



**COUNCIL OF  
THE EUROPEAN UNION**  
  
**GENERAL SECRETARIAT**

**Brussels, 12 April 2013**

**CM 2398/13**

**ENFOCUSTOM**

**COMMUNICATION**

**REQUEST FOR CONTRIBUTION**

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From: Cyprus Delegation

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To: Delegations

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Subject: Questionnaire on air transit passengers

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The CCWP project group on air transit passengers, which is led by Cyprus and consists of Austria, Belgium, Bulgaria, Finland, France, Greece, Hungary, Latvia, the Netherlands, Portugal and the UK, is mandated to prepare a threat assessment on air transit passengers (doc. 5208/13 ENFOCUSTOM 7). The project group has prepared the questionnaire set out in the annex in order to collect the relevant information needed.

Delegations are invited to provide their contributions to the attached questionnaire on air transit passengers by 10 May 2013 to the following email address:

[mstylianou@customs.mof.gov.cy](mailto:mstylianou@customs.mof.gov.cy)

**QUESTIONNAIRE ON AIR TRANSIT<sup>1</sup> PASSENGERS****MEMBER STATE:****NAME OF  
AUTHORITY:****LEGAL BASIS**

1. What is the legal basis (National and / or EU) you would use for the control of:
  - a. air transit passengers coming from a non EU country with final destination in another EU country?
  - b. air transit passengers coming from an EU airport with destination in a non EU airport?
  - c. intra community transit passengers coming from an EU airport with a destination in another EU airport?
2. Do you consider that according to National and / or EU legislation there exist any constraints in performing effective control in any of the above situations? Please explain.

**THREAT ASSESSMENT / RISK ANALYSIS / PROFILING**

3. Do you use a national threat assessment specifically for the control of air transit passengers? If yes, how often do you review this threat assessment?
4. In the absence of national legislation, have you signed any memorandum of understanding with handling companies, airport management companies, airline companies?

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<sup>1</sup> For the purposes of this questionnaire the term transit passengers will refer to both stop over and transfer passengers.

- a. If yes, does it include provisions on providing passenger data or any other relevant information that could be used for customs law enforcement purposes?
- b. Would you consider such a memorandum of understanding useful to tackle the problems related to the control of air transit passengers?
5. Do you develop risk indicators and / or profiles of suspect smugglers or concealment methods? If yes, is there a way to exchange these between Member States?
6. Please mark the risk indicators for air transit passengers, indicated below, on a scale from 1 to 5 with 1 for very low importance, 2- low importance, 3- medium, 4 -high importance and 5- very high importance.

<u>A/A</u>	<u>Risk Indicator</u>	<u>Ranking of importance</u>
1	Ticket purchased on a date close to departure	
2	Ticket supplied and paid for by a third party	
3	Ticket paid by cash	
4	Passport issued by a drug producing or transit country	
5	Type of visa (if required) inconsistent with the purpose of the trip and issued by a third country	
6	Visa obtained on a date close to departure	
7	Nationality	
8	Short trip (return after 1-2 days)	
9	Several return journeys to/from the sensitive countries	
10	Knowledge of third party is minimal (first or last name only)	
11	Passport issued just prior to issuance of ticket or departure	
12	First time travel is to/from sensitive countries	
13	Passport stamps indicate numerous or constant short trip durations	
14	Adjustment to itinerary in post departure (early or delayed return)	

15	Illogical routing	
16	Multiple bookings from or to same location during same time period	
17	Travel with minimum of identification required or none at all	
18	Traveller has minimum financial means at hand	
19	Traveller is presently unemployed or a social security recipient	
20	Little or no knowledge of travel arrangements or costs (airline tickets or hotel reservations)	
21	Ticket has been exchanged	
22	Ticket has been lost or thrown away	
23	One – way ticket	
24	Using open return ticket	
25	Numerous name changes on ticket	
26	Location of travel agency	
27	a. Type of address used (mailing, postal, box, street)	
	b. Mail address seems bogus	
	c. Address / name / origin of credit card holder is illogical	
28	Passenger behaviour	
29	Ticket booked or paid at the airport of departure (lack of contact details) at the day of departure	
30	Transfer to a non code share flight	
31	High range security number assigned at the time of check in	
32	Luggage weight in relation to length of stay	
33	Luggage cancelled but checked in again with numeric gap in sequence	
34	Unnecessary long transfer time	
35	Using different tickets for the whole trip / multiple bookings	
36	OTHER, PLEASE SPECIFY	

7. Do you provide risk information (profiling) to the front line officers on smuggling trends and methods of concealment specifically for air transit passengers? How is this information provided and how is it used?
8. Do the customs officers working in the transit area have direct access to the risk information (i.e. CRMS, or national) systems? Do you consider that direct access is of high importance?

