



Customs Administration of the
Netherlands
Tax and Customs Administration

Scan inspections airfreight, EU border Schiphol Airport



Customs Administration of the
Netherlands
Tax and Customs Administration

SPEAKER

John Bubberman

- *Practical coach Team Scan & Detection Schiphol Airport*
- Schiphol: 1982-2020
- General Customs: 1982-1985
- Drugs import: 1985-1993
- Surveillance: 1993-1996
- Drugs import: 1996-2000
- Scan: 2000-2001
- Drugs export: 2001-2006
- Risk analysis: 2006-2017
- Scan & Detection: 2017-2020

Hello,

My name is John Bubberman and I am coordinator from the Scan & Detection department at Schiphol Airport. I am first going to tell you something about myself.

1981 I went to Customs College for 4 months.

After Customs College I started working at Schiphol Airport doing all regular Customs works like checking passengers and cargo.

In 1985 I started working in a special drugs unit. I worked here for about 8 years.

1993 I was part of a surveillance. My colleagues and I checked road traffic, cars with foreign licence plates and arriving ships in the harbour of The Hague called Scheveningen.

1996 I went back to the drug department and where I was mentor for new colleagues.

2000 a new department started at Schiphol Airport. This was the scan department. I helped setting up this department.

2001 I was asked to set up a new drugs department specialised in movements on exporting drugs. I also became coordinator of that team and Assistant Public Prosecutor aswell.

2006 I became coordinator of the airfreight risk analysis department.

Since 2017 I am coordinator at the Scan & Detection department.



Customs Administration of the
Netherlands
Tax and Customs Administration

What are we going to do?

What kind of equipment is used by Dutch Customs

When, where and how do we use the equipment?

Some seizures (what have we found so far)

Question(s) & Answer(s)

What are we going to do?

In brief we are going to talk about all the resources we use at the airport as well at other locations. Also I am going to show you how and when we use all the resources. I am going to show you some goods we found and confiscated.

RECOURCES



OVERVIEW



ULD



Mobix



ScanMobile



ZBV (backscatter)



Mini-Z (backscatter)



Bagage scan



CT-Scan



Nuclear detection



Nuclear detection mobile

Overview resources

What kind of resources are used by us?

ULD scan (Unit Loading Device)

Mobix, Mobile container scan

Scanmobile, Mobile package and baggage scan

ZBV/Z Backscatter Vehicle

Bagage or small package scan

CT scan

Nuclear detection

Mobile nuclear detection



Scan inspection, ULD scan

ULD (Unit Loading Device)



Specific measures per specific aluminium container or pallet

Worldstandard

All types can be scanned by our ULD scan.

Scan inspection, ULD scan

ULD stands for Unit Loading Device. ULD is a overall term for aluminium airfreight containers and aluminium airfreight pallets. Per specific measured container or pallet are the first three letters the same. On the pictures you can see some examples of containers and an airfreight pallet. The names and measures are globalised. Our ULD scan scans all types of containers and pallets which are used in the airfreight.



ULD scan, concept of operation

- Risk based X-Ray scanning
 - > Manifest information, cargo description from ENS (Entry Summary Declaration)
- Cargo handler brings cargo to the facility
- Both a horizontal and vertical view
- Fully automated transport and scanning system
- Safety first
- 1 minute for 1 ULD



