply CITES knowledge and skills	Only some officers have advanced level of training on CITES regulations and apply CITES knowledge and skills	All relevant officers have advanced level of training on CITES regulations, receive refreshers at least annually, and apply CITES knowledge and skills

Comments:

Category 6: Investigation and prosecution

22. Is there a protocol for port/border crossing-level post-seizure investigation of cases, including wildlife trafficking?

0	1	2
There is no protocol for port/border crossing -level post-seizure investigation of cases	There is a protocol for port/border crossing -level post-seizure investigation of cases, but it is not actually implemented or implemented partially	There is a protocol for port/border crossing -level post-seizure investigation of cases and it is fully implemented
Comments:		

23. Do national law enforcement agencies have trained and empowered staff to support port/border crossing agencies to investigate wildlife seizure cases?

0	1	2
National law enforcement agencies do not have trained and empowered staff to support port/border crossing agencies to investigate wildlife crime cases	National law enforcement agencies have trained and empowered staff to support port/border crossing agencies to investigate wildlife crime cases, but their number is insufficient	National law enforcement agencies have sufficient, trained and empowered staff to support port/border crossing agencies to investigate wildlife crime cases
Comments:		

24. Are port/border crossing based law enforcement officers trained in forensic sampling and do they regularly collect forensic samples from wildlife seizures?

0	1	2	3
No port/border crossing based law enforcement officers are trained in forensic sampling	A few port/border crossing based law enforcement officers are trained in forensic sampling, but do not collect forensic samples from wildlife seizures	Sufficient number of port/border crossing based law enforcement officers are trained in forensic sampling and sometimes collect forensic samples from wildlife seizures	Sufficient number of port/border crossing based law enforcement officers are trained in forensic sampling and collect forensic samples from all wildlife seizures
Comments:			

25. Are port/border crossing law enforcement agencies trained on controlled delivery operations in regard to wildlife trafficking?

0	1	2
No port/border crossing based law enforcement officers are trained on controlled delivery operations in regard to wildlife trafficking	Port/border crossing based law enforcement officers are trained on controlled delivery operations, but do not perform controlled deliveries in regard to wildlife trafficking	Port/border crossing based law enforcement officers are trained on controlled delivery operations and perform controlled deliveries in regard to wildlife trafficking
Comments:		

26. Do port/border crossing enforcement agencies receive training in presenting evidence for prosecution on wildlife crime cases?

0	1	2
No port/border crossing based law enforcement officers are trained in presenting evidence for prosecution	Only a few law enforcement officers are trained in presenting evidence for prosecution, but more trainings are needed	All relevant port/border crossing based law enforcement officers are regularly trained in presenting evidence for prosecution
Comments:		

Category 7: Inter-Agency and International Collaboration

27. Is an inter-agency Joint Port Control Unit or Joint Port Operating Center or Multi-Agency Unit established and functional at the port/border crossing?

0	1	2
No JPCU or JOC or Multi-Agency Unit exist at the port/border crossing	JPCU or JOC or Multi-Agency Unit is established but understaffed and/or non-functional	JPCU or JOC or Multi-Agency Unit is established, have all necessary staff and functional
Comments:		

28. Does the port/border crossing has a system to securely exchange actionable information (including intelligence) on wildlife crime seizures and suspicious consignments with other ports/border posts in other countries?

0	1	2	3
No system to securely exchange actionable information on wildlife crime cases with other ports/countries is established	System to securely exchange actionable information on wildlife crime cases with other ports/countries on daily basis is established, but not used	System to securely exchange actionable information on wildlife crime cases with other ports/countries on daily basis is established, but used only occasionally	System to securely exchange actionable information on wildlife crime cases with other ports/countries on daily basis is established and regularly used
Comments:			

29. Are Customs Mutual Assistance Agreements or similar arrangements/MoUs in place and implemented for wildlife crime cases?

