

1) COMMERCIAL SHIPPING TRAFFIC FROM AND TO TURKEY

The commercial traffic with liner ferryboats between Trieste and Turkey has begun about 15 years ago.

Initially there was one ferryboat per week. Since then, the demand from Turkish operators to reach the E.U. has increased considerably and therefore at present there are 24 ferryboats per week leaving and coming from / to the Trieste harbour.

Ships arrive from the Turkish ports of Istanbul, Cesme, Tekirdag and Ambarli.

Regarding the origin and the typology of the goods, the commercial exchanges related to merchandise entering Italian territory involves above all products of textile industry and metal and mechanical industry, as well as agricultural and food products of Turkish origin.

The major part of those products is destined for Central Europe (Germany).

Of course, in view of the number of ferryboats and the vehicles in transit – in order to avoid the paralysis of the harbour activities of Trieste Port – it has been necessary to create and develop a procedural system with the aim, on the one hand, to speed up the administrative activity and, on the other hand, to ensure efficient controls by means of “risk analysis” (it is evident that it is impossible to check every vehicle)

2) THE PROCEDURE (ADVANCED PRESENTATION OF TIR CARNETS).

According to what I said before, in April 1998 the following procedure has been adopted thanks to the great assurance of reliability and truthfulness of the Turkish shipping Companies and of the forwarding agents involved in such traffic, but also in close co-operation between the Italian and Turkish Customs Administrations.

The procedure is as follows:

- At the departure of ships from Turkey data concerning the shipments of each vehicle are sent electronically all shipping Companies and forwarding Agents. At the same time, the corresponding TIR Carnet (with the relevant commercial documents) is sent by air with the same daily charter flights, which take the Turkish drivers to Italy;
- The TIR Carnets are delivered to Customs between 48 and 36 hours before the arrival of the ships (they are taken in charge by means of an electronic procedure), together with the arrival manifest of the ship, which will be registered at the arrival of the ferryboat;
- At this stage the “risk analysis” is performed by Customs Officers;
- After having selected the vehicles to be submitted to a closer physical and /or documental verification, the TIR Carnets concerned are taken out from all the other Carnets related to the transported vehicles;
- The unselected TIR Carnets are later submitted for official - administrative control (Carnets TIR validity, certificate of approval, authorization for international transport, etc.);
- At the berthing time and before the vehicles are being disembarked (semi-trailers) all TIR carnets (except those whose goods are to be submitted for physical examination) are delivered – via the forwarding agents – to the drivers, who can leave immediately

after their vehicles have left the Customs area.

3) **RISK ANALYSIS.**

As said before, apart from the procedure which speeds up the Customs operations (with a remarkable economic advantage for the operators) there is the Customs control in its ampler meaning of antifraud control instrument.

The system adopted provides the possibility to perform risks analysis on two different parallel levels which integrate themselves:

- On the one hand, the analysis can be performed for anti-drug and anti-smuggling of tobacco and alcohol products purposes, as well as for struggle against falsification;
- On the other hand, it enables an analytical and objective survey of the commercial traffics which transit through Trieste.

4) **THE DATA BANKS.**

The structure of the risks analysis system is based on a multiplicity of data banks composed by tables, which constitute a group of data, related to a specific topic.

There are tables for “Companies Archive”, for “uncleared TIR Carnets”, for “Customs information”, for “stolen TIR Carnets”, for “drivers grey and black lists”, for “vehicles grey and black lists” and for “suspicious goods”.

Tables are composed of many items, called records. Each record contains all information connected with the table topic. For instance in the table “uncleared” the record consists of all information concerning the registration number of the TIR Carnet in the Customs ledger, the TIR Carnet number, the vehicle plate, the holder, the sender and the addressee, the goods, the Customs office of departure, the transit Customs office and the Customs office of destination.