ULD scan, concept of operation

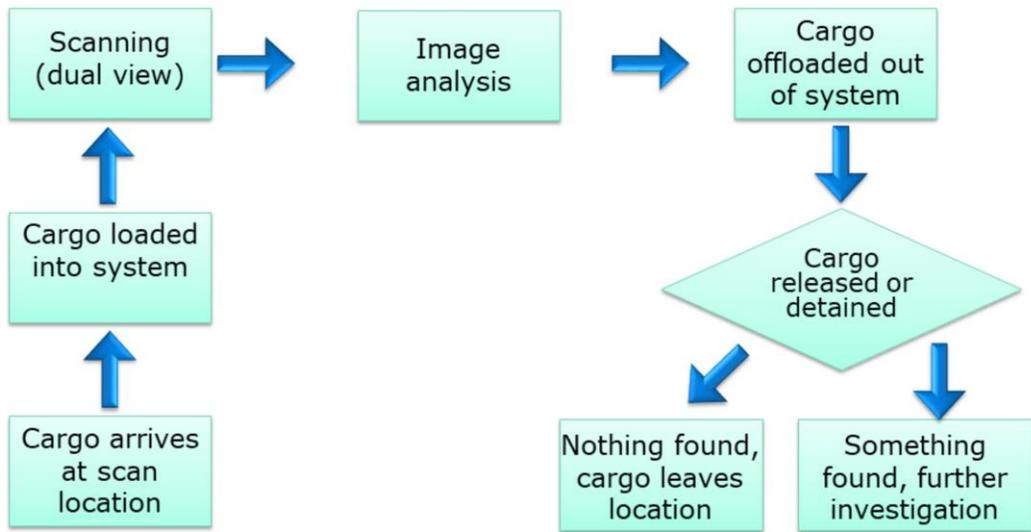
Selections of shipments on ULD's are made by Dutch Customs specialists and is based on electronic profiles. The electronic profiling system checks the manifest information of the airfreight per arriving aircraft. The airline has to send his electronic declaration to Customs, at least 4 hours before arriving of the aircraft. The declaration includes the origin of the aircraft and the origin of the goods, the kind of goods (amount, weight and summary goods discription like for example flowers or garments), consignor and consignee.

On the moment the selection is made, the Airline Handler (the one who will unload the aircraft and will store the goods in his bonded warehouse) will get an electronic control order to bring a container or pallet to the ULD scan facility. The airline handler is obligated to bring the ULD to our scanlocation within 1,5 hours after arriving of the aircraft.

All freight will be scanned horizontal and vertical. The ULD scan is operated by a fully automated transport and scanning system. Offcourse "safety first". Not only scanning has to be safe, also the terrain and everybody on it needs to be safe aswell. We need 3 minutes for the total scanning proces. Scanning itself takes only 30 seconds.



Scanning procedure ULD scan



Scanning procedure

Cargo arrives at scanlocation and is loaded in our electronically controlled system. A dual scan is made and the images are being analyzed by trained Custom Officers. If nothing is out of the ordinary on the images, the freight is released for further logistic handling. If an analyst sees an abnormality, the ULD will go directly in a special Customs Control warehouse on the same location as the scanlocation. The investigation will be done by fysical inspectors of customs.



Risk indicators

What are we looking for?

National Customs Enforcement Plan requests:

1. Fiscal tasks

- Alcohol
- Tobacco

2. Non fiscal task

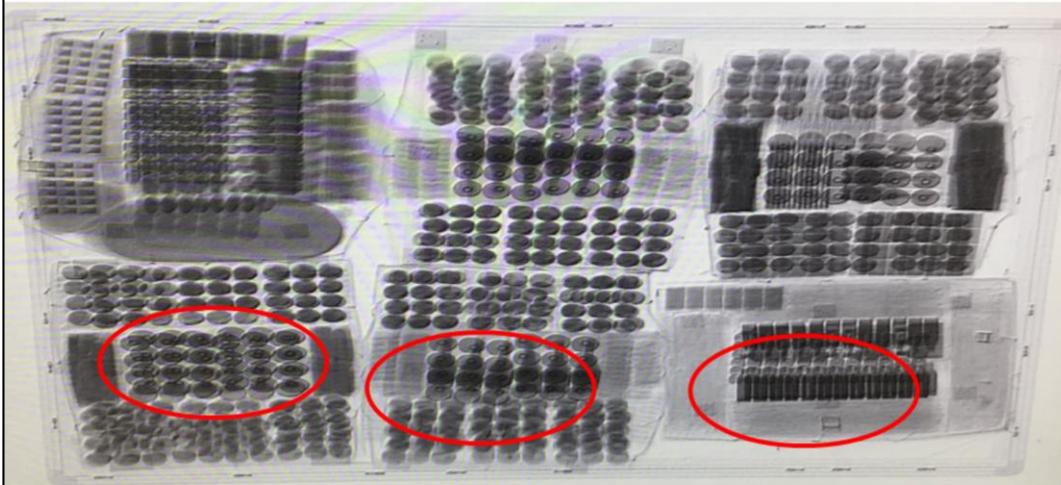
- Cultural goods
- Flora & fauna
- Weapons and ammunition
- Drugs and drug precursors

