



CONTAINER
CONTROL
PROGRAMME

ANNUAL REPORT

CONTAINER CONTROL PROGRAMME

2018



UNODC

United Nations Office on Drugs and Crime



WORLD CUSTOMS ORGANIZATION

UNITED NATIONS OFFICE ON DRUGS AND CRIME
WORLD CUSTOMS ORGANIZATION

CONTAINER CONTROL PROGRAMME

ANNUAL REPORT 2018



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Abbreviations

ACCU	Air Cargo Control Unit
CBRN	Chemical, biological, radiological and nuclear
CCP	Container Control Programme (also referred to as the Programme)
CITES	Convention on International Trade in Endangered Species of Wild Fauna and Flora
COPEs	Customs Operational Practices for Enforcement and Seizures
CTS	Cargo Targeting System
ICAO	International Civil Aviation Organization
IED	Improvised explosive devices
INECE	International Network for Environmental Compliance and Enforcement
IPR	Intellectual property rights
MOU	Memorandum of Understanding
PCU	Port Control Unit
SDG	Sustainable Development Goal
SOP	Standard operating procedures
STCE	Strategic Trade Control Enforcement
STEC	Strategic Trade and Export Control
TEU	Twenty-foot equivalent unit
UNODC	United Nations Office on Drugs and Crime
UNTOC	United Nations Convention Against Transnational Organized Crime
WCO	World Customs Organization
WMD	Weapons of Mass Destruction

EXECUTIVE SUMMARY

Containerized inter-modal shipping is a crucial feature of the global trade supply chain and an essential facilitator of revenue and sustainable development. Organized crime groups and other criminal actors, however, exploit weaknesses in supply chain controls to transport illicit goods that harm society and finance both organized crime and terrorist groups.

Since its establishment in 2004, the UNODC-WCO Container Control Programme has sought to assist countries seeking to improve supply chain security and counter the threat of trafficking in the containerized supply chain by building capacity within Customs and other relevant law enforcement agencies.

This is achieved through the creation of multi-agency Port Control Units (PCUs) and Air Cargo Control Units (ACCUs) whose officers, following weeks of progressively advanced training, can successfully identify high-risk containers from pre-arrival manifest information. These high-risk containers can then be quickly examined, illicit goods seized and transnational organized crime groups disrupted. Low-risk containers conversely are free to quickly pass controls, trade is facilitated, and legitimate business and economies flourish.

Throughout 2018, the Programme continued to expand, support and develop its Port and Air Cargo Control Units across its 10 Regional Offices and 2 National Offices. 2018 saw the diversification of the Container Control Programme across the full range of transportation modes. A total of nine new Units were inaugurated during 2018 at seaports in Ukraine, Turkmenistan and Vietnam; airports in Afghanistan, Ukraine and Cambodia; a rail terminal in Kazakhstan; and at two land borders in Afghanistan.

The Programme has continued to deliver its core curriculum of theoretical and practical training whilst expanding and enhancing its advanced specialized training followed up by regular mentoring delivered by the Programme's own team of dedicated mentors. During 2018 a resident trainer/mentor was also deployed to the South East Asia region based on the successful pilot of a similar approach in Latin America and the Caribbean. More trainers and consultants were engaged during 2018 to meet the increasing needs of the Strategic Trade and Fisheries Crime areas of the Programme.

IN BRIEF

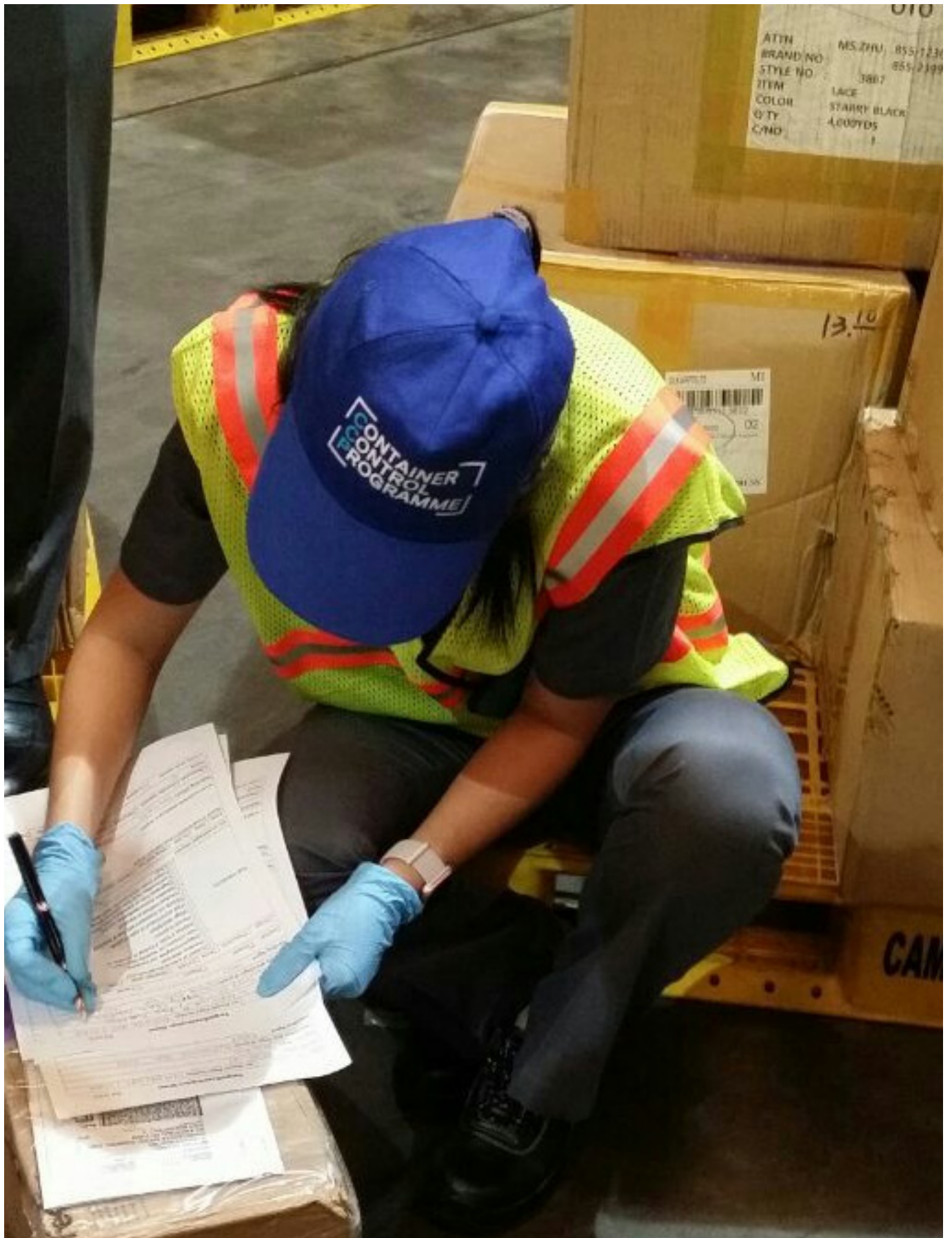
232 training activities were delivered in 2018.

2,866 officers benefitted from training activities in 2018.

91 ports and airports in **54** Member States received support from the Programme during 2018.

765 seizures were made by Port and Air Cargo Control Unit officers during 2018.

51% more activities were carried out in 2018 than in 2017.



1. CONTAINER CONTROL PROGRAMME MISSION, MANDATES AND MANAGEMENT

MISSION

The mission of the Container Control Programme is to build capacity in countries seeking to improve risk management, supply chain security and trade facilitation in sea, land and air-ports to prevent the cross-border movement of illicit goods.

Watch the video



<https://bit.ly/2TSNUcY>



Mandate - UNODC

UNODC is mandated to assist Member States in their struggle against illicit drugs, crime, corruption and terrorism. In the Millennium Declaration, Member States resolved to intensify efforts to fight transnational crime in all its dimensions, to redouble the efforts to implement the commitment to counter the world drug problem and to take concerted action against international terrorism.

UNODC's work, and by association therefore that of the Container Control Programme, is guided by a broad range of international legally binding instruments:

- **United Nations Convention Against Transnational Organized Crime (UNTOC)**

This Convention (adopted at Palermo in 2000) is the first comprehensive and most widely ratified legal instrument to fight transnational organized crime. It includes measures on the criminalization of participation in an organized criminal group, combating money laundering, assistance and protection to victims and witnesses, special investigative techniques, mutual legal assistance, extradition and international cooperation.

- **International Legal Framework on Drug Control**

Three major international drug control treaties, which are mutually supportive and complementary, provide the legal foundation for action against drug-related offences. They codify internationally applicable control measures to ensure the availability of narcotic drugs and psychotropic substances for medical and scientific purposes, and to prevent their diversion into illicit channels. They also include general provisions on illicit drug trafficking and drug abuse.

- **International Legal Framework Against Terrorism**

The universal legal regime against terrorism consists of the relevant Security Council resolutions on counter-terrorism, as well as the universal instruments related to the prevention and suppression of international terrorism. In addition, in 2006, the General Assembly, for the first time ever, adopted a comprehensive global counter-terrorism strategy that recognizes UNODC as the lead office for the delivery of legal assistance in preventing terrorism.

Mandate - WCO

The World Customs Organization (WCO), established in 1952 as the Customs Co-operation Council (CCC), is an independent intergovernmental body whose mission is to enhance the effectiveness and efficiency of Customs administrations. Today, the WCO represents 183 Customs administrations across the globe that collectively process approximately 98% of world trade.