0	1	2
No Customs Mutual Assistance Agreements are in place and implemented for wildlife crime cases	Some Customs Mutual Assistance Agreements are in place, but not implemented for wildlife crime cases, more agreements are needed	All necessary Customs Mutual Assistance Agreements are in place and implemented for wildlife crime cases
Comments:		

30. Do enforcement agencies working at the port/border crossing have a clear line of access to INTERPOL, WCO, UNODC, RILO and vice versa, and to what extent is this access used?

0	1	2	3
Enforcement agencies working at the port/border crossing do not have a line of access to INTERPOL, WCO, UNODC, RILO	Enforcement agencies working at the port/border crossing do have a line of access to INTERPOL, WCO, UNODC, RILO, but do not use it	Enforcement agencies working at the port/border crossing do have a line of access to INTERPOL, WCO, UNODC, RILO, but use occasionally	Enforcement agencies working at the port/border crossing do have a well established line of access to INTERPOL, WCO, UNODC, RILO that is used on regular basis
Comments:			

Category 8: Employee Integrity and Anti-Corruption

31. Are training and awareness activities conducted to develop professional standards and deter corrupt practices with agencies working at port/border crossing level?

0	1	2
No training and awareness activities conducted to develop professional standards and deter corrupt practices with agencies working at port/border crossing level	Training and awareness activities occasionally conducted to develop professional standards and deter corrupt practices with agencies working at port/border crossing level	Regular training and awareness activities (at least annually) conducted to develop professional standards and deter corrupt practices with agencies working at port/border crossing level
Comments:		

32. Is a secure and confidential mechanism to report corruption cases established at the port/border crossing with easy access for government employees and private sector?

0	1	2	3
There is no mechanism to report corruption cases	There is a mechanism to report corruption cases at the port/border crossing, but it is not secure/confidential and not used by government employees and private sector	There is a secure/confidential mechanism to report corruption cases at the port/border crossing, but it is rarely used and not supported by follow up investigations	There is a secure/confidential mechanism to report corruption cases at the port/border crossing, that is regularly used and accompanied with follow up investigations
Comments:			

33. Do Customs and other law enforcement agencies at the port/border crossing conduct background check on perspective employees and regular check of current employees on corruption issues and connections with criminal networks?

0	1	2	3
Customs and other agencies do not conduct background check on perspective employees and regular check of current employees	Customs and other agencies conduct background check on some perspective employees, but do not conduct regular check of current employees	Customs and other agencies conduct background check on all perspective employees, but conduct only irregular check of current employees	Customs and other agencies conduct background check on all perspective employees and regular check on current employees
Comments:			

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34. Do Customs and other law enforcement agencies at the port/border crossing have a comprehensive Code of Conduct with penalties for non-compliance?

0	1	2
There is no Code of Conduct for Customs and other law enforcement agencies at the port/border crossing	There is a Code of Conduct for Customs and other law enforcement agencies at the port/border crossing, but it is not enforced	There is a Code of Conduct for Customs and other law enforcement agencies at the port/border crossing, and it is enforced, including real and implemented penalties for non-compliance
Comments:		

35. Do Customs and other law enforcement agencies at the port/border crossing practice a preventive vigilance system to monitor employees' behaviour and conduct?

0	1	2
There is no preventive vigilance system practiced by Customs and other agencies at the port/border crossing	There is a preventive vigilance system practiced by Customs and other agencies at the port/border crossing, but it is not implemented	There is a preventive vigilance system practiced by Customs and other agencies at the port/border crossing, and it is implemented
Comments:		

36. Do Customs and other law enforcement agencies at the port/border crossing have a robust recognition system for successful wildlife and other illicit trafficking seizures?

0	1	2	3
Customs and other agencies do not have a recognition system for successful wildlife and other illicit trafficking seizures	There is a recognition system developed, but not implemented	There is a recognition system, but is used irregularly, not all successful seizures are awarded	There is a recognition system, and it awards and recognize all successful seizures
Comments:			

37. Do Customs and other law enforcement agencies at the port/border crossing provided with sufficient salary, other remuneration and conditions to ensure the officers are able to maintain a decent standard of living?

