



Office of the Comptroller to commission new Customs Logo

The Customs and Excise Department will soon operate under the seal of a new logo. At present, the department has been using the national Coat of Arms as its seal.

Comptroller of Customs, Mr. Rodney Harris has commissioned Mr. Ervin Welsh of Beyond Timeless to produce a symbol of Customs' dual roles of revenue collection and border protection.

Comptroller Harris said that the new insignia will usher the department

into a new era in which the overall image of the department will be refocused and rebranded.

Mr. Welsh brings to the task a wealth of experience gathered from creating the logos of many of businesses and civic organizations.

Welsh said he is determined to reflect the department's traditional role as gatekeepers in his final product which he is certain will showcase the pride of Customs officers and the nation .

The Office of the Comptroller is prepared to launch the new logo in the final quarter of 2012, where all Customs materials, including vehicles, letterheads and marquis will be rebranded.



Customs logo, currently under revision.

What is LANCE?

DEFINITION: A long weapon for thrusting, used by a horseman in charging.

As the Customs and Excise Department seeks to rebrand and refocus, this new quarterly newsletter, **Lance**, will be circulated to keep all Customs Officers, Customs Brokers and importers abreast of the happenings at the department.

The Acronym **Lance** represents the *Legislations and Announcements Newsletter of Customs and Excise*. The expressed aims of the publication are to present timely Customs information on a quarterly basis and to systematically build staff capacity through discussions of the legislations that empower the department and the ongoing innovations that assist Customs Departments, the world over to improve the services they give to travellers and importers at the respective borders.

Borrowing from the metaphor of the ancient implement of war, **Lance** promises to be a pointed, or relevant, publication which will be the focus of education and entertainment for our officers and our trade facilitation partners.

Lance will also include articles and news items in business news and from Customs departments around the world and the World Customs Organization. It will highlight the work of Customs Officers; their promotions and rotations, training received and reports on meetings attended.

The training schedule for each quarter will be found in the current issue in order that officers can apply to the Training Division for consideration where there are interests.

There will be a section that explains Customs related laws, polices and protocols to foster that continual learn-

ing environment that sharpens the mind and builds capacity.

Lance is also about fun and fellowship. There will be an announcement of the birthdays of officers each quarter. Additionally, the newsletter will feature fun sections of puzzles and humour.

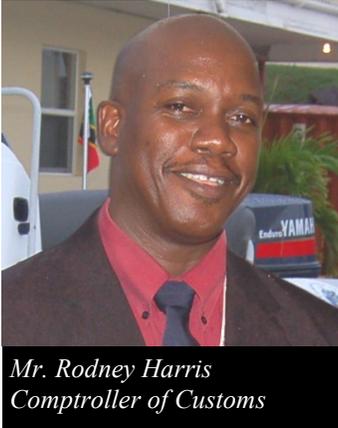
The Customs Sports Club will not be left out as this arm of the department will be given space to report on and to forecast its activities. In doing so, the general body will be kept up to date.

With **Lance**, the reader always get it straight; information will continue to be at the finger tips of the reader.

Do enjoy reading this and all issues of **Lance**. Share them with your friends and neighbours, or make them your cherished collectors item.

You too can contribute information by emailing us at lance@skncustoms.com.

Pen of the Comptroller



*Mr. Rodney Harris
Comptroller of Customs*

It is with great pleasure that I take this opportunity to say a few words on this venture; our very first issue of a Customs and Excise information quarterly publication, **Lance** a newsletter that will prove to be timely.

It emerges at a time when information is ferociously being pursued by a wide cross section of the Kittitian and Nevisian community, at home and abroad. At the same time, the

media is seeking to gather and disseminate information in all its forms; information which eventually will produce the substance used to educate the nation.

The Customs and Excise Department is tasked with the responsibilities of protecting the country's borders and collecting taxes on goods imported into the country. These tasks we earnestly strive to carry out as guided by the Customs Control and Management Act No. 4 of 1992, the Harmonised Tariff and our mission statement.