WCO works in partnership with UNODC on its Container Control Programme and is itself guided by its Framework of Standards to Secure and Facilitate Global Trade (SAFE):

- **WCO SAFE Framework of Standards**

CCP applies numerous standards of Pillar 1 of SAFE (Customs-to-Customs), such as risk assessment at departure, checks for seal integrity, exchange of information on high-risk consignments, use of advance cargo declarations and use of automated selectivity systems. Pillar 2 activities (Customs-to-business), for instance regular meetings with port

operators and private sector information/awareness events, are also integral parts of CCP implementation. Pillar 3 (Customs to other government agencies), is also widely applied via CCP including installation of inter-agency PCUs (where feasible), cooperation with maritime and/or aviation authorities, the formulation of cooperative agreements and procedures, the alignment of security programmes and mutual cooperation which are core elements of the CCP approach in all participating countries.

Container Control Programme objectives

- Assist Governments in participating countries to establish and maintain effective container controls that will serve not only to prevent trafficking in drugs and other illicit goods, but also to facilitate legitimate trade and protect national revenue, ultimately enhancing border security.
- Establish and maintain Port Control Units (PCUs) at sea and dry ports and Air Cargo Control Units (ACCU) at airports; equip, train and mentor Customs and other law enforcement officers with a view to improved identification and inspection of high-risk freight containers, with minimum disruption to legitimate trade and business.
- Ensure that all PCUs and ACCUs build partnerships and links with the trade and business community to support legitimate trade and to better secure maritime, land and air borders.
- Promote closer cooperation between national law enforcement agencies and encourage the development of effective information sharing mechanisms between countries participating in CCP on a regional and international level, and with the wider Customs and law enforcement community.
- Ensure that the United Nations Office on Drugs and Crime (UNODC) and World Customs Organization (WCO), in cooperation with relevant partners, enhance mechanisms for the collection, analysis and dissemination of container intelligence and risk assessment.
- Maintain a global network of seaports, dry ports and airports to strengthen the fight against cross-border illicit trade.

Programme management

A small HQ-based UNODC CCP management team led by a Senior Programme Coordinator provides strategic guidance, resource mobilization, financial monitoring and evaluation components for the Programme. Almost exclusively UNODC CCP human resources are deployed to field locations providing technical expertise, implementation management and local oversight at the front-line. CCP benefits from a formal and long-standing implementation partnership with the World Customs Organization. The WCO CCP team facilitates and delivers the various stages of CCP training at the PCUs and ACCUs. WCO assists PCUs by supplying and maintaining the ContainerComm system, the secure communication tool, and promotes the Cargo Targeting System (CTS), an application developed by WCO that provides automated risk assessment. The WCO core team of administrative and training staff, including the WCO Senior Programme Coordinator, is based at WCO headquarters in Brussels.

Staff deployment in the field

CCP implementation in the field is delivered through a global network of 10 regional and 2 national offices. For the Programme to be implemented effectively, a Regional Coordinator (RC) is deployed in 10 of these locations with International Coordinators deployed in the remaining 2. Where RCs have responsibility for implementation in several countries staff may be complemented with further national coordinators and project assistants.

CONTAINER CONTROL PROGRAMME 2018

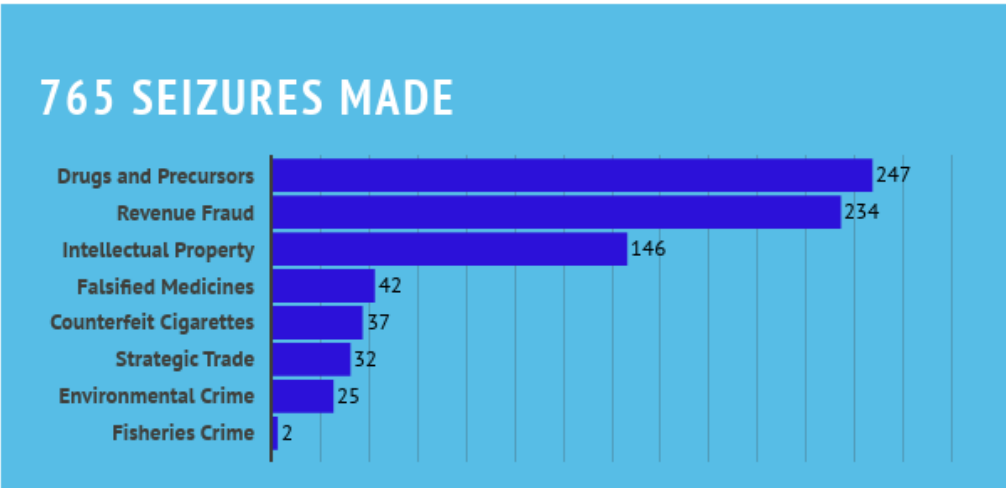
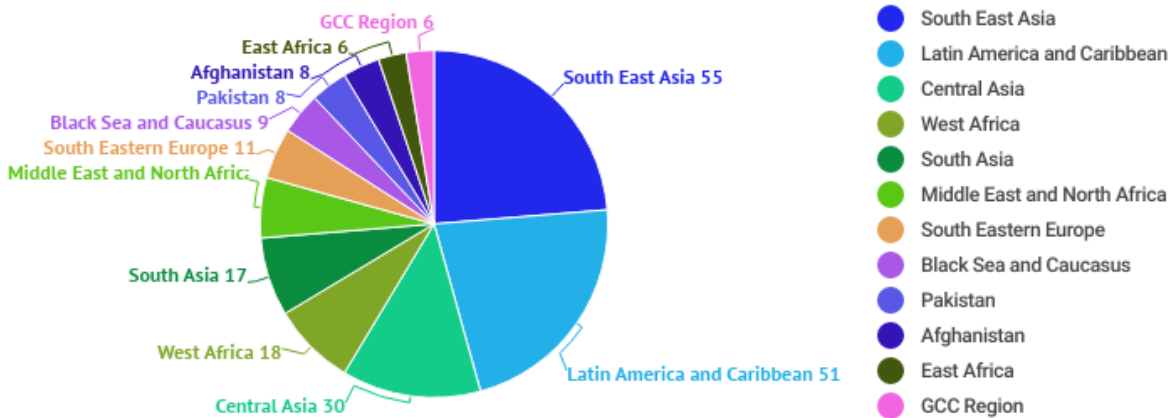
Facts and Figures

2,866 OFFICERS TRAINED



Activities in 91 Ports/Airports
54 participating Member States

232 ACTIVITIES DELIVERED



Container Control Programme countries







2. PROGRAMME UPDATE

Core training

The cornerstone of CCP is the training and mentoring that is delivered to established PCUs and ACCUs. The Units are specialized in profiling and selection and comprise officers from relevant national law enforcement agencies.

During 2018, CCP provided training to the following beneficiary agencies, some of whom later went on to form part of the core PCUs/ACCUs:

- Customs
- Gendarmerie
- Anti-drug Agency
- National Security Agency
- Port Authority
- Licensing Agency
- Fishery Department
- Police
- Wildlife Service
- Investigation Bureau
- Military
- Airport Security
- CITES Agency
- Navy
- Maritime Agency
- Forestry Service
- Intelligence Agency
- Port Security
- Civil Aviation
- Prosecutors
- Coastguard

The training is delivered in a three-phased roll-out that takes place over a three-year period, specially designed to optimize gains by the Units and encourage long-term sustainability. The phased roll-out allows for the implementation of a “Crawl-Walk-Run” approach, where trainers and Unit officers steadily build on progress in capacity and address the specific needs of each Unit as they arise. In 2018, CCP engaged a team of 15 trainers, including specialists in drugs and precursors, air cargo and strategic trade, who delivered the training packages to the Units.

- Phase 1** Technical Needs Assessment
National/Regional Workshop - Consultation/Kick-off Meeting
National/Regional Workshop - Customs and Port/Airport Business Community
- Phase 2** Basic Training - Theoretical
Basic Training - Practical
Mentoring - SOP establishment and Opening Ceremony
- Phase 3** Advanced Training (various topics)
Mentoring - Quarterly
Study Visits
Training of Trainers/Basic Training - Condensed (if applicable)
Monitoring and Evaluation

The first two phases of the structured training programme are typically provided to the Units officers within twelve months of funding becoming available. Phase 3 is anticipated to last for a further two years; however, this is an approximation depending on the availability of training resources, continuity of funding and the absorption capacity of Member States. A mechanism of Steering Committee Meetings is recommended to maintain formal relations with stakeholders regarding programme implementation and complements the regular monitoring missions of CCP Coordinators to project sites.

Phase 1

The first phase covers the initial technical needs assessment and its subsequent presentation to stakeholders through a national or regional workshop depending on the scope of the Programme. Thereafter generally follows a workshop to introduce the new security work of Customs to business community partners as they are key to the acquisition of data necessary for profiling by the future Units and/or other forms of daily collaboration.

Phase 2

The second phase begins with a classroom-based theoretical training for a multi-agency group of up to 25 officers of which half are likely to make up the future Unit. The theoretical training event is of two-weeks duration and covers several relevant topics through lectures, multimedia and syndicate exercises. The learning materials focus on container control but also include important modules on gender, human rights and anti-corruption. Upon completion of the basic theoretical training, the Regional/National CCP Coordinators assist Member States in establishing the infrastructure required for a Unit to function. This includes an office space close to the cargo area, suitably furnished and equipped with IT and access to the Customs and other national databases to ensure the availability of data for profiling. Basic search tools and personal protective equipment are also procured and at this stage conditions are ideal to now undertake the practical segment of the basic training course.

