

Authorized Economic Operator Security Vetting Items and Validation Criteria

I. Management Organization

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) A supply chain security (hereinafter referred to as SCS) management organization must be established to carry out Security and Safety Authorized Economic Operator (hereinafter referred to as AEOS) program.	V	V	V	V	V	V	V			
(II) The implementation of AEOS program must be supervised by senior manager.	V	V	V	V	V	V	V			
(III) An auditing unit must be established to audit SCS related operation on measures and procedures.	V	V	V	V	V	V	V			
(IV) Management organization must fully understand and properly propagandize laws and regulations relevant to SCS.	V	V	V	V	V	V	V			

Note: E: Exporter
B: Customs Broker
S: Sea Carrier

I: Importer
W: Warehouse Operator
P: Port Terminal Operator

M: Manufacturer
H: Highway Carrier

F: Freight Forwarder
A: Air Carrier

II. Consultation, Cooperation and Communication

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) SCS specialists: At least two staff members who have passed the AEOS SCS training conducted by the Customs or other organizations authorized by the Customs must be designated to take charge of the company's SCS operations.	V	V	V	V	V	V	V			
(II) Customs communication and consultation window: Must establish a specific accessible communication window to facilitate communication and consultation with Customs.	V	V	V	V	V	V	V			

III. Physical and Premises Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Building structure: 1. Buildings must be constructed of materials that resist unlawful entry.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
2. The integrity of structures must be maintained by periodic inspection and repair. The results must be documented.	V	V	V	V	V	V	V	V	V	V
(II) Proper fencing:										
1. The exterior of Cargo handling area (refer to areas that raw materials, semi-finished goods and finished goods being processed, assembled, and packed) and storage facilities must be surrounded by appropriate fencing.	V	V	V	V		V				V
2. Interior fencing must be used to segregate raw materials, finished goods, and hazardous items.	V	V	V	V		V				V
3. All fencing must be maintained by periodic inspection and repair. The results must be documented.	V	V	V	V		V				V
(III) Segregation of secure areas: Secure areas must be segregated to facilitate management.	V	V	V	V	V	V	V	V	V	V
(IV) Locking devices and key controls: All external and internal windows, fences and gates must be secured with locking devices or other security compliance alternatives. Management or security personnel must control the issuance of all locks and keys.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(V) Lighting: Adequate lighting must be provided inside and outside the facility including the following areas: entrances and exits, cargo handling and storage areas, fence lines and parking areas (if necessary).	V	V	V	V	V	V	V	V	V	V
(VI) Alarms and video surveillance systems: Alarm and video surveillance systems must be utilized to monitor premises and prevent unauthorized access to cargo handling and storage areas.	V	V	V	V	V	V	V	V	V	V
(VII) Security personnel: Designated employees or the outsourced security company must be responsible for security.	V	V	V	V	V	V	V	V	V	V

IV. Access Control

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Gate control: 1. Vehicles/personnel entering or exiting gates must be properly controlled.	V	V	V	V	V	V	V	V	V	V
2. The number of gates must be kept to the minimum necessary for proper access and safety.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(II) Personnel access identification system:										
1. Employee identification system:										
(1) An employee identification system must be in place to carry out positive identification and access control.	V	V	V	V	V	V	V	V	V	V
(2) Employees must only be given access to those secure areas needed for the performance of their duties.	V	V	V	V	V	V	V	V	V	V
(3) The issuance and removal of employee identification badges must be adequately controlled.	V	V	V	V	V	V	V	V	V	V
(4) Procedures for the issuance, removal and changing of access devices (e.g. keys, key cards, etc.) must be documented.	V	V	V	V	V	V	V	V	V	V
2. Visitor identification system:										
(1) Visitors (including suppliers) must present photo identification for documentation purposes upon arrival.	V	V	V	V	V	V	V	V	V	V
(2) All visitors must be escorted and visibly display temporary identification.	V	V	V	V	V	V	V	V	V	V
(3) Proper vendor ID verification mechanism must be in place.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(III) Screening mechanism of arriving packages (including mail): Arriving packages and mail must be screened before being disseminated.	V	V	V	V	V	V	V	V	V	V
(IV) Parking: Vehicles must only be parked in designated areas or spaces of secure areas (if necessary).	V	V	V	V	V	V	V	V	V	V
(V) Suspicious personnel: Procedures must be in place to report unauthorized access and unlawful entry.	V	V	V	V		V	V			V
(VI) Challenging and removing unauthorized persons: Procedures must be in place to identify, challenge and address unauthorized/unidentified persons.	V	V	V	V	V	V	V	V	V	V
(VII) Additional physical access control measures for sea carriers:										
1. Access controls to vessels and cargo facilities:										
(1) Procedures for access controls of employees and visitors must be in place to prevent unauthorized entry to vessels and cargo facilities as well as to protect company assets.									V	
(2) Access controls must include the positive identification of all employees, visitors, service providers, government officials and vendors at all secure access points of entry.									V	