These major responsibilities must not only seem to be done but of necessity must be seen done. **Lance**, therefore, will showcase our achievements.

The world over, has changed dramatically over a short period of time and continues to change. In this information driven age, we have seen the high demand for professional, timely and transparent operations.

It is our duty as a department to become

the kind of trade facilitator that is advocated by the World Trade Organization.

Customs will play a significant role to meet the high expectations of the trading community and as such, we hope that this publication will become an additional source of learning that will assist in better preparing our officers to provide excellent service as trade facilitators.

I recall the idea of a publication was raised some time ago during a reform effort by Crown Agents. The suggestion was made that a circulation should be published that would highlight the performances of the department, both in St. Kitts and Nevis among other things.

We are happy that a fresh attempt at this project has materialised as **Lance** which would help to transform our officers and at the same time capture important moments which would solidify historical data.

Finally, I would like to thank our Editor, Mr. Larry Vaughan, and all the contributors for making **Lance** a reality. I would also invite suggestions from all our readers so that the publication can grow from strength to strength.

Commissioner and Mrs. Walwyn meet with senior customs officers



Customs Officer Grade IV, Ms. Donna DeSilva thanks Commissioner and Mrs. Walwyn for their words of encouragement and inspiration..

Commissioner, of the Royal St. Christopher and Nevis Police Force Mr. Celvin G. Walwyn and his wife, Mrs. Antoinette Dickerson-Walwyn paid a visit to

Customs on July 4, 2012 with the expressed aim of boosting the morale of the senior customs management and praise the work of the department which has

proven to be "an integral part of detecting and preventing crimes at our borders".

The couple encouraged the officers to show professionalism and courtesy at all times as these attributes are the hallmark of excellent customer service. The top cop also highlighted the positive strides that have been made over his first eight months on the job. This, Walwyn said, he could not have done without the help of community-minded agencies, including the Customs and Excise Department.

Walwyn admonished the senior officers (Grades III and IV) to discharge their duties with firmness and integrity, for "people can only disrespect you if you give them permission."

The couple left the officers with the mantra, "If it's to be, it's up to me."

Canadian Airports: The automatic way through customs

Courtesy: The Economist,
June 27, 2012

CANADIANS returning home can now avoid some of the hassle of customs by using kiosks that partially automate the process. They need to have a passport or permanent-resident card and a completed customs-declaration form, which will both be read by the new machines, as well as receipts for purchases made abroad. Dubbed the Automated Border Clearance programme, 18 of the self-service kiosks were installed this week at Pierre Elliott Trudeau international airport in Montreal at a cost of C\$4m (\$3.9m). Similar kiosks, which were initially

tested during the Vancouver Olympics in 2010, will soon be available at many of the country's international airports.

The benefits of the programme seem obvious enough: reduced queuing time, less congestion and, presumably, increased passenger satisfaction. There are no fees to use the kiosks, nor do travellers have to pre-register. "For us, smooth processing is the most important aspect of client service in an airport," said James Cherry, boss of Aéroports de Montréal, which manages the city's two primary airports.

Predictably, the union representing the customs agents says it has concerns. "We're cutting more and more contact with our agents," said a representative. But Pierre Provost, the Canada Border Services Agency's district director at the airport, reckons the kiosks could improve security and help border agents by allowing them to focus on cases that present the greatest potential risk. After using the kiosks, travellers still have to have their identities verified by a border-services officer who will check passports and permanent-resident cards.

HTC says phones pass U.S. customs review

Courtesy: Reuters
May 2012

Smartphone maker HTC (2498.TW) said last May that its latest smartphones have passed a U.S. customs review, clearing the way for it to ramp up sales in the United States as it looks to turn around a decline in what was once its largest market. HTC also said that U.S. sales of two new smartphones, the HTC One X and HTC EVO 4G LTE, would be delayed due to a requirement for customs inspections after the Taiwanese company lost a patent dispute with Apple Inc (AAPL.O).

That news sent its shares tumbling on over

its ability to win back share in the U.S. market. HTC said at the time that its new phones contained a workaround to avoid the technology covered in the patent case, but that inspections were still required.