A maximum of 15 officers attend the practical training and attendance at the prior theoretical training event is a prerequisite to participation. Following practical training, the Regional/National CCP Coordinators make recommendations based on trainer observations on who might be best qualified to be placed on the Unit and thereafter Member States' agencies make the selection of their staff. When staff are formally selected from within the trained cadre and office space, tools and data are available, an initial mentoring session is organized to support the early days of operations and the preparation of Standard Operating Procedures (SOPs) for the Unit. These SOPs may go on to be formally endorsed by agency managers or else just act as a local guideline for daily operations. During the final days of this initial mentoring session, an Opening Ceremony is held where heads of agencies, donors and other stakeholders are invited to a formal inauguration of the Unit and a presentation of its operations.

Phase 3

The third phase brings the Units into a state where they are fully operational and sustainable. It involves the delivery of advanced specialized training elements based on the prioritized needs of the Units in discussion with trainers and CCP Coordinators. Currently, CCP has 12 advanced specialized training courses available. Some have been specifically designed by CCP personnel, such as that on drugs and precursors, and others are WCO-developed training, such as "Evidence Handling", referred to as COPEs (Customs Operational Procedures for Examination and Seizures), that WCO make available to CCP. Quarterly mentoring complements the ongoing training programme and key ports/airports are identified for study visits where officers from the Units can observe linked countries' systems and network with colleagues to promote future cooperation. If a country has accelerated through the programme, it may be possible to provide Training of Trainers (ToT) to selected officers with the requisite experience and competencies. For countries impacted by rapid turnover of staff, it may also be necessary to provide a condensed basic training event during this Phase which recaps or fast tracks Phase 2 knowledge. Monitoring is ongoing and an external evaluation is undertaken during this final phase.

Advanced specialized training

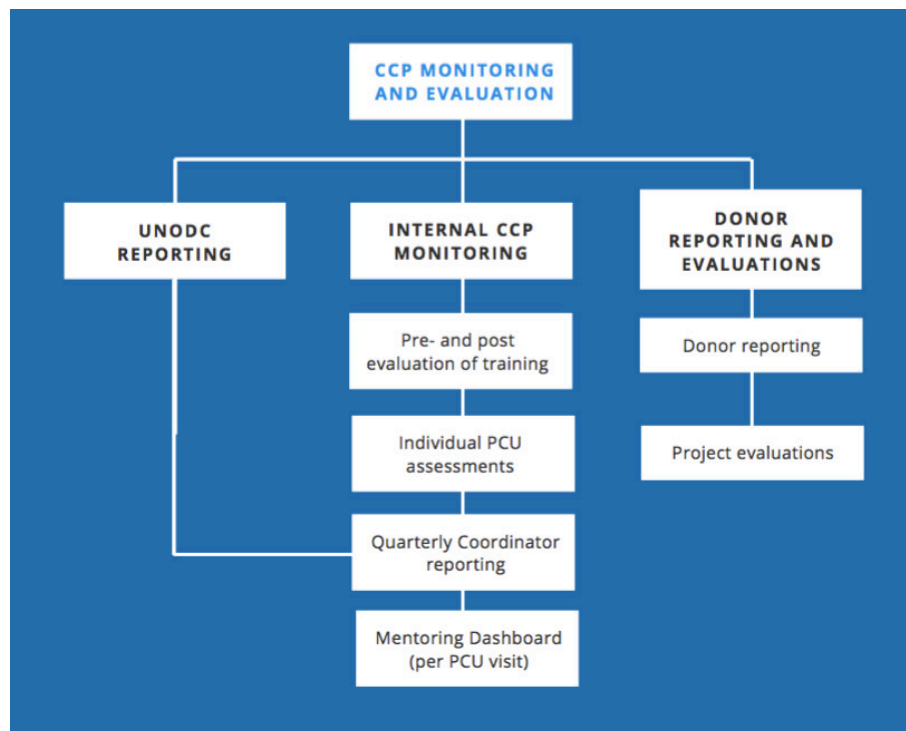
To build on the core curriculum that includes the basic theoretical and practical training, the Programme has developed and continues to develop, advanced specialized training packages which can be prioritized and delivered according to each Unit’s needs and the specific transnational organized crime threats impacting upon the country/region.

CCPs advanced training offerings now include:

- Strategic Trade
- Hazmat ID
- Evidence Handling
- Intellectual Property Rights
- CITES
- Illicit Timber
- Explosives and Arms
- Air Cargo and Mail Security
- Drugs and Precursors
- Hazardous Waste
- Cultural Property
- Fisheries Crime

Monitoring and Evaluation

During 2018, the Programme continued to enhance its internal reporting and monitoring systems to provide quality reporting to donors and meaningful evaluation of project outputs systems. Formal pre-post training evaluations are now institutionalized for all training activities and the Programme retained consultants in 2018 tasked with making individual PCU assessments as well as regional/national impact evaluations. During 2018, a Mentoring Dashboard was developed and rolled out where mentors record key PCU data at each visit and assess their pathway towards becoming fully operational.



Advanced Training - Fisheries crime

Fisheries crime covers a range of illegal activities which are often transnational and organized in nature. These activities include illegal shipments of marine resources, illegal fishing, corruption, money laundering and document and tax fraud.



In 2018, CCP continued to implement its advanced training programme on fisheries crime in the containerized trade supply chain, focusing in particular on South Asia and East and West Africa.

By bringing together PCU officers, Fisheries Departments and other relevant actors, the Programme aims to enhance technical knowledge and to encourage inter-agency cooperation to fight fisheries crime.

In October, CCP participated in the international FishCRIME Symposium during which it organized a well-attended side-event. Chaired by H.E. Ms. Elizabeth Afoley Quaye, Minister of Fisheries and Aquaculture of the Republic of Ghana, the event focused on implementa-

tion in African countries. Following UN recommendations, and as encouraged by the CCP Women's Network, the panel had a 50-50 gender balance.

The CCP fish crime programme is funded by the Norwegian Agency for Development Cooperation and benefits from support from the Norwegian Ministry of Trade, Industry and Fisheries. The project has benefitted greatly from the support by Ghana's Ministry of Fisheries and Aquaculture and has established strong cooperation with inter alia the North Atlantic Fisheries Intelligence Group.

New for 2018: Advanced Training - Cultural property trafficking

Trafficking in cultural property represents a source of enormous illicit profits used to launder the proceeds of crime and fund terrorism. This is clearly an urgent transnational threat requiring the attention of all international organizations and national authorities, and it is important that all of us work together in addressing the challenges posed by the looting, trafficking and sale of cultural property.

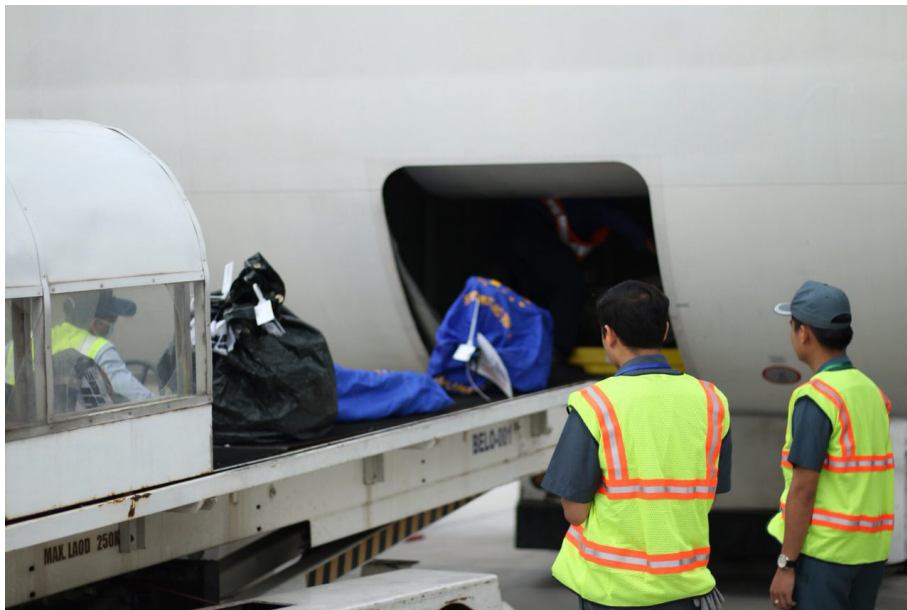
CCP, together with its partners in the international community, works to address this threat through the design of specialized advanced training courses for Port and Air Cargo Control Units. During 2018, training was delivered in Jordan.



Air cargo (CCP-Air)

Air cargo supply chains are often complex. Globally, trade volumes are significantly less than those transported via the maritime sector, but the higher costs of air transport usually mean the goods are of high value and delivery is time-sensitive. While airfreight adds speed, access and flexibility to the international trade supply chain, it carries safety and security considerations, and air cargo is typically subject to a multi-agency range of regulatory requirements.

Air cargo is at high risk of exploitation by organized criminal groups and terrorist organizations that exploit weak, ineffective and inconsistent border controls at airports. It is against this backdrop that CCP expanded its focus to air cargo and extended an invitation to the International Civil Aviation Organization (ICAO) to join the partnership in 2015 and to establish ACCUs. In 2018, an MoU between UNODC and ICAO was signed. By employing the same methodology developed by CCP for the establishment and maintenance of PCUs at land and seaports, CCP-Air aims to prevent the misuse of the international air transport system by establishing inter-agency units at airports. CCP-Air also contributes to terrorism prevention and passenger safety through supporting civil aviation implementation of flight safety procedures in the screening of cargo, as passengers and cargo are often transported together.