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(3) Shore employees and service providers must only have access to those areas of the vessel where they have legitimate business. Vessel and facility access controls are governed by International Ship and Port Security Code (hereinafter referred to as ISPS) and the Maritime Transportation Security Act (hereinafter referred to as MTSA).									V	
2. Controlling vessel boarding and disembarking:										
(1) Consistent with the vessels' ISPS security plan, all crew, employees, vendors and visitors may be subject to a search when boarding or disembarking vessels.									V	
(2) A vessel visitor log must be maintained and a temporary visitor pass must be issued as required by the vessels' security plan.									V	
(3) All crewmembers, employees, vendors and visitors, including government officials, must display proper identification, as required by the applicable ISPS/MTSA security plan.									V	

V. Employee Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Requiring maintaining an employee list: Maintain a current employee list for internal and governmental checks.	V	V	V	V	V	V	V	V	V	V
(II) Requiring pre-employment verification: Application information, such as employment history and references must be verified prior to employment.	V	V	V	V	V	V	V	V	V	V
(III) Conducting background checks/investigations for prospective employees: An appropriate background check/investigation mechanism must be in place for prospective employees according to the sensitivity of specific work items, without violating the basic rights protected by laws and regulations.	V	V	V	V	V	V	V	V	V	V
(IV) Conducting investigations for current employees: Companies must conduct periodic investigations for employees with sensitive positions or abnormal social activities or financial status.	V	V	V	V	V	V	V	V	V	V
(V) Requiring denying access to terminated or transferred employees: Companies must have procedures in place to remove identification; facility and system access for terminated or transferred employees.	V	V	V	V	V	V	V	V	V	V