HTC has struggled to compete with Apple's iPhones and Samsung's (005930.KS) Galaxy range, and faces a further threat after Samsung launched its latest S3 model in Europe.

In April, HTC Chief Executive Peter Chou said HTC would not return to the days when

more than 50 percent of its revenue came from the United States.

The company said in a brief statement on Wednesday that its phones "met International Trade Commission standards and imports to the U.S. would proceed according to normal processes."

HTC launched the One series of models in February to lead its fight back against Apple and Samsung, giving the phones fast graphic chips and advanced music and photography functions.

Japan customs says pens need weapon import licence

Courtesy: AFP via Bangkok Post
July 13, 2012



Japanese customs officials impounded 200 pens more than a year ago said July 13 that the writing implements needed a weapons import licence because they were shaped like bullets.

Fountain and ballpoint pens made by US firearms and knife manufacturers, including Smith and Wesson, have been held up by inspectors in Nagoya and Osaka since April 2011.

The pens, which are made from a mixture of titanium and other metals, are fashioned to resemble bullets on the non-writing end.

A Nagoya customs official said that under international regulations, the pens are classified as self-defence weapons, adding: "Special procedures are needed for the import of such products."

But Japanese knife retailer Yamahide Cutlery, which ordered the pens, said the suspension was unfair.

"How could you kill someone with a pen?" asked company president Toshio Yamada. "It is hard to understand."

Yamada said he had no intention of applying for a weapons import licence "because I don't think they are weapons".

The company had successfully imported and sold the pens, which ranged in price between \$70 - \$414 from 2008 to 2011.

Responsibility

*An extract from the best seller **The Road Less Taken** by M. Scott Peck*

We cannot solve life's problems except by solving them.

This statement may seem idiotically tautological or self-evident, yet it is seemingly beyond the comprehension of much of the human race. This is because we must accept responsibility for a problem before we can solve it. We cannot solve a problem by saying "It's not my problem". We cannot solve a problem by hoping that someone else will solve it for us. I can solve a problem only when I say "This is my problem and it's up to me to solve it.". But many, so many, seek to avoid the pain of their problems by saying to themselves; "This problems was caused me by other people, or by social circumstances beyond my control, and therefore it is up to other people or society to solve this problem for me. It is not really my personal problem".

The extent to which people will go psychologically to avoid assuming responsibility for personal problems, while always sad, is sometimes almost ludicrous. A career sergeant in the army stationed in Okinawa and in serious trouble because of his excessive drinking was referred for psychiatric evaluation and, if possible, assistance. He denied that he was an alcoholic, or even that his use of alcohol was a personal problem, saying, "There's nothing else to do in the evenings in Okinawa except drink".

"Do you like to read?" I asked.

"Oh yes, I like to read, sure."

"Then why don't you read in the evening instead of drinking?"

"It's too noisy to read in the barracks."

"Well, then , why don't you go to the library?"

"The library is too far away."

Is the library farther away than the bar you go to?"

"Well, I'm not much of a reader. That's not where my interests lie."

"Do you like to fish?" I then inquired.

"Sure, I love to fish."

"Why not go fishing instead of drinking?"

"Because I have to work all day long."

"Can't you go fishing at night?"

"No, there isn't any night fishing in Okinawa."

"But there is," I said. "I know several organizations that fish at night here. Would you like me to put you in touch with them?"

"Well, I really don't like to fish."

"What I hear you saying," I clarified, "is that there are other things to do in Okinawa except drink, but the thing you like to do most in Okinawa is drink."

"Yeah, I guess so."

"But your drinking is getting you into trouble, so you're faced with a real problem, aren't you?"

"This damn island would drive anyone to drink."

I kept trying for awhile, but the sergeant was not the least bit interested in seeing his drinking as a personal problem which he could solve either with or without help, and I regretfully told his commander that he was not amenable to assistance. His drinking continued, and he was separated from the service in mid-career.

A young wife, also in Okinawa, cut her wrist lightly with razor blade and was brought to the emergency room where I

saw her. I asked her why she had done this to herself.