ICAO's five strategic objectives of safety, capacity and efficiency, security and facilitation, economic development and environmental protection all interlink well with those of CCP and there are synergies in the ICAO – CCP Air partnership.

CCP-Air significantly increased its global reach during 2018 from 7 countries where activities had commenced in 2017 to 19 countries in 2018. The partnership with ICAO continues to grow with three ICAO Air Cargo and Mail Security Programmes delivered in 2018.



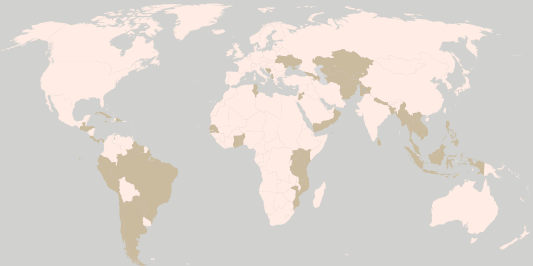
ICAO

UNITING AVIATION

A UNITED NATIONS SPECIALIZED AGENCY



NOTABLE CCP PCU SEIZURES IN 2018



Results

Results of a programme like CCP can be both quantitative and qualitative and can, at times, be difficult to measure. Many Units quickly make large seizures that contribute greatly to improved human security and public health. For others, seizures may be fewer and take more time to materialize. A result in these countries might in fact be the signing of an MOU or the fact that a Unit is in place, as this represents a significant change in the institutional mindset for many countries. Moreover, the fact that a Unit has not yet made, for example, a Strategic Trade seizure but does seize other illicit goods may indicate that it is at least providing a deterrent to the trafficking of WMD as required under Operative paragraph 3(c) of UNSCR 1540.

Seizures in 2018

During 2018, the PCUs and ACCUs established by CCP directly seized **51,341 kg of cocaine, 969 kg of heroin, 7.5 kg of opium, 2,564 kg of cannabis, 154 kg of new psychoactive substances (NPS), 76,737 kg of precursor chemicals** (both for drugs and explosives) and **461 kg of other psychotropic substances**. It was the most successful year in CCP history for quantity of drugs seized.

In addition to drugs during 2018, the Units directly seized **146 shipments of intellectual property rights (counterfeit) goods, 42 shipments of illicit/falsified medicines, 25 shipments of environmental crime, 32 shipments of strategic trade goods** (e.g. explosives and detonators, nuclear density/moisture gauges, etc.), **234 shipments with other Customs revenue related violations**, more than **351 million counterfeit or non-declared cigarettes**, as well as **2 shipments related to fisheries crime**.

Seizures to date

Since the launch of the Programme in 2004 up until the end of December 2018, the PCUs and ACCUs have recorded approximate cumulative seizures as follows:

- 1710 tons of precursor chemicals (for both drugs and explosives)
- 325 tons of tramadol
- 265 tons of cocaine
- 71 tons of cannabis
- 6 tons of heroin
- 1 ton of new psychoactive substances (NPS)
- 805 kilograms of other psychotropic substances
- 1,232 billion counterfeit or non-declared cigarettes
- 1499 shipments with other Customs revenue related violations
- 820 shipments of intellectual property rights (counterfeit) goods
- 152 shipments of environmental crime
- 90 shipments of strategic trade goods
- 3 shipments of fisheries crime

Getting the balance right—women at the border



Women continue to be under-represented in law enforcement professions, for many possible reasons, including but not limited to cultural bias leading to preference for men in such roles, unethical recruitment policies and practices that favour men, lack of opportunity to succeed and lack of proper infrastructure.

To combat such stereotypes and to promote women's participation and role in CCP, the Women's Network was launched in 2015, and a gender awareness training module has been introduced to the CCP training package.

At the 27th Session of the Commission on Crime Prevention and Criminal Justice during May 2018, the Women's Network organized a side-event to highlight experiences of female Customs officers from Cambodia, Portugal and Uganda. In his opening remarks, Mr. John Brandolino, Director, Division for Treaty Affairs, UNODC, listed concrete achievements of the CCP Women's Network, a flagship initiative, including the launch of a gender sensitization training module and the establishment of a quarterly newsletter. He emphasized the importance UNODC places on mainstreaming gender into initiatives such as the CCP, highlighting the link to Sustainable Development Goal 5 on gender equality.

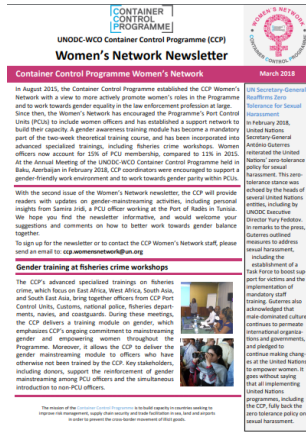


The panellists offered different perspectives about challenges and opportunities for women working in Customs administrations, pointing out that negative stereotypes, confidence gaps and the lack of real access to equal opportunities hampers career development. Several common themes were raised, including the need to provide women officers with opportunities for technical skills training at the same level as

male colleagues and the importance of countering unconscious bias in recruitment practices.

Since the start of the CCP Women's Network in 2015, the percentage of women PCU officers has risen from 11% to 16% in 2018. CCP is aiming to further increase this percentage. Moreover, in 2018, there were six female heads of Units in Benin, Ghana, Jamaica, the Philippines and Sri Lanka.

During 2018, the CCP Women's Network continued to be active, producing 3 periodic newsletters:



Partnerships

Donors

None of the Programme's achievements would have been possible without the ongoing funding and support from the following CCP donors:

- Australia
- European Commission
- Italy
- Netherlands
- Sweden
- United States of America
- Canada
- France
- Japan
- Norway
- Switzerland
- Denmark
- Germany
- Luxembourg
- Spain
- United Kingdom

In addition, several other countries provided valuable contributions in-kind supporting through the release of experts or other non-monetary resources:

- Bangladesh
- Bulgaria
- Georgia
- Kenya
- Poland
- Thailand
- United Kingdom
- Belgium
- Cambodia
- Israel
- Pakistan
- Portugal
- Tunisia
- Viet Nam
- Brazil
- Finland
- Jordan
- Peru
- South Africa
- Uganda

In an increasingly insecure world where transnational organized crime groups and terrorist organizations seek to exploit legitimate supply chains to transport illicit cargoes, engagement with an expanding CCP is highly beneficial to Member States, regional associations of Member States and other international organizations or alliances.

During 2018, CCP placed an increased focus on cost-sharing with participating countries, as well as potential new participating countries. It is hoped this will be a solid step towards financial sustainability for the Programme. Contributions to CCP do not need to be monetary, and may include in-kind contributions including facilities, trainers and equipment. Cost-sharing demonstrates an increased level of commitment from implementing and partner countries and is highly encouraged.

It is important to note that many non-CCP countries also either participate in or request human capacity-building assistance from CCP. During 2018, Australia requested to join up with CCP to support effective container control both nationally and within the SE Asia and Pacific Region. Also, during 2018 CCP was presented to representatives from the wider Gulf Cooperation Council region, an increasingly important location on the containerized supply chain. GCC Member States were encouraged to join the Programme and benefit from the security risk profiling techniques and expertise that CCP can offer, as well as the international outreach and connectivity to other ports and airports across the world, with whom they could share their own technologies and good practices in cargo management.



3. ONGOING ACTIVITIES AND NEW DEVELOPMENTS

UN Security Council Resolutions and Sanctions

The Container Control Programme has been assisting Member States to secure global supply chains from illicit trade since 2004. Focused initially on the threat posed by controlled drugs, the Programme now includes specific training components on UN Security Council Resolution (UNSCR) 1540, notably Operative Paragraph 3 (c) that requires Member States to establish effective border controls to detect, deter, prevent and combat the illicit trafficking and brokering in Weapons of Mass Destruction (WMD).

In March 2018, the UN Security Council passed a further and unanimously adopted resolution in relation to the Democratic Republic of North Korea (DPRK) which extended the mandate of the Panel of Experts and further tightened sanctions in reaction to a series of nuclear weapon and ballistic-missile development activities. The Security Council first imposed sanctions on the DPRK in 2006 under resolution 1718. These new measures, enacted under Chapter VII of the UN Charter, mandate all UN Member States to take immediate actions against persons and entities believed to be engaged in supporting or supplying DPRK's nuclear-related programme. The latest report of the Panel of Experts, established in relation to DPRK sanctions, states that implementation by Member States is 'insufficient and highly inconsistent' and that DPRK is 'flouting sanctions through trade in prohibited goods, with evasion techniques that are increasing in scale, scope and sophistication'. The report cites use of highly experienced agents and front companies in facilitating the movement of illicit trade within the global supply chain both to and from DPRK. CCP has been provided with specific financial resources by donor governments to strengthen the capacity of PCUs to enforce sanctions and a number of activities in this regard took place in 2018 and will continue into 2019.



Container Control Programme and Sustainable Development Goals

In September 2015, the United Nations Member States agreed on a set of Sustainable Development Goals (SDGs) to build upon and complement the Millennium Development Goals (MDGs). The new development agenda includes critical issues such as rule of law, security and justice, and explicitly acknowledges the link between peace, security and development. By strengthening recipient countries' border control capacities to more effectively and efficiently profile and inspect cargo containers at sea, land and airports, the Programme not only helps to counter transnational organized crime and terrorism, but also facilitates legitimate trade, fostering sustainable economic development.



SDG 16—PEACE, JUSTICE, AND STRONG INSTITUTIONS

Many regions of the world continue to suffer untold horrors as a result of armed conflict or other forms of violence that occur within societies and at the domestic level. Advances in promoting the rule of law and access to justice are uneven.