VI. Procedural Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Security measures must be in place to ensure the integrity and security of processes relevant to the transportation, handling, and storage of cargo in the supply chain.	V	V	V	V	V	V	V	V	V	V
(II) Requiring information accuracy:										
1. Requiring proper document management procedure:										
Proper documentation management procedure must be in place to ensure that all documentation used in the clearing of cargo, is legible, complete, accurate and protected against the exchange, loss or introduction of erroneous information.	V	V	V	V	V	V	V	V	V	V
2. Requiring accurate and timely manifest procedures:										
(1) To help ensure the integrity of cargo received from abroad, procedures must be in place to ensure that information received from business partners is reported accurately and timely as well as declared in the time limit regulated by customs.		V	V	V	V	V	V	V	V	V
(2) To accurately provide export cargo pre-arrival information, procedures must be in place to provide business partners information accurately and timely as well as declare in the time limit regulated by customs.	V		V	V		V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
3. Requiring shipping and receiving information against the cargo manifest (bill of lading):										
(1) Import/Export cargo must be reconciled against the information on the bill of lading.	V	V	V	V	V	V	V	V	V	V
(2) The weights, labels, marks and piece count of the import/export cargo must be accurately indicated.	V	V	V	V	V	V	V	V	V	V
(3) Import/export cargo must be verified against purchase or delivery orders.	V	V	V	V	V	V	V	V	V	V
(4) Drivers delivering or receiving cargo must be positively identified before cargo is received or released.	V	V	V	V	V	V	V	V	V	V
4. Resolving and reporting cargo discrepancies:										
(1) All shortages, overages, and other significant discrepancies or anomalies must be resolved and/or investigated appropriately.	V	V	V	V	V	V	V	V	V	V
(2) Customs and/or other appropriate law enforcement agencies must be notified if illegal or suspicious activities are detected – as appropriate.	V	V	V	V	V	V	V	V	V	V
(III) Requiring additional procedural security measures for Customs brokers:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>1. Document processing:</p> <p>To ensure that all information provided by the importer/exporter, freight forwarder, etc., and used in the clearing of cargo, is legible and protected against the exchange, loss or introduction of erroneous information.</p>					V					
<p>2. Ensuring consistent of information:</p> <p>Ensuring the consistency of information transmitted to Customs through the automatic clearance system with the information that appears on the transaction documents provided to the broker.</p>					V					
<p>3. Ensuring completed/clear documentation:</p> <p>Review of documentation for completeness and clarity and contracting the business partner or importer/exporter, as necessary, to obtain corrected documentation or information.</p>					V					
<p>4. Ensuring error-reporting procedures:</p> <p>To extent such information comes to the broker's attention, alerting the importer/exporter of its obligation to notify Customs and/or shortages and overages of cargo that create a security risk in the supply chain.</p>					V					
(IV) Requiring additional procedural security measures for sea carriers:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>1. Complying with “Notice of Arrival and Departure” requirements for sea carriers: Sea carriers must ensure compliance with “Notice of Arrival and Departure” requirements so that accurate, timely and advanced transmission of data associated with international passengers and crew is provided to government agencies and Customs.</p>									V	
<p>2. Providing BAPLIEs on request: At the request of Customs, sea carriers will provide a requested BAPLIE and/or stowage plan, in a format readily available.</p>									V	
<p>3. Such requests will be made on a voyage specific basis when Customs requires additional voyage information and will be honored by the sea carrier in a timely manner.</p>									V	

VII. Business Partner Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>(I) Requiring written procedures for selecting business partners:</p> <p>Taking supply chain security into consideration, the company must have written and verifiable process, including the capability of financial soundness and compliance with the safety requirement set by the contracts as well as the capability of detection and correction of safety defects, for the selection of business partners.</p>	V	V	V	V	V	V	V	V	V	V
<p>(II) Requiring documentation of partners' AEOS certification:</p> <p>For those business partners eligible for AEOS certification, the company must get those business partners' copies of certification.</p>	V	V	V	V	V	V	V	V	V	V
<p>(III) For non-AEOS partners, requiring written confirmation of meeting AEOS-equivalent security criteria:</p>										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>1. Requiring business partners without AEOS certificate to provide one of the following written documents demonstrating their compliance with security criteria:</p> <p>(1) Contractual document.</p> <p>(2) A completed self-assessment security questionnaire from the applicant.</p> <p>(3) A written statement from the business partner demonstrating their compliance with AEOS security criteria.</p> <p>(4) Senior business partner officer attesting to compliance.</p> <p>(5) Documents from the business partners demonstrating their compliance with an equivalent and accredited security program administered by a foreign Customs authority.</p> <p>(6) A certificate issued by the domestic or foreign third-party security validation institution, which is publicly accepted by the Directorate General of Customs, Ministry of Finance.</p>	V	V	V	V	V	V	V	V	V	V
<p>2. Based upon a documented risk assessment process, non-AEOS eligible business partners must be subject to verification of compliance with AEOS security criteria by the applicant.</p>	V	V	V	V	V	V	V	V	V	V
<p>(IV) Ensuring business partners develop security process and procedures consistent with AEOS security criteria to enhance the integrity of the shipment at point of origin.</p>	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(V) Periodic reviews of business partners' processes and facilities must be conducted based on risk, and must maintain the security standards required by the company.	V	V	V	V	V	V	V	V	V	V
(VI) Requiring assessment against a risk-based process as determined by a business partner management team.	V	V	V	V	V	V	V	V	V	V
(VII) Additional partner vetting processes for air carriers:										
1. Requiring periodic reviews of business partners' security procedures at point of origin.								V		
2. AEOS air carriers must ensure business partners develop security processes and procedures consistent with the AEOS security guidelines to enhance the integrity of the shipment at point of origin.								V		
3. Requiring screening and selecting service providers.								V		
4. The AEOS air carrier must have documented service provider screening and selection procedures to screen the contracted service provider for validity, financial soundness, ability to meet contractual security requirements, and the ability to identify and correct security deficiencies as needed.								V		