"To kill myself, of course."

"Why do you want to kill yourself?"

"Because I cannot stand it on this dumb island. You have to send me back to the States. I'm going to kill myself if I have to stay here any longer."

What is about living on Okinawa that's so painful for you?" I asked.

She began to crying in a whining sort of way. "I don't have any friends here, and I'm alone all the time."

"That's too bad. How come you have not been able to make any friends?"

"Because I have to live in a stupid Okinawan housing area, and none of my neighbours speak English."

"Why don't you drive over to the American housing area or to the wives' club during the day so you can make some friends.?"

"Because my husband has to drive the car to work."

"Can't you drive him to work, since you're alone and bored all day?" I asked.

" No. It's a stick-shift car, and I don't know how to drive a stick-shift car, only an automatic."

"Why don't you learn how to drive a stick shift car?"

She glared at me. "On these road? You must be crazy."

Trade News

CARICOM discusses trade, education, labour and immigration in Canada

Courtesy: Caribbean News Now
June 29, 2012

OTTAWA, Canada - Caribbean Community (CARICOM) member states, high commissioners based in Ottawa and consuls general in Toronto met on June 21, 2012, in Ottawa, Canada.

This meeting was hosted by Trinidad and Tobago High Commissioner, Phillip Buxo; co-chaired by Michael Smith, Dean of CARICOM Diplomatic Corps, Ottawa, and Seth George Ramocan, Dean of CARICOM Consular Corps, Toronto.

This assembly was historic in the sense that Canada is talking free trade and open borders, with the recent news by Prime Minister Stephen Harper that Canada will join the Trans-Pacific Partnership trade (TPP) talks.

And so, CARICOM member states are right there, playing their part – not to be left out.

To date, Europe considers the Caribbean region as one entity, in terms of trade economic and development policy.

The US has its own vested interest in security and trading partners in Latin America and, unless the Caribbean region via CARICOM acts as a single entity with stronger network capability, there is little leverage to be gained.

In so doing, the Ottawa meeting between CARICOM member states and diplomats is setting the stage and leading in the right direction.

Pending the full report of potential outcomes, bi-lateral trade relations and fiscal advantages that indicate better options to doing business with CARICOM, Canada is ready

Discussion commenced with an update on proposed trade and development agreement between CARICOM and Canada.

Matters of international education were also discussed as, meanwhile, CARICOM member states gear up for one of the biggest summits on information, communication and technologies (ICTs) in the Americas.

The student body of Caribbean nations in Canada is growing and so are the social support, knowledge transfer, and cultural diversity issues that have to be addressed in the spirit of cooperation.

As a consequence, the CARICOM Diaspora was brought into the fold, knowing the advantages that the Diaspora can explore in socio-economic relationships for member states.

Despite long-lasting issues, the strategy for an economic, trade and bi-lateral relationship with Canada is a win-win proposition that has to be pursued vigorously.

The challenge of priority, market access, high value and services is an important component for consideration and central to the CARICOM marketplace. These are competitive advantages that require tough and skillful negotiations. The indication is now is the opportune time.

Trade imbalance between Barbados and Trinidad to be examined

Courtesy: Barbados Government Information Service
July 5, 2012

BRIDGETOWN, Barbados - Barbados intends to address the current trade imbalance that exists with Trinidad and Tobago.

This was made clear by Prime Minister Freundel Stuart at the conclusion of the seventh meeting of the Prime Ministerial Sub-Committee on the CARICOM Single Market and Economy (CSME) in Castries, St Lucia on Tuesday.

Responding to questions from the media with respect to the issue of free and fair trade between the two CARICOM member states, Stuart pointed out that Trinidad and Tobago had massive investments in

Barbados and, as a consequence, that country could not afford to have Barbadians feel that they are being "hard done by" in the relationship between the two countries. In light of this, he said Barbados had to "up our game a bit" and "be a little more vigilant, and ensure that we do not allow these things [the trade imbalance] to happen".