0	1	2
Customs and other officers at the port/border crossing are not provided with sufficient salary, other remuneration and are not able to maintain a decent standard of living	Customs and other officers at the port/border crossing are not provided with sufficient salary, but receive other remuneration and are able to maintain a decent standard of living	Customs and other officers at the port/border crossing are provided with sufficient salary, receive other remuneration, and are able to maintain a decent standard of living
Comments:		

Category 9: Supply Chain Security

38. Is there a Know Your Customer legal framework in the country for export/import agents that obligates the agents to conduct a mandatory due diligence process on their clients to prevent illicit trafficking?

0	1	2	3
There is no Know Your Customer legal framework for export/import agents	There is a Know Your Customer legal framework for export/import agents developed, but not yet operationalized	There is an operationalized Know Your Customer legal framework for export/import agents developed, but it is not sufficiently enforced	There is an operationalized and enforced Know Your Customer legal framework for export/import agents
Comments:			

39. Are there mechanisms in the country for mutually beneficial collaboration between law enforcement agencies and business stakeholders, like an Authorized Economic Operator or other programs to ensure security of supply chains?

0	1	2	3
There is no Authorized Economic Operator or other programs to ensure security of supply chain	There is Authorized Economic Operator or another program to ensure security of supply chain, however, it is not operational	There is Authorized Economic Operator or another program to ensure security of supply chain, however, it is used only by a few companies (mainly importers)	There is Authorized Economic Operator or another program to ensure security of supply chain, and it is used by majority of the key importers and exporters
Comments:			

40. Are wildlife and other agencies involved in development and recognition/validation process of AEOs in the country?

0	1	2
There are no wildlife and other agencies involved in AEO recognition/validation process in the country	There are other agencies involved in AEO recognition/validation process in the country, but not a wildlife agency	There are other agencies involved in AEO recognition/validation process in the country including wildlife agency
Comments:		

41. Does the port/border crossings has sufficient and well trained Customs and other relevant agencies' staff to work with Authorized Economic Operators or other trusted operators to ensure they receive all benefits and provided with priority services?

0	1	2
There are no Customs officers and other relevant agencies' staff at the ports/border crossings responsible for AEO	There are Customs officers and other relevant agencies' staff at the ports/border crossings responsible for AEO or another trusted operator	There is sufficient number of well-trained Customs officers and other relevant agencies' staff at the ports/border

or another trusted operator program	program, but their number and level of training is insufficient	crossings responsible for AEO or another trusted operator program
Comments:		

42. Do exporters and importers use high-security mechanical container seal as prescribed in or exceeding ISO 17712?

0	1	2	3
Exporters and importers do not use high-security mechanical container seal as prescribed in ISO 17712	Only a few exporters and importers use high-security mechanical container seal as prescribed in ISO 17712	Majority of exporters and importers use high-security mechanical container seal as prescribed in ISO 17712	All exporters and importers use high-security mechanical container seal as prescribed in or exceeding ISO 17712
Comments:			

43. Are export/import actors using the port/border crossing have special staff responsible for supply chain security, including wildlife trafficking issues?

0	1	2
No companies using the port/border crossing have special staff responsible for supply chain security, including wildlife trafficking issues	Only a few companies using the port/border crossing have special staff responsible for supply chain security, including wildlife trafficking issues	Majority of the companies at the port/border crossing have special staff responsible for supply chain security, including wildlife trafficking issues
Comments:		

44. Do export/import actors using the port/border crossing conduct risk assessments of their supply chain, including wildlife trafficking issues?

0	1	2
No companies using the port/border crossing conduct risk assessments of their supply chain	Only a few companies using the port/border crossing conduct risk assessments of their supply chain, including wildlife trafficking issues	Majority of the companies using the port/border crossing conduct risk assessments of their supply chain, including wildlife trafficking issues
Comments:		

45. Do export/import actors using port/border crossing have special procedures in place to conduct due diligence check on their clients (beyond financial soundness issues to include indicators of whether the customer appears to be a legitimate business and/or possess a security risk, including illicit wildlife trafficking) and security of logistics service providers and other trade partners?