## **PROCEDURES / CONTROLS**

9. Do you use any kind of equipment for customs control in the transit area? If yes, please state what kind of equipment / tools you use (i.e. x-ray, non-intrusive, canine etc)?
10. Please describe in detail any problems encountered in controlling transit passengers.
11. In case of suspicions raised for a transit passenger with control leading to no findings, do you notify the authorities at arrival airport in order to observe the passenger at the point of final destination?
12. In the case that you have a suspicion but for some reason you don't control the passenger, do you notify the authorities at the point of arrival in order to control the passenger there?
13. Do you exercise controls on air transit passengers travelling on tourist or business aircrafts? Do you consider them as high risk? If yes, for what kind of fraud?
14. Do you perform random controls on air transit passengers? Do you consider this type of controls effective?
15. What percentage of air transit passengers is controlled?

## **SECURITY**

16. Have you come across cases where airport and airline staff was used in order to circumvent customs controls? Is this considered as a real threat and do special control measures need to be taken?
17. Is there a mechanism in place in order to avoid internal conspiracies?
18. How do you handle transit passengers' unclaimed baggage? Do you perform checks on this baggage and do you consider them as high risk?

## **TRAFFIC PATTERNS**

19. Is the control of air transit passengers more vulnerable during certain days of the week or specific hours of the day? If yes, which are those days and hours and for what reason?

## **STAFFING**

20. Do you have permanent customs officers assigned to work at the customs desk at transit passage?
21. Does the staff receive specific training on handling air transit passengers and on airport procedures?
22. Do you develop mutual trust with company employees and company security staff in order to collect information?

## **ACCESS TO PASSENGERS INFORMATION**

23. Do customs or any other authority in your Member State have access to API and / or PNR data?
24. If the answer to the above question is YES, how do you select a passenger for control based on PNR and or API data? Is the selection done automatically or manually? How do front line officers identify the selected passenger? Do you exercise controls and / or do you carry out surveillance?

## **EXCHANGE OF INFORMATION**

25. Is there a policy to be followed for the information exchange between Member States in the case you detect illicit trade relating to an air transit passenger?
26. What kind of information do you think is useful to be exchanged between the contact points?

27. In an effort to prepare a list of customs contact points you are hereby kindly requested to indicate the contact points (reachable 24/7) for the main airports of your Member State.

Airport (IATA) / Location	Email Address	Office Phone	Fax Number	Mobile Phone

**SEIZURES**

28. Do you maintain records for seizures and the associated risk indicators with that seizure specifically for air transit passengers or at least do you put a reference that concerns air transit passengers?

29. What is the percentage of seizure cases for 2012 for air transit passengers in comparison to the total number of seizure cases for air passengers?

<i>Risk Area</i>	<i>Percentage of seizures</i>
Drugs	
Tobacco Products	
Money Laundering	
Cultural goods	
CITES	
IPR	
OTHER PLEASE SPECIFY	

30. Please indicate for each risk area the countries of origin and destination that you consider as the most interesting, nationalities of passengers that were involved, and the most usual transit routings (i.e. cigarettes DXB-LCA-LHR please use IATA codes) that were used by the fraudsters in each risk area.

<i>Risk Area</i>	<i>High Interest Countries of Origin (two digit code i.e. CY)</i>	<i>High Interest Countries of Destination (two digit code i.e. CY)</i>	<i>Nationalities of Involved Passengers (two digit code i.e. CY)</i>	<i>Transit routes used by fraudsters (IATA code)</i>
Cannabinoids				
Cocaine				
Opiates				
Synthetic Drugs				
Tobacco Products				
Money Laundering				
Cultural goods				
CITES				
IPR				
Illegal removal of dual use				
Weapons and explosives				