Asked whether he would raise the matter at the summit with Prime Minister Kamla Persad Bissessar, Stuart declared: "Well, I'm not going into the Heads [of Government] meeting to fight with anybody. I think there has been a recognition that

errors were made, and from the information available to me, I think that has been acknowledged. And, therefore, I think what we have to do for the future is to prevent the recurrence of this kind of happening that just digs a grave for people's faith in the CSME project."

He continued: "...it has happened and Barbados has interests which have to matter to the prime minister of Barbados. Trinidad has massive interests in Barbados and it cannot serve the interests of the government of Trinidad and Tobago or it cannot serve

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Summer Internship Programme



iae Hector, Zaiesha Joseph, Sherizan Williams, Nakishma Caines, Chenette James, Kira Spencer, Kadija Berry, Lashanda Rochester, Vanda Martin, Carmen Pemberton, Henry, Rondra Thomas, Junicea Ryan, Samantha Williams, Kadijah Halliday, nelle Jordan, Tafarie De-Costa, La Jaune O'Garro, Anjanel Esdaille, Di-Jion Powell, y, Bevarry Pitt and Shikira Joseph

Here are a few testimonials from our 2012 interns about their experiences at Customs and Excise.

"This is a very good experience because I am learning things I never knew before. Since I have been working here, I have gotten the chance to meet new people everyday."

Terrida Browne
Front Desk

"I have learnt a lot this summer. I have learnt how to mark off entries, how to present declarations, and how to sort packages."

"It was exciting just to have had the chance to learn these things. I have seen customs in a whole new way and I like it."

Anjanel Esdaille
Courier

"I am thankful for the work experience that I have gained. It is a summer well spent."

Tinesha Moses
Administration

"This is my first job experience and working at customs has widened my knowledge and has helped me to understand the business aspect of the department. Before I had never known about the Risk Management Unit (RMU) and since I have worked here my eyes are opened to why such a unit is necessary."

Carmen Pemberton
Risk Management Unit

"Working at Customs is educational and it is also challenging. I am happy to say that I have now gotten the hang of it."

"I am enjoying my experience in the Enforcement Division."

Djavan Martin
Enforcement Division

"First, I found the work to be complicated but now I have grasped it, I like it here at customs."

"Working at customs for the summer has taught me to value money."

Samantha Williams
Long Room

"I have found this to be an exciting and informative experience. There is so much to do and learn at Customs. It is serious business and I appreciate that."

Kersha Martin
Risk Management Unit

Customs Reform process nears end on Nevis



During the second quarter of 2012, Customs and Excise began to implement its strategies of Reform and Modernisation of the Nevis Division of the Department.

An integral part of this reform effort was the redeployment of Mr. Kennedy De Silva and Miss Launlia Archibald, both Assistant Comptrollers of Customs, to take charge of the daily operations in the division.

This redeployment allowed for the department to undertake reforms that would improve the efficiencies, accountability and standardization of the processes between the St. Kitts and Nevis divisions.

It is expected that when the measures have been put in place that they would have “alleviated the questions of fair play and improve transparency” in seven key categories: Management, Improved Declaration Processes, Account for Logged Entries, Performance Measurement, Improved Bond Management and Integrity, Training Needs Identification and Enforcement Issues.

In early July Assistant Comptrollers De Silva and Archibald reported to the Customs high command and officials of the Nevis Ministry of Finance on the accomplishments and the team’s findings and concerns.

The team reported their success in the introduction the “selectivity process” where a supervisor logs and manages

workload assignments in an effort to improve accountability and the time it takes to process entries.

Added to this, Nevis-based importers now have access to the advance declaration process where declaration can be completed before the landing.

The team successfully introduced the Customs Integrated Information System (CIIS) on Nevis. This system captures the pre-release information and discrepancies detected on the entries submitted to customs. The data collected can be used to determine future risks analyst and inform brokers/importers of errors in their declarations.

Five customs officers of the Nevis Division have successfully completed the CCLEC/WCO E-learning platform in Customs Controls and Best Practises.

A commitment has been made to



undergo advance training in Post Clearance Audit and Post Release Audit going forward, along with Financial Investigation Training at REDTRAC, Jamaica.