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
5. Service provider procedures must utilize a risk-based process as determined by an internal management team.								V		
6. Screening customers based on the following items:										
(1) The AEOS air carrier must have documented procedures to screen new customers for validity, financial soundness, the ability of meeting contractual security requirements, and the ability to identify and correct security deficiencies as needed.								V		
(2) Customer screening procedures must utilize a risk-based process as determined by an internal management team.								V		
(VIII) Additional partner vetting processes for sea carriers:										
1. Requiring written procedures for screening new customers.									V	
2. For new customers to whom they issue bills of lading, sea carriers must have written or web-based procedures if it's necessary for further detection.									V	
3. These procedures must also include a referral to Customs or other competent authorities for further review.									V	

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
4. The sea carrier must work with Customs to identify specific information regarding what factors, practices or risks are relevant.									V	

VIII. Cargo Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Cargo receiving management:										
1. Establishing procedures for the control of cargo receiving:										
(1) Requiring designated employees in contact with the delivery driver and in charge of cargo receiving.	V	V	V			V				
(2) Requiring registering and verifying shipping documents on cargo and documents required by the Customs.	V	V	V			V				
(3) Requiring recording the completion of inspection and the result.	V	V	V			V				

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(4) Requiring active notifying procurement and administration departments of the completion of receiving cargo.	V	V	V			V				
(5) Requiring delivering cargo to the designated areas to prevent the cargo from being unsupervised.	V	V	V			V				
2. Inspecting the seals on cargo delivered: Procedures of inspecting seals must be in place for verifying the intact of the seals when receiving cargo.	V	V	V			V				
3. Designating storage areas with marks: Requiring designated cargo storage areas being clearly marked.	V	V	V			V				
4. Making an inventory or weighing: Standard operation procedures must be in place for making an inventory or weighing of the cargo.	V	V	V			V				
5. Management procedures of cargo receiving:										
(1) Management procedures of cargo receiving must be in place.	V	V	V			V				
(2) Requiring needed documents, arriving time and designated management personnel for cargo receiving.	V	V	V			V				
(3) Requiring verifying cargo based on purchase order and cargo list.	V	V	V			V				

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(4) Requiring completing storage registration right after receiving the cargo.	V	V	V			V				
6. Internal control procedures:										
(1) Internal control procedures must be in place for dealing with anomalies or discrepancies of cargo receiving.	V	V	V			V				
(2) Requiring different departments or personnel being in charge of ordering (procurement), receiving and registering (warehouse management), and payment (disbursement).	V	V	V			V				
(II) Cargo storage management:										
1. Designating cargo storage areas: Requiring designating areas for cargo storage.	V	V	V			V				
2. Internal control procedures:										
(1) Procedures for inventory handling must be in place.	V	V	V			V				
(2) Procedures for dealing with anomalies or discrepancies must be in place.	V	V	V			V				
3. Separating storage for different cargo:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(1) Requiring separated storage for different types of cargo (e.g. hazardous cargo, damaged cargo, chemicals etc).	V	V	V			V				
(2) Requiring registering on the logistics management system when the cargo is delivered to the storage area.	V	V	V			V				
4. Additional security measures for receiving cargo: Requiring security measures or additional security methods to protect cargo against access of unauthorized personnel.	V	V	V			V				
5. Authorization level for different type of employees: Requiring only designated staff and authorized personnel are allowed to access storage areas and cargo.	V	V	V			V				
(III) Management of cargo production:										
1. Designating production areas:										
(1) Requiring designating areas for production.			V							
(2) Requiring security measures and designating management personnel to ensure the integrity and security of cargo if it is outsourced.			V							