Risk indicators

Dutch Customs has 2 main tasks, the fiscal task and the non fiscal task. Examples of the fiscal task are import duties, alcohol and tobacco. Examples of the non fiscal task are cultural goods, Flora and Fauna, Weapons and Ammunition and offcourse drugs and drug-precursors. And since the 9-11 attacks, the task on Security and Safety is even more important in relation to terrorisme



Illegal



Hidden liquor

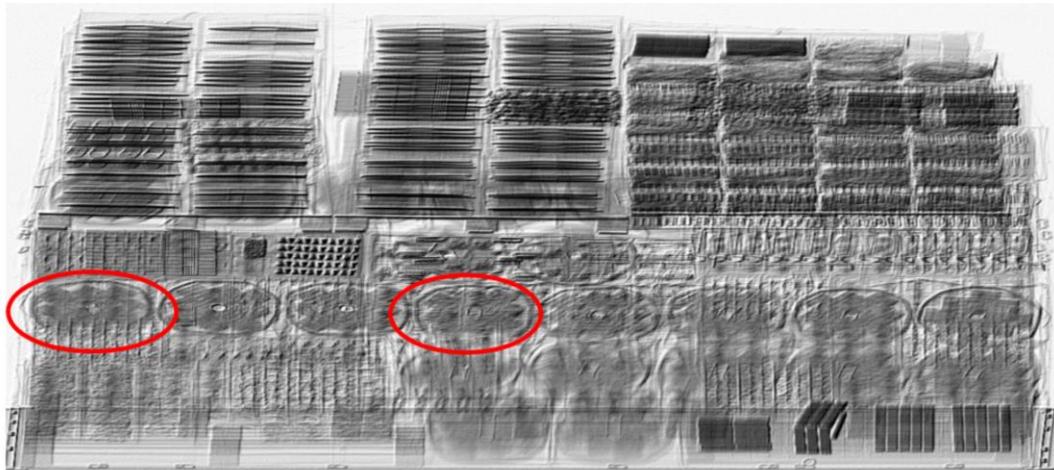
A few examples of abnormalities at the ULD scan

9 Illegal hidden liquor

This is a shipment of vegetables from Ghana to Asia. As you might see, in the middle of all cartons, there are also bottles. During the physical check, we found out that it where bottles filled with liquor. Excise is a national taks and the shipment was destined to Asia so there was no fiscal interest for Dutch Customs. Due to the fact it clearly was smuggling, The Dutch Customs Liasion Officer in Asia was informed and on his term he informed Customs authorities in the country of destination. The liquor was not declared so it was confiscated by Customs. An example of good international cooperation.



Illegal



Tobacco (excise duties)

Illegal tobacco (slide 10 and 11)

The following is a shipment of several goods from China. One of the goods are “carpets”. In the middle of the picture you see some round things. Because of the shape in the middle of the carpets a physical inspection was needed. Illegal cigarettes were found. Illegal for Excise and for counterfeit.



Illegal tobacco in carpet





Illegal Flora & Fauna

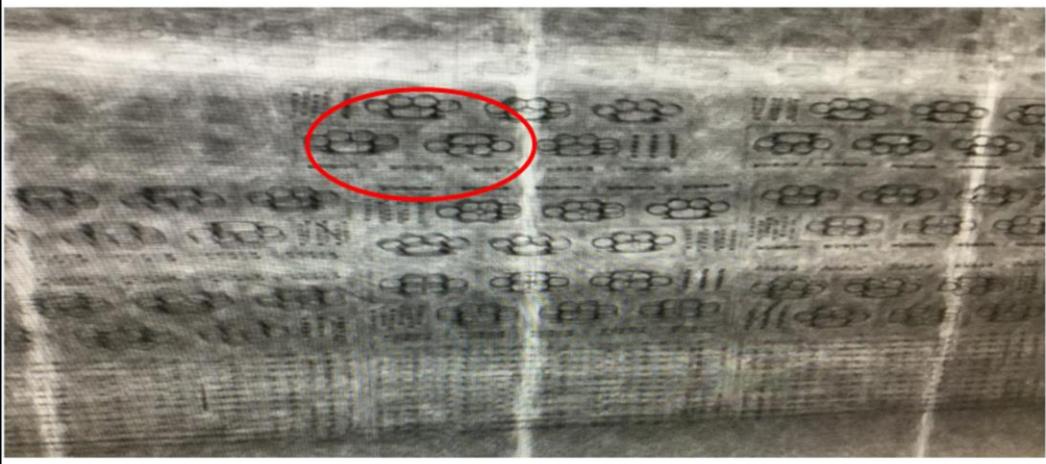


Illegal Flora and Fauna

Ofcourse these kind of things will be seen by our scanners. Investigation has been done and no legal papers were with these goods. Goods were seized.