The interim management has become focused on improving the division’s ability to strategically plan through the introduction of station heads’ weekly meeting that are earmarked to address and discuss issues like, revenue collections, transactions conducted, discrepancies (queries) identified, trends, performance measurements and staffing issues.

To ensure the sustainability of the reform efforts, stations manuals have been created for the Long Room, Warehouse and Administrative units to ensure that redeployed and new staff can have direct access to institutional knowledge. The manuals not only address procedures, but deal with issues of customer service, legislation and integrity.

The management team has proposed that, going forward, it will be critical for both St. Kitts and Nevis divisions to train together and to work more closely so that divergences in operational procedures are kept to a minimum and the department can act in unison.

Assistant Comptrollers De Silva and Archibald will conclude their reform efforts at the close of July and will then hand over to Deputy Comptroller of Customs on Nevis, Mr. Cynric Carey.

Valuation: Does Customs really hit them hard?



Has this ever happened to you as a customs officer or have you ever seen this happen to a colleague? Has a traveller or importer ever complained that you, or your colleague, have “robbed” them or “hit [them] hard” when the final import charges are told him or her?

Have you ever been able to make the passenger aware that the amount you have charged is correct? What would be the right words to say at that point in time?

These are all difficult questions that demand careful examination by the customs officer on the frontline who must seek to be courteous while discharging his or her duties under the laws of St. Kitts and Nevis.

There are many situations that occur that make it difficult for passengers and importers to look at the valuation of goods imported from the same perspective and where differences in perspectives occur differences in opinion will bound to be expressed.

The goal of the customs officer is not to debate with the traveller, even when the officer is right. Right with might is often seen as an act of over-reaching and the courtesy of politely listening to the protest of the traveller

or importer is a first step to helping both the officer and the concerned importer to understand the role of “valuation” in determining the duties payable at the port of entry.

The general notion is that the invoices presented to customs primarily determine value of the goods being imported. This could not be further from the truth. Rather, what the principal element that customs duty is derived from is the customs value. This value is a standardised representation of the invoice price supplied (plus insurance and freight) in import declarations based on recognised valuation rules.

There are many importers who have benefitted from the sale of goods bought abroad. While the invoice would reflect the correct price paid for the item, it does not reflect the customs value of the goods. And similarly, where goods imported are personal gifts being received or imported, the customs value of the item will determine the amount in duties and taxes to be levied.



It is of note worthy that the savings received by the purchaser or the benefit of the gift to the receiver does not lessen or make void the value of the item imported. The question is then asked, so is the receipt or invoice of no consequence? Would it make no sense for an importer to present such a document if the customs value principally determines the how the customs duty is derived?

No. Invoices that are genuine allow the customs department to accurately assess the value of the goods in the market and to arrive at an average price that determines a fair customs value on the goods being imported.

It is only right that the public is aware that customs valuation is not an arbitrary process. The accuracy of the data that is provided by all importers helps to bring about fairness in the determination of the customs value. False invoicing leads to misleading customs and where it is found that true pricing is higher will reveal that attempts are being made to corrupt the customs valuation process.

This brings the arc full circle as the valuation of all goods imported demands the vigilance and diligence of all officers along with the understanding and honesty of importers and their agents.

Customs and Excise is always proud of its role as a revenue collection agency in the interest of the people of St. Kitts and Nevis. We desire to discharge this duty in a way that will respect and enlighten each traveller and importer.

Legislations - Customs Management and Control Act

The Customs (Control and Management) Act Cap 20.04 of 1992 is the principle legislation which gives power to the Customs and Excise Department. Each officer would be well served to be intimately aware of the powers and responsibilities and other provisions found within the Act.

In this quarter, *Lance* looks more closely at the Act.