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
2. Internal control procedures:										
(1) Securing production procedures to ensure the integrity and security of cargo in the process of production.			V							
(2) Requiring only designated technicians, authorized personnel or supervisors are allowed to access cargo.			V							
(3) Requiring a system or designated employees to supervise the process of production.			V							
(4) Requiring different departments in charge of manufacturing and production procedures.			V							
3. Additional security measures for access to cargo: Requiring security measures or additional security methods in the process of production to protect cargo from the access of unauthorized personnel.			V							
4. Employee authorization level and classification: Requiring only designated technicians and authorized personnel are allowed to access cargo.			V							
5. Quality inspection: Quality inspection procedures must be in place to ensure the security and integrity of cargo.			V							
(IV) Loading management:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
1. Routine check of cargo:										
(1) Requiring designated personnel in contact with the delivery driver and in charge of cargo loading.	V		V			V				
(2) Requiring registering and verifying the shipping documents on cargo and the documents required by the Customs.	V		V			V				
(3) Requiring verifying cargo, shipping documents on cargo and the documents required by the Customs.	V		V			V				
(4) Requiring recording the completion of inspection and the result.	V		V			V				
(5) Sales and administration department must be actively notified of the cargo status as it is shipped out of the company.	V		V			V				
2. Loading supervision: Requiring designating personnel in charge of supervising the loading of cargo.	V		V			V				
3. Consistent marking: Requiring cargo to be shipped must be consistently marked and stored in designated areas.	V		V			V				

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
4. Weighing cargo with record: Operation procedures must be in place for making an inventory and weighing cargo with record.	V		V			V				
5. Management process of cargo loading and delivery:										
(1) Requiring needed documents, time and management personnel for cargo loading, and they must be consistent with shipping record of warehouse management.	V		V			V				
(2) Requiring verifying cargo based on shipping list.	V		V			V				
(3) Requiring completing the shipping registration as the cargo is shipped from the company and consistent with the shipping record of warehouse management.	V		V			V				
6. Sealing of the cargo to be shipped: Requiring verifying and sealing export cargo to be shipped in accordance with Customs regulations.	V		V			V	V		V	
7. Internal control procedures: Internal control procedures must be in place for dealing with anomalies or discrepancies of cargo to be shipped.	V		V	V	V	V	V		V	
(V) Management of cargo to be exported:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
1. Security measures must be in place for export cargo delivered by trucks, bonded trucks, bonded cartons, or containers to export warehouses, terminal operators, or export ports to protect against loss, theft, or damage.										
(1) The seals for containerized export cargo must meet the current ISO PAS 17712 standards for high security seals (e.g. electronic seal).	V		V	V			V		V	
(2) Requiring using seals issued or authorized by Customs for export cargo shipped by bonded trucks or bonded cartons.	V		V	V			V		V	
(3) Proper security measures for export cargo delivered by truck must be in place to ensure cargo security.	V		V							
2. Requiring drivers to check the integrity of seals and record the result before delivering export cargo.	V		V			V	V			
(VI) Maintaining logistics data: Ensuring the integrity and correctness of the content of the documents/electronic data of cargo transaction, logistics, and Customs clearance with a mechanism to protect against tampering, exchange, or loss.	V	V	V	V	V	V	V	V	V	
(VII) Additional container security requirements for warehouses:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
1. Requiring complying with relevant regulations governing Customs management of warehouses (e.g. warehouses, bonded warehouses, logistics centers, terminal operators, etc.)						V				
2. Standard operation procedures must be in place for controlling the storage, withdrawal, and transfer of container/cargo.						V				
3. Security measures for cargo storage areas must be in place to protect against the access of unauthorized personnel.						V				
4. Adequate measures must be in place to protect against unauthorized movement, exchange, or damage.						V				