CCP works towards this goal by disrupting the flow of illicit goods and reducing the proceeds available to fuel organized crime and terrorism. It helps to promote the rule of law by creating and strengthening partnerships between Customs and other law enforcement agencies.



SDG 15—LIFE ON LAND

Protection of forest and terrestrial ecosystems is on the rise. That said, other facets of terrestrial conservation continue to demand accelerated action to protect biodiversity, land productivity and genetic resources and to curtail the loss of species.

CCP supports SDG 15 under the wildlife crime framework of UNODC, and counters wildlife and forest crime by strengthening national law enforcement and international cooperation and delivering training in timber and wildlife identification methods and upstream detection of their sources. These impact-based actions contribute to preventing forest degradation, biodiversity loss and the extinction of endangered species.



SDG 17—PARTNERSHIPS FOR THE GOALS

It is integral to strengthen global partnerships in order to support the fulfilment of the ambitious targets of the 2030 Agenda, bringing together national governments, the international community, civil society, the private sector and other actors.

CCP implements effective and targeted capacity-building in developing countries to support national plans to implement all the sustainable development goals, including through North-South, South-South and triangular cooperation.



SDG 5—GENDER EQUALITY

While some forms of discrimination against women and girls are diminishing, gender inequality continues to hold women back and deprives them of basic rights and opportunities. Empowering women requires addressing structural issues such as unfair social norms and attitudes, as well as developing progressive legal frameworks that promote equality between women and men.

Through the Women's Network, CCP contributes to developing institutional and professional capacities relevant to respecting, protecting and fulfilling the rights and opportunities of women. Although female PCU officers remain under-represented in some Units, the overall global number has been on the rise this past year, increasing from 15 % in 2017 to 16 % in 2018.



SDG 14—LIFE BELOW WATER

Advancing the sustainable use and conservation of the oceans continues to require effective strategies and management to combat the adverse effects of overfishing, growing ocean acidification and worsening coastal eutrophication.

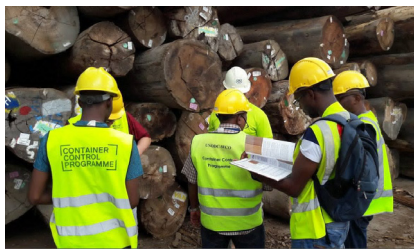
With its advanced training and regional workshops in fisheries crime, CCP actively works to counter organized crime in fisheries and provides extensive training which serves to enhance the operational skills of Customs and law enforcement officers. In addition, the training includes international and national legal frameworks, fisheries statistics, methods and impact of fisheries crime, corruption, and monitoring, control and surveillance related to fisheries crime. The CCP also intercepts illegal goods relating to marine wildlife crime (e.g. endangered species of seahorses, shark fins, rays, etc.).

CCP and the Law Enforcement Assistance Programme to Reduce Tropical Deforestation (LEAP)

Illegal deforestation and the resulting trafficking of timber is increasingly recognized as a major contributor to revenues of organized crime groups and results in widespread consequences for the environment, economy and society.

With a view to assist UN Member States to combat this significant threat, UNODC, INTERPOL and RHIPTO (Norwegian Centre for Global Analysis) launched the Law Enforcement Assistance Programme to Reduce Tropical Deforestation (LEAP) with support from Norway's International Climate and Forest Initiative (NICFI) in 2018. LEAP's holistic law enforcement approach will combine different sets of expertise and networks from the three organizations to effectuate strengthened law enforcement and policy targeting illegal deforestation, with improved cooperation and coordination at both the national and international level.

Under this new initiative, the Container Control Programme will deliver expert timber training to build capacity in Customs, forestry departments, national police and other relevant agencies in order to improve risk profiling, targeting and inspection techniques specifically aimed at illegal timber.



These workshops, which will take place in key source countries in South East Asia and Latin America, will be delivered in close cooperation with the UNODC Global Programme against Money Laundering (GPML) and the Global Program for Strengthening Capacities to Prevent and Combat Organized and Serious Crime (GPTOC), thereby strengthening

capacities in a diverse set of law enforcement actors.

Online eLearning

Both the WCO and UNODC offer online eLearning in Customs areas that can be used to complement CCP training in what is known as blended learning. Blended learning is a modern educational technique which combines online digital learning with a traditional trainer-led classroom style method. When adults learn they seek to do so in a self-directed way preferring to choose and do things with a direct and immediate impact on their work. Adults are more problem-oriented than content-oriented in their learning and like to take control of how they learn and the pace at which they do it. Online eLearning can therefore be a useful tool either as a pre-course equalizer or within the body of a traditional classroom -based learning.

During 2018, CCP trainers piloted eLearning modules on Drug Testing, Controlled Deliveries and Human Rights within the framework of the Advanced Training on Drugs and Precursors. Feedback from officers indicated that they enjoyed this method of learning and CCP has had several requests to develop and provide access to further eLearning resources.

Should specific donor funding and beneficiary interest be forthcoming in 2019, it is hoped to further develop these innovative knowledge delivery methods to reach even larger numbers of officers to refresh skills already acquired or develop competence in new subject matter areas.

Container Control Programme Strategy

In 2019, CCP will celebrate 15 years of implementation. While growth into new countries and thematic areas will remain critical for the continued success of the Programme, it is equally important to stabilize the foundation that has been built by CCP and thereby ensure the successful continuation of operations by established PCUs.

The CCP strategy is guided by a twofold approach that combines continued growth with measures to ensure a greater level of sustainability. The transition to this approach will be secured through the following two strategic pathways:

1. Advancing with continued growth and increased relevance

One of the key factors behind the success of the CCP is its ability to adapt to emerging threats in the trade supply chain in order to best serve the needs of participating countries. Organized crime groups trafficking in illicit goods ceaselessly shift trade routes, the means of transport, smuggling techniques and types of goods trafficked.

Maintaining relevance and moving forward for the CCP largely depends on confronting these emerging threats with advanced specialized trainings and breaking into new thematic areas and sectors. CPP will continue to implement and expand its trainings to include cultural property, fisheries crime, protected timber, hazardous waste, anti-corruption, CBRN goods, Train-the-Trainers and non-intrusive equipment. Other key initiatives include the Air Cargo Programme. Topics addressed in UN Security Council resolutions involving transnational organized crime and requests from participating countries will be continuously reviewed by CCP and new trainings will be developed as necessary.

2. Emphasizing sustainability

Along with ensuring continued relevance through its expanding advanced specialized trainings and programmes, it is the goal of the CCP to ensure the implementation of a consistent and comprehensive approach to border management of cargo in all modes of transport, including at sea, over land and in the air.

This objective is achieved by enacting a multi-staged, long-term training concept. Building the foundations for professional risk profiling of cargo through basic theoretical and practical training, as well as regular mentoring and follow-up training, ensures the gradual development and sustainability of CCP Port Control Units and Air Cargo Control Units.

The rapid increase in participating countries and the expanded training coverage in recent years has resulted in a complex but efficient infrastructure that ensures the customized implementation of CCP activities in each country and port, which takes into account the capacities and needs of the respective partner countries to effectively implement CCP activities. The strategy for future sustainability will focus on expanding partnerships, interagency cooperation, development of CCP training facilities and increasing visibility.

CCP will also continue to build on its positive relationships with current donors, who are key to project implementation, while also seeking to diversify its donors and increase cost-sharing with participating countries. Cost-sharing with participating countries, including in-kind contributions, demonstrates a commitment to long-term programme implementation and has been identified as a valuable part of programme sustainability.



4. PORT CONTROL UNITS AND TRAINING ACTIVITIES BY COUNTRY/REGION

MIDDLE EAST AND NORTH AFRICA

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Jordan	Aqaba	Seaport	Customs, Police, Intelligence Agency, Military
	Amman	Airport	Customs, Police, Intelligence Agency, Military
Tunisia	Radès	Seaport	Customs, Police, Port Authority
	Sousse	Seaport	Customs
	Sfax	Seaport	Customs

ACTIVITIES

JORDAN

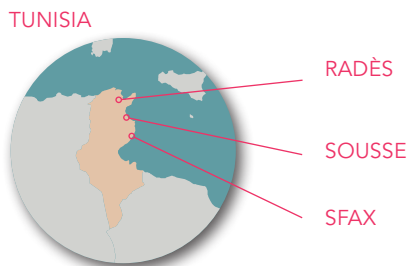
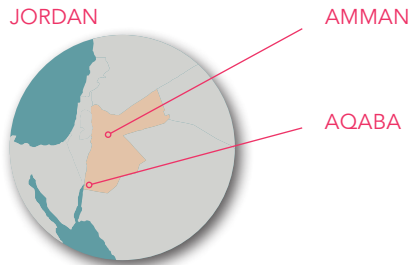
- Technical Needs Assessment - Land Border
- Advanced Training - Cultural Heritage
- Mentoring - Wildlife, Strategic Trade
- Falsified Medicines

LEBANON

- Technical Needs Assessment - Airport
- Technical Needs Assessment - Seaport
- Basic Training - Theoretical

YEMEN

- Basic Training - Theoretical
- Basic Training - Practical
- Advanced Training - Strategic Trade
- Advanced Training - Explosives and Arms
- Training of Trainers
- Study Visit to Jordan



EAST AFRICA

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Kenya	Mombasa	Seaport	Customs, Police, Wildlife Service, Port Authority
Tanzania	Dar Es Salaam	Seaport	Customs, Police, Wildlife Service, Forestry Service
Uganda	Kampala	Dryport	Customs, Police, Wildlife Service

