

**US EXPORT CONTROLS CONFERENCE: BUDAPEST,
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**PRESENTATION ON UK IMPLEMENTATION OF THE
CONTAINER SECURITY INITIATIVE**

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General

For the UK the Container Security Initiative's (CSI's) aim is to detect and disrupt the movement of terrorist weapons and materials in Sea Containers destined for the US by the identification of 'high-risk' containers for further action. This aim is to be achieved by the exchange of intelligence between US and UK Customs. To facilitate this exchange of information a number of US Customs officers are now stationed in the UK. 'High-risk' refers only to containers potentially or actually used for the movement of terrorist weapons and materials.

The CSI forms part of the UK's enforcement activity of export controls. The goods covered will not only be direct exports from the UK but also transshipment goods destined for the US.

Ports covered by the agreement

The UK ports included in this initiative are Felixstowe and on a trial basis, Liverpool, Southampton, Thamesport and Tilbury. The period of the trial is for a minimum of 12 months and may be extended by mutual agreement.

Operation of the CSI

Information Gathering

A targeting team of US Customs Officers is stationed in the port of Felixstowe, a major UK container port, to work with UK Customs Intelligence Officers. The job of this combined team is to help to identify high-risk boxes destined for the US leaving the UK ports covered by the agreement. To assist this team in their work, computer profiles and risk

assessments to help identify high-risk boxes have been agreed by UK and US Customs.

The profiles and risk assessments are being applied to US bound boxes either leaving as a direct export from the UK or to boxes in transit through the CSI ports to the US, including boxes remaining on board (ROB).

US Customs computers are now installed in Felixstowe and linked to US databases including the US Customs Automated Targeting System (ATS). The ATS is not linked to any UK Customs computer systems. The US meets any costs associated with the US computer systems.

Advance Cargo Information supplied by carriers to the US Customs under their '*24-hour before loading*' Regulation will also be supplied to UK Customs at Felixstowe.

UK Customs ensures export manifest data from all UK CSI ports is available at Felixstowe.

UK Customs will only exchange data in compliance with UK Data Protection provisions.

UK and US Customs check, as appropriate, their respective databases to help identify high-risk containers.

Examination of suspect boxes

Boxes agreed as being high risk by both parties, insofar as it is reasonably practical, are examined by UK Customs. This examination will normally be by means of x-ray and then if necessary manual examination. US officers may be present during examination of boxes.

UK Customs will trial a system to transfer x-ray images from one port to another.

Port operations

Any costs associated with the movement, examination, unpacking or reloading of a suspect box are met under the existing arrangements for UK customs inspections of export cargo at ports.

UK and US Customs work with port operators and carriers to reduce delays and costs caused by CSI examinations.

UK Customs work with port operators to ensure that port contingency plans are adequate to deal with any weapons or explosives (including chemical, biological or nuclear weapons) that are found.

Powers of US Officers in the UK

US Customs officers stationed at UK ports have no legal powers or authority within the UK. They are responsible to the US Ambassador in London. The US officers do not carry firearms or other prohibited items within the UK. While working in UK ports the US officers, who do not wear uniforms, have to comply with UK Customs and port rules and regulations.

On arrival in the US

Boxes pre-screened at CSI ports will get expedited clearance through US Customs on arrival in the US but US Customs still retains the right to examine boxes if further information is received that would indicate a high risk for terrorist weapons and materials or if the container shows signs of having been tampered with on route to the US.

Liaison within the UK

Both UK and US Customs continually monitor the operation of the CSI within the UK. UK Customs and, where appropriate, US Customs, have meetings, as necessary, with carriers, port operators, exporters and trade bodies to ensure that the CSI procedures are operating effectively and efficiently. If required, changes to procedures are made.