The above-mentioned tables furnish information, which enables an analysis of Turkish vehicles passing through the Trieste Harbour. However the heart of the system is the archive (composed of records) of the transit operations concerning the Turkish vehicles circulating under TIR regime:

Data contained in the records are:

- Registration number of the TIR Carnet; TIR Carnet number; date of arrival; name of the ship arriving in Trieste; transported goods (weight, items); holder; sender and addressee; name of the driver; plate of the vehicles (tractor and semi-trailer). All information is dispatched by e-mail by the Turkish Customs office concerned.

Then the Customs officers introduce other information concerning the reliability of the drivers, transport companies and addressees. In addition, one field is called “risk code”(it is classified in a range from 0 to 3), which points out the eventual danger of a transit.

That being stated, the system allows to identify those passages which constitute the highest risk.

It should be underlined that there is a field where the Customs officers put in information related to the previous physical controls performed on the vehicles.

It is obvious that by doing so it is possible to select in the system all vehicles checked by

Customs within a given timeframe.

5) SEARCHES. CROSS CHECKS WITH DATA BANKS.

The most interesting feature of the system consists in the various search options that it offers.

As a matter of fact you can extract data concerning hauliers, goods etc. Searches are performed by means of specific masks, which make it possible to display on the computer screen all tables with regard to the given search request.

Another basic feature of the system is the possibility to cross data from the above-mentioned tables with the TIR operations.

This utility allows the system to cross automatically the above data banks with data concerning each arrival of vehicles coming by ship from Turkey to Trieste; In such a way the system allows to identify stolen TIR Carnets, vehicles whose drivers are suspected of illegal trading or arrive for the first time, etc. Very important is information about the goods: experience has shown that low value goods or bulky goods could be used as cover for drug-trafficking.

6) CONCLUSIVE NOTES.

It has to be underlined that there is the possibility to ask the system to identify - in few seconds – for a specified period:

- hauliers and vehicles (with Transport Company name) arriving for the first time;
- goods arriving for the first time or never submitted to Customs control;
- drivers and vehicles with previous arrivals in Trieste, which have never been submitted to Customs control.

7) SUBCONTRACTORS.

From to the Italian Customs point of view the phenomenon of subcontractors form a risk factor for the TIR system. In practice it happens that a TIR Carnet holder subcontracts the transport to another (legal or natural) person. **More often than not this person has not been authorized to operate within the TIR system, in accordance with the provisions of Annex 9 – Part II of the TIR Convention.** Obviously, this situation does not apply in the case of a tractor, which has to tow a semitrailer, or of a container transported by a vehicle, which are procedures allowed within the TIR system. I refer to a regular contract concluded between the TIR Carnet holder and another person, according to which this person commits himself to performing transports with his vehicle (equipped with a load compartment) on behalf of the TIR Carnet holder.

8) STATISTICAL DATA

VEHICLES IN TRANSIT (arrivals only) IN TRIESTE HARBOUR

1998	50.775
1999	62.309
2000	86.042
2001	83.902
2002	109.189
2003	64.635 (first semester)

9) ACTIVITIES RESULTS

YEAR 1998	Seizure no. 4	Kg. 52 TLE (Finished tobacco) 6.809 counterfeit items (cosmetics, perfumes, car accessories)
YEAR 1999	Seizures no. 15	4.497 counterfeit items (clothes, watches) Kg. 125,8 TLE (Finished tobacco) Kg. 109,3 heroin Kg. 76.400 smuggled olive oil Kg. 144 smuggled lubricating oil Kg. 56,5 smuggled caviar 768 smuggled mobile phones' cases
YEAR 2000	Seizures no. 14	20.981 counterfeit articles (clothes) 7.061 smuggled trinkets items Kg. 1.034,3 TLE (Finished tobacco)
YEAR 2001	Seizures no. 11	5.627 counterfeit articles (clothes) 4.315 clothes – violation Madrid Agreement Kg. 202 TLE (Finished tobacco) Kg. 291,5 heroin (and two unsuccessful seizures connected to an international co-operation through the District Direction Antimafia of Trieste)
YEAR 2002	Seizures no. 11	34.952 counterfeit items (clothes) Kg. 2.003 TLE (Finished Tobacco) Kg. 234,1 heroin