Illegal.....



Boxing bracket (weapons and ammunition)

Illegal boxing brackets

This is a picture of illegal boxing brackets.



Mobix (Mobile high energy X-Ray scan)

- X-Ray scan (one sided horizontal view)
- Can be used on every suitable location in the Netherlands
- Is also a back-up system for the ULD scan
- Scanning of:
 - > airfreight pallets/containers
 - > trucks/cars



Mobix

Our MOBIX, Mobile high energy X-ray scan, can be used on every suitable location in the Netherlands. It's limited to a plot of 10 x 40 meters. Only one view is made and the view is horizontal. The Mobix is also used as a backup for the ULD scan in case of malfunction or maintenance of the ULD scan. The Mobix can be used to check airfreight pallets and containers and also for scanning cars en trucks. We also use the Mobix on request of National Police.



ScanMobile

- Baggage/Cargo Scan in a van
- Can be used for:
 - > Checking belly cargo during unloading aircraft
 - » Dimensions up to 1.20 meters x 1.20 meters
 - > Vertical view
 - > Checking cargo at all Bonded warehouses
 - > Inspections in cooperation with police and other authorities



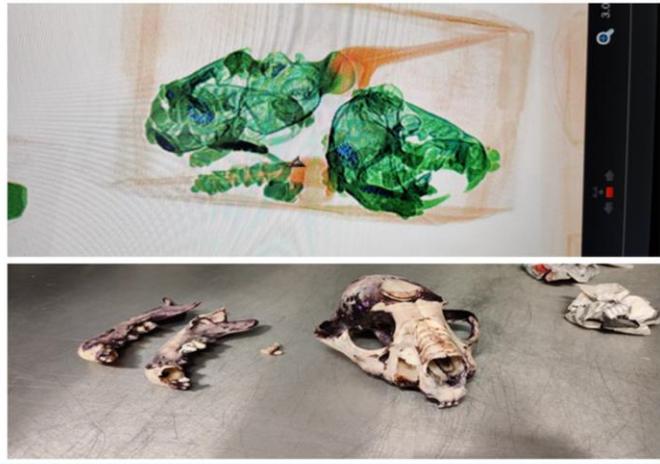
Scan Mobile

We have 3 mobile scans. The mobile scans can be used for baggage and cargo of several dimensions. The maximum dimensions are 1.20 meters by 1.20 meters. The scan will make a vertical view. The scan is also used on request of Customs colleagues of physical inspection teams when they need us in bonded warehouses at or around the Airport. The mobile scan is also used on request of police. The main use is scanning of baggage and cargo from the belly (backside cargo hold) of an aircraft when Cargo is being unloaded.