The Customs Act is made up of thirteen categories and three schedules. The sections in chronological order are Preliminary (sections 1-3), Administration (sections 4-11), Customs Controlled Areas (sections 12-20), Importation (sections 21-32), Exportation (sections 33-42), Coasting Trade (sections 43 - 50), Warehousing (sections 51-64), Duties, Drawbacks, Prohibitions and restrictions on imported goods (sections 65-85), Powers (sections 86-103), Offences (sections 104-118), Legal Proceedings, Forfeiture and Sale of Goods (sections 119 - 135), Determination of Disputes (sections 136-140) and Miscellaneous (sections 141-145).

The schedules cover the identification

of Goods not Permitted to be Warehoused on Importation (First Schedule), Valuation of Goods (Second Schedule) and Forfeiture (Third Schedule).

While every section of the act is highly important special emphasis will be made in this article on giving the reader a closer look at **Part IX** which covers the Powers of the Customs and Excise Department.

Section 86 grants powers to the department to request declarations of persons entering (para. 1) or leaving (para. 2) the federation in respect to their baggage.

The section deems any failure to answer such questions and produce any goods that he may have as an offence and where the goods are found that are restricted or prohibited, they shall be liable to forfeiture (para. 4).

Section 87 gives a customs officer the power to break into or open any building or container in a customs area and to seize any concealed goods found in there.

Section 88 gives customs the right to board a vessel in the territorial waters or an aircraft at a customs airport. The officer has powers to search goods found there on and to break open containers that are

locked and to which there is no access (para. 2 sub. d).

Para. 4 allows for forfeiture of a vessel or aircraft where the master seeks to deny access to customs when required. The master of the vessel or the commander of the aircraft is also liable to be fined.

Section 89 gives power to the Comptroller to station an officer on any vessel in the territorial waters.

Section 91 gives powers to an officer to examine and take account for goods upon importation and in warehouses for sundry purposes and the examination takes place at the place and times set by the officer (para. 2 (1)).

These are just some of the powers entrusted to the Customs Department. We will discuss other powers in our next issue. In the meantime, dust off your copy of this principle piece of legislation and become more intimately acquainted with it.

It was Mao Tse Tung who said, "The worst abuse of power is to have it and not effectively use it".

Trade news: Continued from page 5 (Barbados v Trinidad).

Trinidad as a country to be rubbing Barbadians the wrong way.

"I made that clear already when we discussed the fishing challenges when I met with the prime minister of Trinidad and Tobago late last year to discuss a protocol to deal with that. And, I will have to highlight that again that, you know, the relationship between Barbados and Trinidad and Tobago is an almost symbiotic one."

Turning his attention to the commitment of the government

of Jamaica to the CSME, Stuart noted that administration was "on board" with the agreement.

"The opposition party... may have made certain comments about Jamaica's interests and that is as it should be in the context of opposition politics, but I can tell you what I heard in there from the Jamaican delegate this morning does not leave me with any impression that Jamaica is not committed wholly to the project. We all have our challenges in this effort and this is so with all integration movements.

"We disagree sometimes; but the important thing is not to be disagreeable. Things do not always work as we want them to. But, the statement read by the Jamaican delegate this morning on behalf of the prime minister of Jamaica left me quite satisfied that Jamaica, as an original signatory to the Treaty of Chaguaramas, is committed wholly to the regional integration movement."

The Heads of Government Conference was due to begin on Wednesday July 4, 2012

Humour - All in a day's work

Hair Remover



A very distinguished lady was on a plane arriving from Miami. She found herself seated next to a nice priest, to whom she said, "Excuse me, Father, could I ask a favor?"

"Of course! What can I do for you?"

"Here's the problem... I bought myself a new sophisticated hair remover gadget for which I paid an enormous sum of money. I have really gone over the declaration limits and I am worried that they will confiscate it at customs.

Do you think you could hide it under your cassock?"

"Of course I could, my child, but you must realize that I will not lie."
"You have such an honest face, Father, I am sure they will not ask you any questions," and she gave him the hair remover.

The aircraft arrived at RLB. When the priest presented himself to customs he was asked, "Father, do you have anything to declare?"

"From the top of my head to my sash, I have nothing to declare, my son," he replied.

Finding this reply strange, the customs officer asked, "And from the sash down, what do you have?"