ACTIVITIES

REGIONAL

- Study Visit to Cambodia

KENYA

- Technical Needs Assessment - Land Border
- Technical Needs Assessment - Fisheries Crime
- Basic Training - Theoretical Air Cargo
- Basic Training - Practical Air Cargo
- Advanced Training - Fisheries Crime
- Mentoring - General

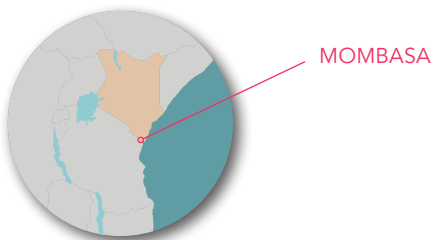
TANZANIA

- Technical Needs Assessment - Fisheries Crime
- Advanced Training - Fisheries Crime
- Mentoring - General, Fisheries Crime

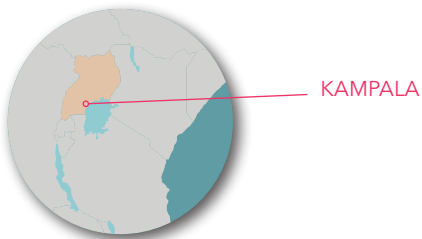
UGANDA

- Basic Training - Theoretical Air Cargo
- Basic Training - Practical Air Cargo
- Mentoring - General

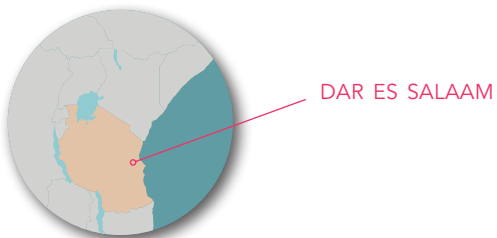
KENYA



UGANDA



TANZANIA



WEST AFRICA

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Benin	Cotonou	Seaport	Police, Forestry Service, Port Authority
Ghana	Tema	Seaport	Customs, Police, Anti-Drug Agency, Investigation Bureau, Port Authority
Senegal	Dakar	Seaport	Customs, Police, Gendarmerie
Togo	Lomé	Seaport	Police, Gendarmerie

ACTIVITIES

REGIONAL

- Fisheries Crime Workshop

BENIN

- Advanced Training - Fisheries Crime
- Mentoring - Fisheries Crime

GHANA

- Mentoring - Fisheries Crime

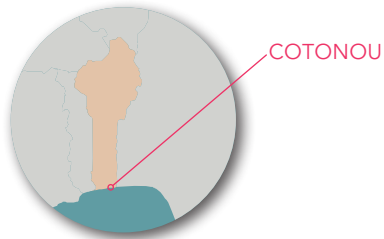
SENEGAL

- Advanced Training - Drugs

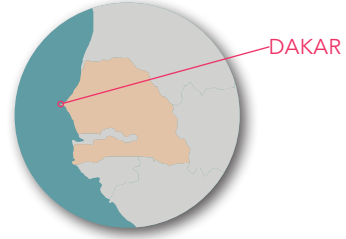
TOGO

- Advanced Training - Fisheries Crime
- Mentoring - Fisheries Crime

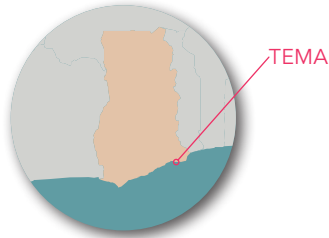
BENIN



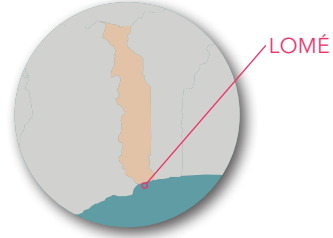
SENEGAL



GHANA



TOGO



LATIN AMERICA AND THE CARIBBEAN

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Argentina	Buenos Aires	Seaport	Customs
Brazil	Santos	Seaport	Customs
Cuba	Havana - ACCU	Airport	Customs
	Maríel	Seaport	Customs, Police
Dominican Republic	Haina	Seaport	Customs, Police, Port Security
	Caucedo	Seaport	Customs, Police, Port Security
Ecuador	Guayaquil (TGP)	Seaport	Customs, Police
	Guayaquil (Contecon)	Seaport	Customs, Police
	Puerto Bolívar	Seaport	Customs, Police
El Salvador	Acajutla	Seaport	Customs, Police, Port Authority
Guatemala	Barrios	Seaport	Customs, Police, Military
	Santa Tomas de Castilla	Seaport	Customs, Police, Military
	Puerto Quetzal	Seaport	Customs, Police, Military
Guyana	Georgetown	Seaport	Customs, Police
Honduras	Puerto Cortes	Seaport	Customs, Police, Investigation Bureau
Jamaica	Kingston	Seaport	Customs, Police, Port Authority, Military
	Montego Bay	Seaport	Customs, Police, Port Authority, Military
Panama	Almirante	Seaport	Customs, Police, Port Authority, Military
	Balboa	Seaport	Customs, Police, Port Authority, Military
	CCT	Seaport	Customs, Police, Port Authority, Military
	Cristobal	Seaport	Customs, Police, Port Authority, Military
	Manzanillo	Seaport	Customs, Police, Port Authority, Military
	PSA Panama International	Seaport	Customs, Police, Port Authority, Military
Paraguay	Asunción	Seaport	Customs, Police, Anti-Drug Agency
Peru	Callao	Seaport	Customs, Police, Port Authority
Suriname	Paramaribo	Seaport	Customs, Police, National Security

LATIN AMERICA AND THE CARIBBEAN

ACTIVITIES

REGIONAL

- Study Visit to the Netherlands

ARGENTINA

- Mentoring - General

BRAZIL

- Mentoring - General

CUBA

- Mentoring - General
- Mentoring - Air Cargo
- Study Visit to Belgium

DOMINICAN REPUBLIC

- Mentoring - General

ECUADOR

- Basic Training - Condensed
- Mentoring - General

EL SALVADOR

- Mentoring - General
- Study Visit to Ecuador

GUATEMALA

- Basic Training - Condensed
- Mentoring - General

HONDURAS

- Mentoring - General
- Study Visit to Panama

JAMAICA

- Mentoring - General

PANAMA

- Basic Training - Condensed
- Mentoring - General
- Study Visit to Ecuador

PARAGUAY

- Mentoring - General

PERU

- Advanced Training - Strategic Trade
- Mentoring - General
- Study Visit to Canada

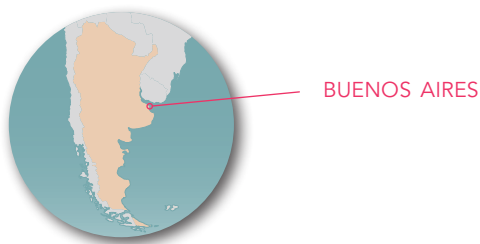
SURINAME

- Basic Training - Condensed
- Advanced Training - Protected Timber
- Mentoring - General