Findings Scanvan/Mobile scan

•Jaguar skull, Peru



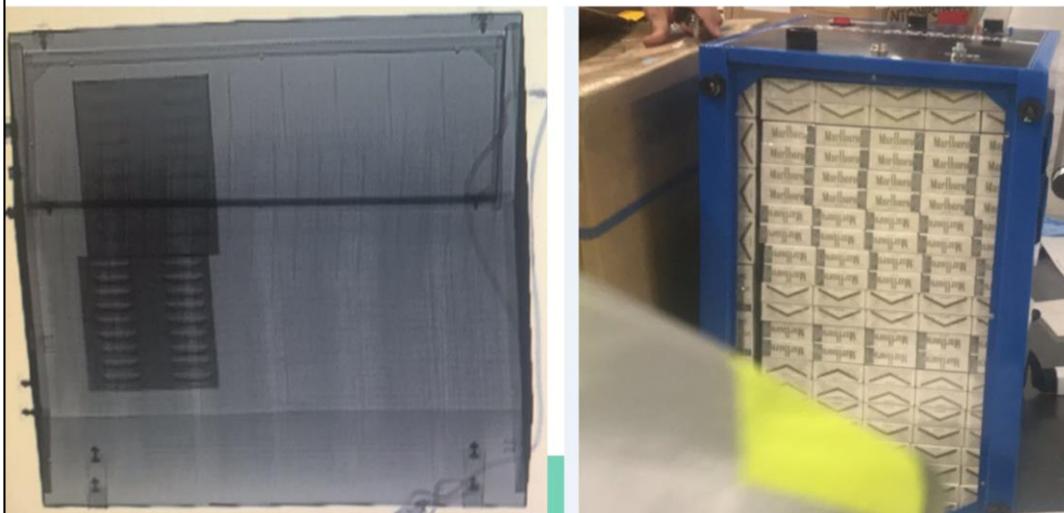
Findings

One of the findings of the Mobile Scan was the skull of the Jaguar and was found in a passenger's bag. The Jaguar is a protected animal and no papers were with it to legalize the transport or the possession of the skull. The skull was confiscated.



Findings Scanvan/Mobile scan

Cigarettes from Russia (Inversor)



Findings

During a physical check in a bonded warehouse, S & D was asked to assist the Customs inspectors. In an inverter we found a big amount of illegal Marlboro cigarettes.



ZBV (Backscatter Van)

X-Ray Backscatter technology

- Suitable for detection of low Z materials (like narcotics and explosives)
- Scanningdepth about 0,3 to 0,4 meter, depending on material

ZBV is used for checking:

- Airplanes (main business)
- Cars
- Trucks
- Airplanes (inside and outside)



ZBV (Backscatter Van)

The ZBV uses X-ray backscatter technology and is suitable for detection of low Z- materials like narcotics and explosives. The scanningdepth is about 0,3 to 0,4 meters, that depends on the material.

The main use on the airport of the ZBV is checking the outside of an aircraft. The ZBV is also used on request of Customs and Police to provide the necessary aid. Other uses are scanning of trucks and cars.



Mini-Z

- Handheld Backscatter scanner
- Scan depth is up to 40 cm depending on material of object and "forbidden" materials
- Is used for checking:
 - Container walls
 - Walls/floors/cealing in buildings
 - Cars (inside and outside)
 - Trucks (inside and outside)
 - Airplanes (inside and outside)
 - Seats
 - Window shutters



Mini-Z

A Mini-Z is an handheld backscatter and the scanningdepth is about the same as the ZBV, depending the material. The Mini Z can be used to check walls, flours and ceilings of buildings, cars and trucks (inside and outside), walls of containers and aircrafts (inside and out) like seats, windowshutters and catering boxes.



CT scan

- X-Ray CT scan
 - Creates a "standard" X-Ray transmission image and
 - CT image (3-dimensional) that makes the image analysis easier
 - Superimposed articles can be made visible
- Can be used for packages up to 0,85 meters x 0,85 meters
- Algorithms for automated detection of narcotics are being developed and tested



CT scan

The X-ray CT scan is the newest device. The CT scan creates a standard image and a CT (3 dimensional) image. The scan can be used for packages or baggage with a maximum size of 0,85 x 0,85 meters. Right now Dutch Customs Laboratory is busy with algorithms for automated detection of narcotics.



Nuclear Detection

- Detection gates
 - All airline handlers Schiphol airport
 - Landside
 - Detection off all outgoing goods
- Step 1:Gates Step 2: Papers Step 3:Car Step 4:Handheld



Nuclear detection

On Schiphol Airport we have nuclear detection gates situated at the landside gates at the bonded warehouses of the airline handlers. In a nuclear detection control room we have camera's on every gate and when a shipment causes an alarm, there will be an acoustic signal in that control room. The licence plate of the truck can be seen by the camera and the airline handler is called and ordered to stop the truck for inspection. Inspectors will go on site with a nuclear detection van and a handheld detector. Arriving on location they first inspect the papers of the freight. Then they will decide if it's necessary to continue the check. A package will never be opened by Customs. If needed we contact responsible governmental organisation, the Authority for Nuclear Safety and Radiation Protection. They will take over the investigation.



Team Scan & Detection Schiphol Airport

THANK YOU VERY MUCH!

ANY QUESTIONS?????