The priest replied, "I have there a marvelous little instrument destined for use by women, but which has never been used."

Breaking out in laughter, the customs officer said, "Go ahead Father. Next!"

Fun at Customs - FIND A WORD

- Administration
- Airports
- Baggage Hall
- Boarding
- Bonded
- Border
- Brussels
- Cable
- Canine
- Clearance
- Comptroller
- Containerized
- Courier
- Dispatch
- Duty
- Economy
- Enforcement
- Excise
- Finance
- Fines
- Guardian
- Harris
- Long Room
- Long Point
- Merchant
- Operations
- Terminal
- Trainer
- TRIPS
- Warehouse

E D C O N T A I N E R I Z E D O J D E L
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 E K A E D P A B F O M C O I H Y T U D E
 T R E C O I O M Y O E F N C O M G S A L
 T B O R D E R H G M R T H C T A P S I D
 B E T R I S Q A S I V C B T O K R E S P
 A S A G D I E M T C E G E I V U E L N C
 G U T T E R M I N A L B S M O L R S E I
 G J N I S R I C A N I N E F E R E I D O
 A D A E P A E N S I E G R I U N A G E E
 G N H C F H A G G N I D R A O B T U U R
 E X C I S E H U E E S R S V E O Q U G S
 H P R S J E C N A N I F B C I N D A E P
 A S E C O N O M Y M V R E C E D V O W I
 L R M E I H C O M P T R O L L E R E G R
 L C H N O I T A R T S I N I M D A X K T

Your Customs. Your training.

Training continues to be the buzzword at the Customs and Excise Department.

Following an active training agenda of 2011 and the first half of 2012, here is a preview of the third quarter plans and a review of the courses of the second quarter.

THIRD QTR. PROJECTIONS

REDTRAC Training continues in key areas - Techniques in Financial Investigations (July 2 - 13) and Financial Investigation (August 13 - 24).

Junior Officers Induction Training would be held over the period July 16 and 17. Twenty Officers will be trained in this exercise.

Two Officers will be pursuing the distance learning module of the RSS Staff and Command Course. (July 02 - September 28).

Two Officers will attend the Civil Aviation Security Instructor Training Course convened by the Department of Maritime Affairs from July 23 - 27.

SECOND QTR. SYNOPSIS

Customs Officers received formal training in Business Etiquette and Protocol from April 16 - 27 from the Renne and Associates. One hundred and seven officers were trained.

On April 12, ten officers received training in Itemizer DX training as a part of upgrades in Enforcement and baggage processing upgrades.

An additional ten officers were trained in container examinations on May 14 and twenty senior officers received training in Effective Supervision over the period May 30 - 31.

In partnership with the Ministry of Trade, twenty-three officers were trained to better facilitate trade under the CARICOM Advanced rules of Origin.

Two officers attended the Advanced Narcotics Leadership Course at REDTRAC Training, Jamaica, from June 18 - 29.

These six courses are only a portion of the twelve training activities undertaken by the Training Division in the second quarter of this year.



July

7 - Glenroy Phillip
9 - Kendale Liburd
9 - Laurel Liburd
22 - Edwin Walters
25 - Desraul Hazel
28 - Ivy Browne
28 - Travonne Bryant

August

5 - Akim Galloway
10 - Arlene Mills
13 - Sharma Huggins
15 - Rezzarro Ribero
20 - Mychail Daniel
21 - Nichevaun Browne
21 - Marvin Duporte
22 - Sharline Halliday
24 - Sonresa Wilkinson
27 - Reginald Walters



September

1 - Linval Carey
5 - Feleacia Esdaille
7 - Clyve Caines
8 - Kassal Green
8 - Deslie Greenaway
11 - Kert Grant
14 - Janaie Browne
16 - Gavin Belle
16 - Junel Duporte
16 - Keithly Hendrickson
16 - Janice Pemberton
17 - Nikita Buchanan
17 - Kirth Liburd
23 - Eli Webbe
27 - Kay Brookes
28 - Georid Belle
28 - Lescott Webbe
30 - Keifer Johnson