

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
AUSTRALIAN CUSTOMS SERVICE

Question No. 168

Senator Ludwig asked the following question on 2 December 2004:

The Border Security Legislation Amendment Act 2002 made it a mandatory requirement for airline operators to provide customs with access to flight and passenger information held in the airline computer reservation and departure control system, can you outline the progress to date with respect to that and when it is envisaged that you will complete all airline operators to have that data made available?

The answer to the honourable senator's question is as follows:

As at 1 December 2004 a connection had been made to the reservation and departure control systems of 30 of the 44 airlines presently operating scheduled passenger flights into/out of Australia. Customs plans to have completed connection to the remaining 14 by December 2005.

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
AUSTRALIAN CUSTOMS SERVICE

Question No. 169

Senator Ludwig asked the following question on 2 December 2004:

Can Customs detail the value of drug detections for each category as per Fig 10 of the 2003-04 Annual Report?

The answer to the honourable senator's question is as follows:

The following table provides a very broad idea of possible "street values" based on figures from the *Illicit Drug Detection Report 2002-2003* produced by the Australian Crime Commission.

"Street Value" (A\$million)	2001-02	2002-03	2003-04
Cannabis	N/a	N/a	N/a
Cocaine	447.8	27.8	59.7
Heroin	195.1	148.4	28.7
MDMA (Ecstasy)	222.3	278.1	436.5
ATS	496.8	277.6	6.7

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
AUSTRALIAN CUSTOMS SERVICE

Question No. 170

Senator Ludwig asked the following question on 2 December 2004:

- a) How many full-time AQIS personnel are involved in the AQIS contribution to the 'Australia's Southern Ocean - Surveillance and Enforcement' program?
- b) At what APS levels are these people employed?
- c) How many part-time AQIS personnel are involved in the same program?
- d) At what APS levels are these people employed?

The answer to the honourable senator's question is as follows:

No AQIS personnel contribute to Australia's Southern Ocean Maritime Patrol and Response Program.

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
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Question No. 171

Senator Ludwig asked the following question on 2 December 2004:

- a) How many full-time Customs personnel are employed in these Container Examination Facilities?
- b) At what APS levels are these personnel employed?
- c) How many part-time Customs personnel employed in these Container Examination Facilities?
- d) At what APS levels are these personnel employed?

The answer to the honourable senator's question is as follows:

The following table provides information on the number of Container Examination Facility staff as at 31 September 2004.

Classification	Employment Status	Number
Customs Level 4 <i>APS Executive Level 1 Equivalent</i>	Full-Time	4
	Part Time	0
	Total	4
Customs Level 3 <i>APS Level 6 Equivalent</i>	Full-Time	9
	Part Time	0
	Total	9
Customs Level 2 <i>APS Level 4-5 Equivalent</i>	Full-Time	29
	Part Time	0
	Total	29
Customs Level 1 <i>APS Level 1-3 Equivalent</i>	Full-Time	73
	Part Time	5
	Total	78
Totals	Full-Time	115
	Part Time	5
	Total	120

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
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Question No. 172

Senator Ludwig asked the following question on 2 December 2004:

- a) Is it still intended that industry will bear the costs associated with the logistics operations for the facilities?
- b) What percentage of the total cost is currently borne by industry?

The answer to the honourable senator's question is as follows:

- a) The Government has funded all capital costs associated with the construction and commissioning of the Container Examination Facilities (CEF). The Government has funded all of Customs operating costs and a portion of the logistics costs of the CEFs. Industry is responsible for the costs of presenting cargo for examination by Customs under a long-standing provision of the *Customs Act 1901*.
- b) In 2004-05, the CEF component of the Import Processing Charge is projected to raise \$18.2 million, while the actual cost of logistics is estimated to be between \$27 million and \$30 million. This means that industry will contribute between 61% and 67% towards the CEFs' logistics costs for 2004-05.

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
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Question No. 173

Senator Ludwig asked the following question on 2 December 2004:

Can the Department offer an explanation of why Customs fell 1% short of its target of processing arriving international air passengers through the entry control point (ECP) within 30 minutes? Exactly how many passengers does this percentage represent?

The answer to the honourable senator's question is as follows:

- Customs recorded an overall facilitation rate in the 2003-04 Annual Report of 94%. It is not possible to calculate from this exactly how many passengers were processed outside the 30 minute standard.
- Customs fell short of its target of processing international air passengers through the ECP within 30 minutes as a result of the following factors:
 - Sydney and Melbourne airports both had a significant increase in international passenger numbers and this trend is likely to continue. Passenger numbers at these airports for 2003-04 increased by 10.3% over 2002-03.
 - The rate of growth following a significant downturn in passenger numbers in previous years was difficult to predict and was challenging for Customs to respond with appropriate staff recruitment.
 - Off schedule aircraft arrivals regularly require the processing of significantly more passengers than expected in particular time slots. This negatively impacts on facilitation rates.

SENATE LEGAL AND CONSTITUTIONAL LEGISLATION COMMITTEE
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Question No. 174

Senator Ludwig asked the following question on 2 December 2004:

Can the Department explain why Customs has underestimated:

- a) the number of international air and sea departures
- b) the number of international air and sea arrivals
- c) the number of international air and sea crew arrivals
- d) the number of international air and sea crew departures

The answer to the honourable senator's question is as follows:

Customs estimates the number of air and sea arrivals and departures as part of the portfolio budget statement (PBS) process each year. The process is performed in the March preceding the financial year for which the data is required.

Customs estimates the number of arriving and departing travellers in all categories by using both Customs long term data on traveller numbers and forward estimates produced by the Tourism Forecasting Council (TFC). The TFC forecasts account for factors such as global and domestic economic trends and international events.

Actual traveller numbers for the 2001/02 and 2002/03 financial years were below Customs forecasts. International terrorism and health epidemics (such as SARS) had a negative impact on international travel, creating volatility in the international travel environment. This volatility has made traveller numbers difficult to predict.

A more stable international environment led to a stronger than expected resurgence in international travel during the 2003/04 financial year.