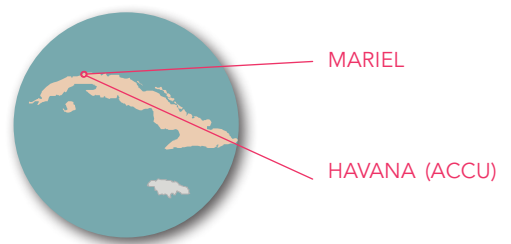
GUYANA

- Advanced Training - Evidence Handling
- Mentoring - General

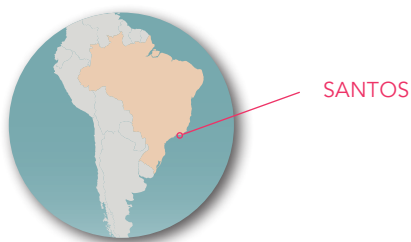
ARGENTINA



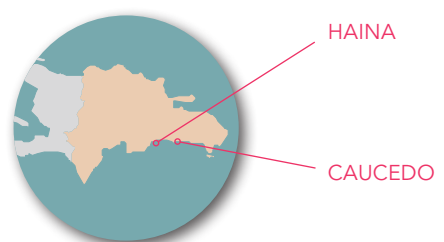
CUBA



BRAZIL

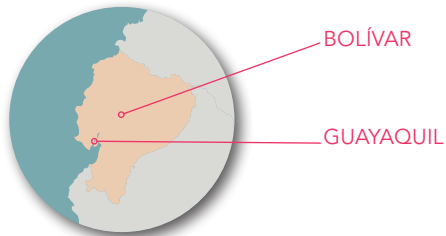


DOMINICAN REPUBLIC

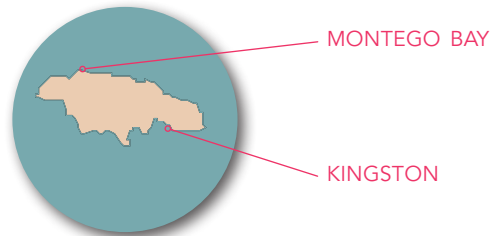


LATIN AMERICA AND THE CARIBBEAN

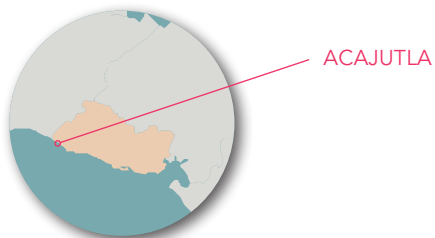
ECUADOR



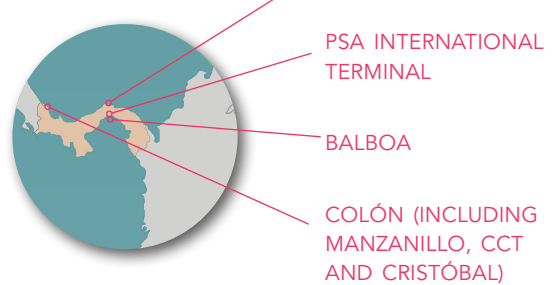
JAMAICA



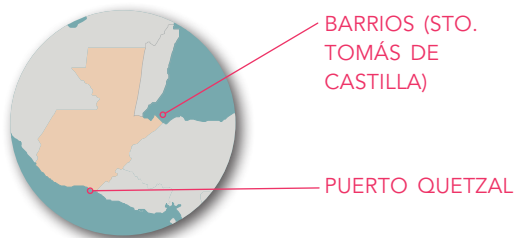
EL SALVADOR



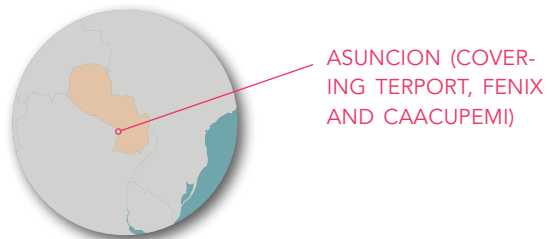
PANAMA



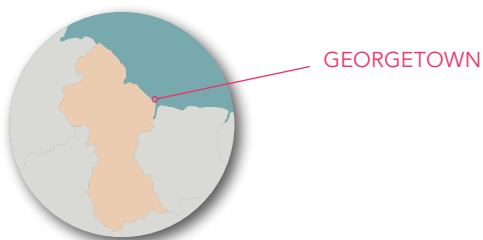
GUATEMALA



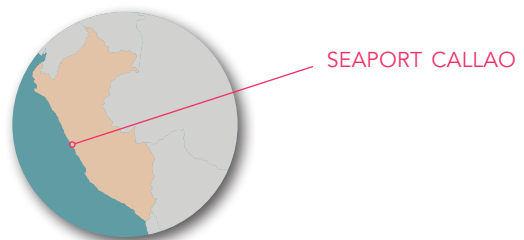
PARAGUAY



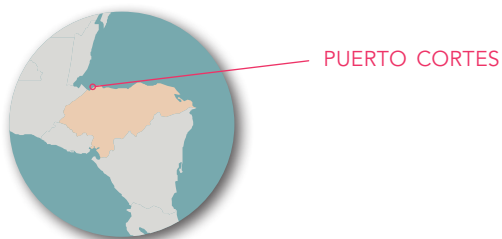
GUYANA



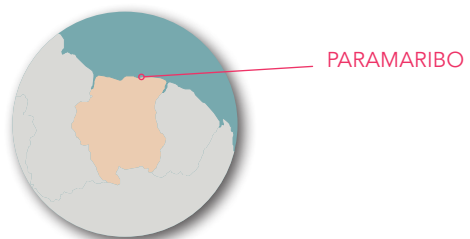
PERU



HONDURAS



SURINAME



CENTRAL ASIA

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Kazakhstan	Altynkol	Dryport-land	Customs
	Aktau	Seaport	Customs
Kyrgyzstan	Osh	Dryport-land	Customs
	Bishkek	Dryport-land	Customs
Tajikistan	Dunshanbe-2	Dryport-land	Customs, Anti-Drug Agency
	Nijnniy Pyanj	Dryport-land	Customs, Anti-Drug Agency
Turkmenistan	Turkmenbashi	Seaport	Customs
	Ashgabat terminal	Dryport-land	Customs
Uzbekistan	Chukursay	Dryport-land	Customs

ACTIVITIES

KAZAKHSTAN

- Basic Training - Theoretical
- Basic Training - Practical
- Mentoring - General

KYRGYZSTAN

- Advanced Training - CITES
- Mentoring - General
- Study Visit to the United Kingdom

TAJIKISTAN

- Basic Training - Theoretical
- Advanced Training - Strategic Trade

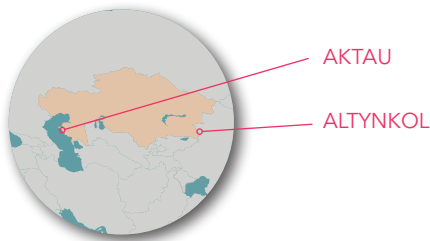
TURKMENISTAN

- Basic Training - Theoretical
- Basic Training - Practical
- Mentoring - General
- Study Visit to the Netherlands

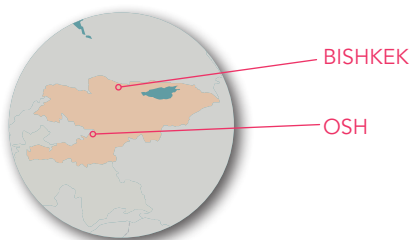
UZBEKISTAN

- Basic Training - Theoretical
- Basic Training - Practical
- Advanced Training – Vehicle Search
- Mentoring - General

KAZAKHSTAN

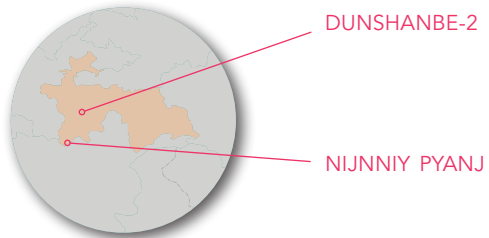


KYRGYZSTAN

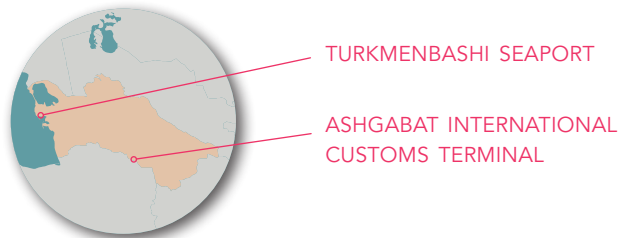


CENTRAL ASIA

TAJIKISTAN



TURKMENISTAN



UZBEKISTAN



SOUTH ASIA

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Bangladesh	Dhaka	Airport	Customs
	Chittagong	Seaport	Customs
Maldives	Male	Seaport	Customs, Police
Nepal	Birgunj	Dryport	Customs
Sri Lanka	Colombo	Seaport	Customs
	Colombo	Airport	Customs

ACTIVITIES

BANGLADESH

- Advanced Training - Drugs
- Advanced Training - Hazmat ID
- Advanced Training - Strategic Trade
- Advanced Training - Air Cargo
- Advanced Training - Fisheries Crime
- Mentoring - General

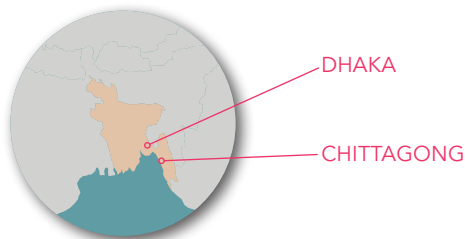
NEPAL

- Study Visit to Bosnia and Herzegovina

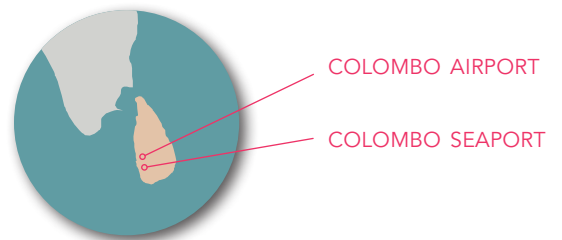
SRI LANKA

- Advanced Training - Drugs
- Advanced Training - Hazmat ID
- Advanced Training - Strategic Trade
- Advanced Training - Air Cargo
- Advanced Training - Fisheries Crime
- Mentoring - Air Cargo
- Study Visit to Georgia

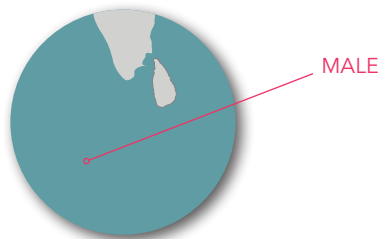
BANGLADESH



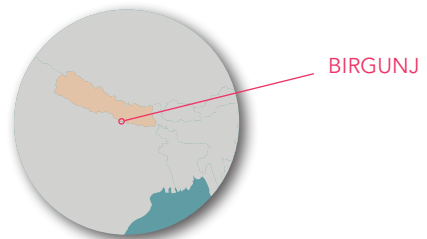
SRI LANKA



MALDIVES



NEPAL



SOUTH EAST ASIA

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Cambodia	Sihanoukville	Seaport	Customs
	Phnom Penh	Airport	Customs
Lao PDR	Thanaleng	Dryport	Customs
Malaysia	Port Klang	Seaport	Customs
Myanmar	Yangon	Seaport	Customs
Philippines	Manila	Seaport	Customs
Thailand	Laem Chabang	Seaport	Customs
Viet Nam	Da Nang	Seaport	Customs
	Haiphong	Seaport	Customs
	Vung Tau	Seaport	Customs

ACTIVITIES

CAMBODIA

- Technical Needs Assessment - Strategic Trade
- Technical Needs Assessment - Air Cargo
- Basic Training - Theoretical Air Cargo
- Basic Training - Practical Air Cargo
- Basic Training - Condensed
- Advanced Training - Strategic Trade
- Advanced Training - HAZMAT ID
- Mentoring - General
- Mentoring - Air Cargo