IX. Container Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Requiring secure container storage: Containers must be stored in a secure area to prevent unauthorized access and/or manipulation.			V	V		V	V		V	V
(II) Requiring container integrity at point of stuffing:										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
1. Container integrity must be maintained to protect against the introduction of unauthorized material and/or persons.	V	V	V	V		V	V		V	V
2. At the point of stuffing, procedures must be in place to properly seal and maintain the integrity of the shipping containers.	V	V	V	V		V	V		V	V
(III) Transmission of container/cargo movement message: Requiring relevant business of import, export, transit and transshipment transmitting container information to the Dynamic Tracking System of Containers (Cargoes) in accordance with “Operational Directions for the Dynamic Tracking System of Containers (Cargoes)”.	V	V	V	V		V			V	V
(IV) Container security:										
1. Inspective Procedures must be in place to verify the physical integrity of the container structure prior to stuffing, to include the reliability of the locking mechanisms of the doors.	V		V			V	V		V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>2. A seven-point inspection process is required for loaded containers.</p> <p>(1) Inside/outside doors</p> <p>(2) Front wall</p> <p>(3) Left side</p> <p>(4) Right side</p> <p>(5) Floor</p> <p>(6) Ceiling/Roof</p> <p>(7) Outside/undercarriage</p>	V		V		V	V			V	V
<p>(V) Requiring ISO PAS 17712 standard high security seals:</p> <p>All seal must meet ISO PAS 17712 or exceed ISO PAS 17712 standards for high security seals (e.g. electronic seal).</p>	V	V	V	V		V	V		V	V
(VI) Controlling container seals:										
1. Written procedures must stipulate how seals are to be controlled and affixed to loaded containers.	V	V	V	V		V	V		V	V
2. Procedures must be in place for recognizing and reporting compromised container seals and/or containers to Customs.	V	V	V	V		V	V		V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
3. Requiring designated units or employees to distribute container seals and record the use of seals for integrity purposes.	V	V	V	V		V	V		V	V
(VII) Management of empty containers: Requiring a mechanism (including designated areas, periodic patrol, etc.) to protect against unauthorized access.	V	V	V			V	V	V	V	V

X. Conveyance Security

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Requiring maintaining management procedures for security of conveyance (e.g. trucks, vessels, aircrafts etc.):										
1. Procedures must be in place for preventing unauthorized entry into conveyance to ensure conveyance security.							V	V	V	
2. Security measures for conveyance:										
(1) Requiring periodic search of internal/external cargo hold for suspicious persons or goods.							V	V	V	

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(2) Securing all internal/external compartments, or walls/doors of vessels and aircraft.								V	V	
(3) Procedures must be in place to address unauthorized entry or other illegal cases.							V	V	V	
(4) Procedures must be in place to address unmanifested goods in vessels or aircraft.								V	V	
3. Routes for receiving and delivering cargo must be predetermined.							V			
4. Ensuring confidentiality of the cargo to be loaded and the planned routes and destinations.							V			
5. Management procedures must be in place for keys, parking areas, fueling, and unplanned stops.							V			
6. Procedures must be in place for reporting incidents or emergencies.							V	V	V	
7. Procedures must be in place for reporting anomalies of cargo or seals.							V	V	V	
(II) Additional security requirements for air carriers:										
1. Requiring procedures for maintaining aircraft integrity.								V		
2. Aircraft integrity must be maintained to protect against the introduction of unauthorized personnel and material.								V		

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
3. Conveyance security procedures must include the physical search of all readily accessible areas, securing all internal/external compartments and panels and reporting cases in which unmanifested materials or signs of tampering are discovered.								V		
(III) Requiring additional security measures for highway carriers:										
1. Requiring conveyance tracking and monitoring procedures:										
(1) En route conveyance security: Highway carriers must ensure that conveyance and trailer integrity is maintained while the conveyance is en route transporting cargo to export/import points or import/transit containers by utilizing a tracking and monitoring activity log or records.							V			
(2) Predetermined routes and random security checks: Predetermined routes must be identified by the dispatcher, and procedures must consist of random route checks along with documenting and verifying the length of time between the loading point/trailer pickup and the delivery destinations.							V			
(3) Notification of route delays: Drivers must notify the dispatcher of any route delays due to weather, traffic and/or rerouting.							V			