0	1	2
No companies using the port/border crossing have special procedures in place to conduct due diligence check on their	Only a few companies using the port/border crossing have special procedures in place to conduct due diligence check on their clients and	Majority of the companies using the port/border crossing have special procedures in place to conduct due diligence check on

clients and security of logistics service providers	security of logistics service providers	their clients and security of logistics service providers
Comments:		

46. Do export/import actors using port/border crossing have special measures in place to ensure physical integrity, seal integrity, and security of containers and trucks, including inspection, storage, staffing and transportation?

0	1	2
No companies using the port/border crossing have special measures in place to ensure physical integrity and security of containers and trucks, including inspection, storage, staffing and transportation	Only a few companies using the port/border crossing have special measures in place to ensure physical integrity and security of containers and trucks, including inspection, storage, staffing and transportation	Majority of the companies using the port/border crossing have special measures in place to ensure physical integrity and security of containers and trucks, including inspection, storage, staffing and transportation
Comments:		

47. Do export/import actors using the port/border crossing implement physical access control to prevent unauthorized entry to terminals, facilities, ships, and trucks; maintain control of employees and visitors, and protect company assets?

0	1	2
No companies using the port/border crossing implement physical access control to prevent unauthorized entry to terminals, facilities, ships, and trucks; maintain control of employees and visitors, and protect company assets	Only a few companies using the port/border crossing implement physical access control to prevent unauthorized entry to terminals, facilities, ships, and trucks; maintain control of employees and visitors, and protect company assets	Majority of the companies using the port/border crossing implement physical access control to prevent unauthorized entry to terminals, facilities, ships, and trucks; maintain control of employees and visitors, and protect company assets
Comments:		

48. Do export/import actors using port/border crossing implement personnel security measures to screen prospective employees and to periodically check current employees?

0	1	2
No companies using the port/border crossing implement personnel security measures to screen prospective employees and to periodically check current employees	Only a few companies using the port/border crossing implement personnel security measures to screen prospective employees and to periodically check current employees	Majority of the companies using the port/border crossing implement personnel security measures to screen prospective employees and to periodically check current employees
Comments:		

49. Do export/import actors using port/border crossing implement procedural security measures to ensure the integrity and security of processes relevant to the transportation, handling, and storage of cargo, including audit of export/import documentation?

0	1	2
No companies using the port/border crossing implement procedural security measures to ensure the integrity and security of processes relevant to the transportation, handling, and storage of cargo	Only a few companies using the port/border crossing implement procedural security measures to ensure the integrity and security of processes relevant to the transportation, handling, and storage of cargo	Majority of the companies using the port/border crossing implement procedural security measures to ensure the integrity and security of processes relevant to the transportation, handling, and storage of cargo
Comments:		

50. Do export/import actors using port/border crossing implement physical security measures to protect their facilities/vessels?

0	1	2
No companies using the port/border crossing implement physical security measures to protect their facilities/vessels	Only a few companies using the port/border crossing implement physical security measures to protect their facilities/vessels	Majority of the companies using the port/border crossing implement physical security measures to protect their facilities/vessels
Comments:		

51. Do export/import actors using the port/border crossing conduct regular security training and awareness programs for staff on illicit trafficking issues, including wildlife crime?

0	1	2
No companies using the port/border crossing conduct regular security training and awareness programs for staff on wildlife crime and other illicit trafficking issues	Only a few companies using the port/border crossing conduct regular security training and awareness programs for staff on wildlife crime and other illicit trafficking issues	Majority of the companies using the port/border crossing conduct regular security training and awareness programs for staff on wildlife crime and other illicit trafficking issues
Comments:		

52. Do export/import actors using the port/border crossing have a clear and effective communication line with Customs or other law enforcement agencies to report suspicious consignments and activities?

0	1	2
No companies using the port/border crossing have a clear and effective communication line with Customs or other law enforcement agencies to report suspicious consignments and activities	Only a few companies using the port/border crossing have a clear and effective communication line with Customs or other law enforcement agencies to report suspicious consignments and activities	Majority of the companies using the port/border crossing have a clear and effective communication line with Customs or other law enforcement agencies to report suspicious consignments and activities
Comments:		