LAO PEOPLE'S DEMOCRATIC REPUBLIC

- Basic Training - Condensed
- Mentoring - General
- Study Visit to Thailand

MALAYSIA

- Technical Needs Assessment - Strategic Trade
- Advanced Training - Strategic Trade
- Advanced Training - Evidence Handling
- Mentoring - General

PHILIPPINES

- Technical Needs Assessment - Strategic Trade
- Basic Training - Theoretical
- Basic Training - Practical
- Advanced Training - HAZMAT ID
- Advanced Training - Strategic Trade
- Mentoring - General

THAILAND

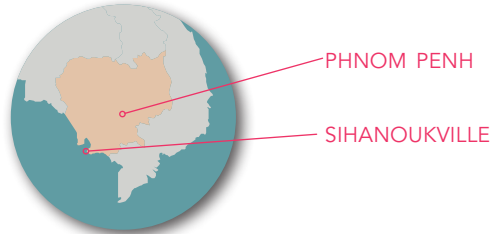
- Technical Needs Assessment - Strategic Trade
- Advanced Training - Strategic Trade
- Mentoring - General

VIET NAM

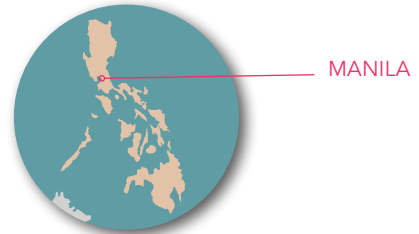
- Technical Needs Assessment - Strategic Trade
- Basic Training - Theoretical
- Basic Training - Practical
- Advanced Training - Drugs and CDs
- Advanced Training - IPR
- Advanced Training - Strategic Trade
- Advanced Training - RiskPro Tool
- Mentoring - General

SOUTH EAST ASIA

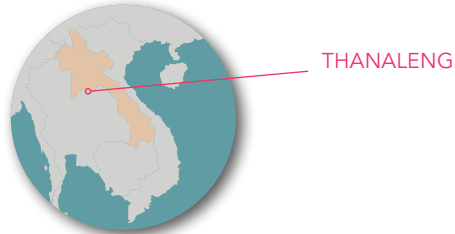
CAMBODIA



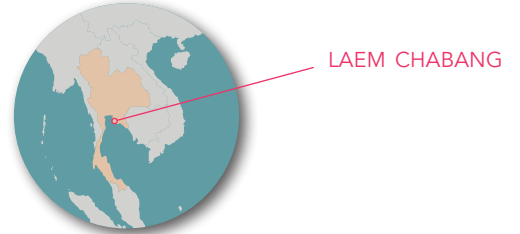
PHILIPPINES



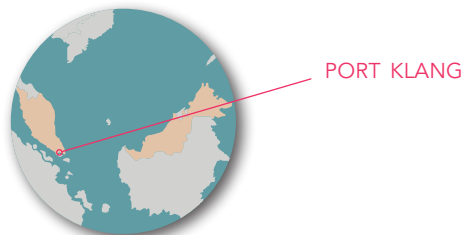
LAO PEOPLE'S DEMOCRATIC REPUBLIC



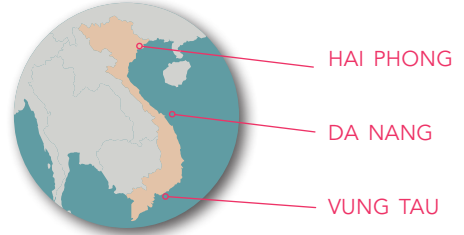
THAILAND



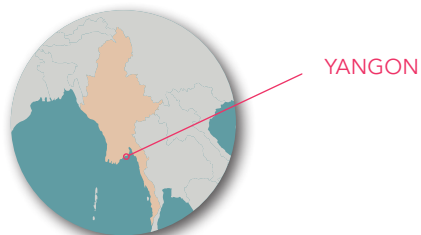
MALAYSIA



VIET NAM



MYANMAR



SOUTH EASTERN EUROPE

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Albania	Durres	Seaport	Customs, Police
Bosnia and Herzegovina	Bijaca	Dryport	Customs, Police
Montenegro	Bar	Seaport	Customs, Police

ACTIVITIES

REGIONAL

- Study Visit to Israel

ALBANIA

- Advanced Training - Strategic Trade
- Mentoring - General

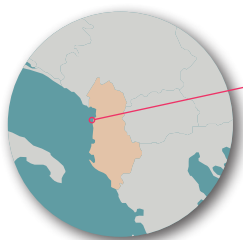
BOSNIA & HERZEGOVINA

- Mentoring - General

MONTENEGRO

- Advanced Training - Waste
- Mentoring - General

ALBANIA



DURRES PORT

MONTENEGRO



BAR PORT

BOSNIA AND HERZEGOVINA



BIJAČA

AFGHANISTAN

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Afghanistan	Aqina	Landborder	Customs, Police, Anti-Drug Agency
	Hairatan	Landborder	Customs, Police, Anti-Drug Agency
	Islam Qala	Landborder	Customs, Police, Anti-Drug Agency
	Kabul	Landborder	Customs, Police, Anti-Drug Agency
	Kabul	Airport	Customs, Police, Anti-Drug Agency, Civil Aviation
	Shirkhan Bandor	Landborder	Customs, Police, Anti-Drug Agency
	Nanganhar	Landborder	Customs, Police, Anti-Drug Agency

ACTIVITIES

AFGHANISTAN

- Basic Training - Condensed
- Advanced Training - Drugs and CDs
- Advanced Training - Explosives and Arms
- Advanced Training - HAZMAT ID
- Mentoring - General
- Study Visit to Georgia

AFGHANISTAN



PAKISTAN

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

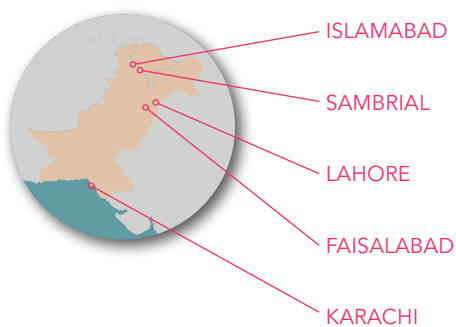
Pakistan	Islamabad	Dryport	Customs, Anti-Drug Agency
	Lahore	Dryport	Customs, Anti-Drug Agency
	Sambrial	Dryport	Customs, Anti-Drug Agency
	Karachi	Seaport	Customs, Anti-Drug Agency
	Karachi	Airport	Customs, Anti-Drug Agency, Civil Aviation

ACTIVITIES

PAKISTAN

- Basic Training - Theoretical Air Cargo
- Advanced Training - CITES
- Advanced Training - Fisheries Crime
- Advanced Training - Waste
- Mentoring - Strategic Trade
- Study Visit to Georgia

PAKISTAN



GCC REGION

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Oman	Sohar	Seaport	Customs, Police
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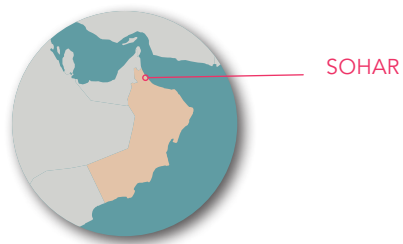
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ACTIVITIES

OMAN

- Technical Needs Assessment - Seaport
- Basic Training - Theoretical Air Cargo
- Basic Training - Theoretical
- Basic Training - Practical
- Mentoring - General

OMAN



BLACK SEA AND CAUCASUS

PCUs AND ACCUs—LOCATION AND COMPOSITION

OPERATIONAL IN 2018

Azerbaijan	Astara	Landborder	Customs
Georgia	Poti	Seaport	Customs, Police, Investigation Bureau
	Tbilisi	Airport	Customs, Police, Investigation Bureau
	Tbilisi	Dryport	Customs, Police, Investigation Bureau
Ukraine	Odessa	Seaport	Customs, Police
	Kiev Borespol	Airport	Customs, Police

ACTIVITIES

AZERBAIJAN

- Basic Training - Condensed

GEORGIA

- Basic Training - Condensed
- Study Visit to Ukraine

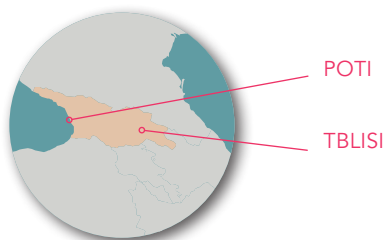
MOLDOVA

- Advanced Training - Strategic Trade

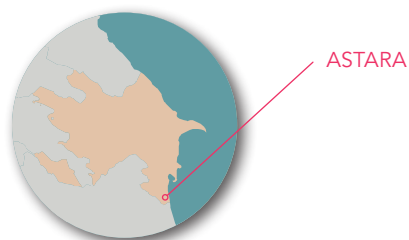
UKRAINE

- Basic Training - Practical Air Cargo
- Basic Training - Condensed
- Advanced Training - Strategic Trade
- Study Visit to Germany

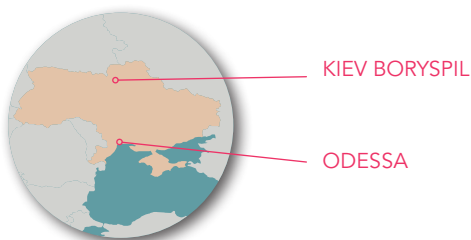
GEORGIA



AZERBAIJAN



UKRAINE





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