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>(4) Periodic, random and documented checks by carrier management:</p> <p>Highway carrier management must perform a documented, periodic, and random verification process to ensure the logs are maintained and conveyance tracking and monitoring procedures are being followed and enforced.</p>							V			
<p>2. Conveyance inspection procedures:</p>							V			
<p>(1) Using a checklist for conveyances inspection:</p> <p>Using a checklist, drivers must be trained to inspect their conveyances for security.</p>							V			
<p>(2) Training in conveyance searches:</p> <p>The company must conduct training in conveyance searches and be a part of the company's on-the-job training program.</p>							V			
<p>(3) Inspecting conveyance upon both entering and exiting truck yard:</p> <p>Conveyance inspections must be completed upon entering and departing from the truck yard and at the last point of loading prior to export and/or import.</p>							V			

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
<p>(4) Random search by security managers:</p> <p>To counter internal conspiracies, supervisory personnel or a security manager, held accountable to senior management for security, must search the conveyance after the driver has conducted a search.</p>							V			
<p>(5) Searches must be random, documented, and based on risk.</p>							V			
<p>(6) Searches must be conducted at the truck yard and after the truck has been loaded and en route to import and/or export.</p>							V			
<p>(IV) Highway carrier must require the following additional security measures for bonded trucks:</p>										
<p>1. Requiring secure bonded trucks storage:</p> <p>Bonded trucks must be stored in a secure area to prevent unauthorized access and/or manipulation. Procedures must be in place for reporting unauthorized entry into or storage in correct areas.</p>							V			
<p>2. Requiring bounded truck seals:</p>										
<p>All seals must be approved by the Customs and applied on the bonded truck doors.</p>							V			
<p>3. Requiring procedures for treatment of goods in transit:</p>										

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(1) Clearly defined written procedures must stipulate the seals control in the highway carrier's possession during transit.							V			
(2) These written procedures must be briefed to all drivers.							V			
(3) There must be a mechanism to ensure that these procedures are implemented properly.							V			
4. Requiring procedures for treatment of goods in transit include:										
(1) Verifying that the seal is intact, and if it exhibits evidence of tampering along the route.							V			
(2) Verify that the seal number is the same as stated on the shipping documents.							V			
(3) Properly documenting the number of original and replaced seals.							V			
(4) The driver must immediately notify the dispatcher that the seal was broken, by whom; and the number of replaced seal that is placed on the bonded truck.							V			
(5) The carrier must immediately notify the relevant partners or customs the number of replaced seal.							V			
(V) Additional security requirements for port terminal operators:										
1. Requiring protecting conveyance against tampering.										V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
2. Conveyance/vessel integrity must be maintained to protect against the introduction of unauthorized personnel and material.										V
3. Conveyance/vessel security procedures must include the physical search of all readily accessible areas, securing all internal/external compartments, panels and reporting cases in which unmanifested materials or signs of tampering are discovered.										V
4. Requiring full collaboration with other business entities at ports on matters such as inspection of conveyance, transmission of real-time trade data, container (cargo) status and high-risk targets.										V
5. While at port, the pier and waterside of vessel must be adequately illuminated and limited shore employees and service providers to those areas of the vessel where they have legitimate business.										V
6. Requiring constant contact with CSI local representatives to discuss supply chain security issues with further improvement in which the international port is deployed with CSI representatives.										V

XI. Information Technology Security

Validation Criteria	E	I	Supply Chain Related Operator							
			M	F	B	W	H	A	S	P
(I) Information security management:										
1. Procedures of information security management must be in place to prevent information system from unauthorized access or misuse.	V	V	V	V	V	V	V	V	V	V
2. Automated systems can only be accessed with individually assigned accounts, and they must be protected with passwords that must be changed periodically.	V	V	V	V	V	V	V	V	V	V
3. IT security policies, procedures and standards must be in place and provided to employees in the form of annual training.	V	V	V	V	V	V	V	V	V	V
(II) Requiring IT accountability:										
1. A system must be in place to identify the abuse of IT including improper access, tampering or the altering of business data.	V	V	V	V	V	V	V	V	V	V
2. All irregularities of system violators must be subject to appropriate disciplinary.	V	V	V	V	V	V	V	V	V	V
(III) Information (including documents) classification and control:										
1. Requiring mechanisms for classifying and managing information based on its sensitivity and priority.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	E	I	Supply Chain Related Operator								
			M	F	B	W	H	A	S	P	
2. Requiring securing or encrypting for sensitive and priority information with periodic audit based on the condition of its use.	V	V	V	V	V	V	V	V	V	V	
3. The access and management of information must include computer permission and information protection.	V	V	V	V	V	V	V	V	V	V	
(IV) Information backup and recovery: Data backup and recovery procedures must be in place to protect against information loss.	V	V	V	V	V	V	V	V	V	V	

XII. Security Training and Threat Awareness

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Establishing a threat awareness program:										
1. A threat awareness program must be established and maintained for employees to foster awareness of the threat at each point in the supply chain.	V	V	V	V	V	V	V	V	V	V
2. Employees must be made aware of the procedures the company has in place to address a situation and how to report it.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
3. Additional training must be provided to employees in the shipping and receiving areas, as well as those receiving and opening mail.	V	V	V	V	V	V	V	V	V	V
(II) Developing supply chain security training for employees: Specific training must be offered to assist employees in maintaining cargo integrity, recognizing internal conspiracies, and protecting access controls.	V	V	V	V	V	V	V	V	V	V
(III) Supply chain security training of employees must include the following items:										
1. Security policy of the company.	V	V	V	V	V	V	V	V	V	V
2. Potential risk to internal security of the company.	V	V	V	V	V	V	V	V	V	V
3. Maintaining cargo security.	V	V	V	V	V	V	V	V	V	V
4. Access control measures of the company.	V	V	V	V	V	V	V	V	V	V
5. Identifying and reporting suspicious cargo and personnel.	V	V	V	V	V	V	V	V	V	V
(IV) Keeping records of security training: Requiring establishing educational methods of security training and keeping records of security training for the checks conducted by the Customs.	V	V	V	V	V	V	V	V	V	V
(V) These programs must offer incentives for active employee participation.	V	V	V	V	V	V	V	V	V	V

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(VI) Conveyance management personnel must receive training in conveyance maintenance and cargo security.	V	V	V			V	V	V	V	V
(VII) Additional security awareness requirements for sea carriers:										
1. Having mechanism for identifying and reporting security protocol shortcomings.									V	
2. When finding shortcoming or identifying security incidents in security assessments and improvements, the carrier must ascertain what led to the breakdown and to formulate remedial measures as well as circulate to the Customs.									V	
3. If Customs considers that the security incident raises substantial impact or a security weakness requires substantial remediation, the carrier's senior management needs to identify appropriate remedial measures to be taken and circulate to Customs.									V	

XIII. Incident Prevention and Handling

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Incident reporting: All anomalies of loading/unloading and other violations of security management must be reported to Customs and internal units.	V	V	V	V	V	V	V	V	V	V
(II) Mechanism of risk management: The mechanism of risk management must be in place to deal with serious incidents or emergencies.	V	V	V	V	V	V	V	V	V	V
(III) Incident drill:										
1. Periodic incident drill and test must be held.	V	V	V	V	V	V	V	V	V	V
2. The mechanism of the drill must be updated when the internal operation or organization alters.	V	V	V	V	V	V	V	V	V	V
(IV) Incident investigation procedures and analysis: Investigation procedures must be in place for the occurred incidents to identify the causes and revise the mechanism of incident prevention and handling to protect against the recurrence.	V	V	V	V	V	V	V	V	V	V

XIV. Assessment and Improvement

Validation Criteria	Supply Chain Related Operator									
	E	I	M	F	B	W	H	A	S	P
(I) Security assessment:										
1. Requiring conducting self-assessment annually based on the security criteria announced by the Customs.	V	V	V	V	V	V	V	V	V	V
2. Requiring conducting periodic risk assessment regarding the company's operation in supply chain security and establishing the appropriate mechanism to reduce risk.	V	V	V	V	V	V	V	V	V	V
(II) Keeping records of security assessment:										
Requiring designated personnel in charge of security assessment and relevant complete documentation.	V	V	V	V	V	V	V	V	V	V
(III) Continuous security management:										
Requiring a security management mechanism in accordance with assessment results and recommendations for possible enhancements to be incorporated in a plan to ensure its continuity and soundness.	V	V	V	V	V	V	V	V	V	V