

AQI MONITORING BRIEF INTRODUCTION AND SUMMARY OF PATHWAYS

Introduction:

AQIM activities at the ports of entry consist of daily or weekly random sampling of passenger baggage, vehicles, mail or cargo that provide additional information (data) on the potential agricultural risks that are approaching U.S. ports of entry. Whether it is data on QMIs (Quarantine Material Intercepted) or cargo actions or pests, the data that results from properly executed AQIM procedures, sampling and inspections can be beneficial especially in combination with other port operations data. This data can substantiate known potential risk pathways or help identify additional trends, patterns or areas of potential risk to agriculture. This could then lead to improvements in a port's agricultural risk management decisions, improved selection criteria and better use of a port's current and future agriculture resources. The AQIM data is also used in the annual performance measures that USDA reports to Congress required by GPRA.

AQIM Pathway Activities and Sampling Rates Summary:

PATHWAY	# OF PORTS Participating	Samples/Day Per Port	Samples/Wk Per Port	Samples/Month Per Port
Air Passenger*	26	10*	70*	300*
Preclearance(passenger)*	7	10*	70*	300*
Predeparture(pax)* PPQ	7	10*	70*	300*
Cruise Ship (passenger)	Suspended until further notice			
Mail**	6	10-15**	-	275-300**
Southern Border Vehicle	18	min. 10*	min. 70*	300*
Northern Border Vehicle	26	min. 10*	min. 70*	300*
So. Border Pedestrian	Suspended until further notice			
Air Cargo:				
Perishables	12		2	8 – 10
Truck Cargo Southern***	9		2-8***	min. 8 – 32***
Truck Cargo Northern:				
a. Truck Cargo	6		6	min. 24 - 26
b. Reefer Container	Suspended until further notice			
Maritime Cargo:				
a. Perishable	8		2	8 – 10
b. WPM	19		2	8 – 10
c. Italian Tiles	7		2	8 – 10
Express Carrier	Suspended until further notice			
Plant Insp. Stations PPQ	Suspended until further notice			

*MINIMUM sample is 10/day, unless PREVIOUSLY ARRANGED via National PPQ AQIM coordinator and CBP, APTL staff. Contact CBP, APTL staff for details. Sample amounts are “per port” or “per terminal” or “per crossing” depending on the port location.

** Samples per day OR per week are dependent on days per week worked and non-work holidays.

*** Southern Bdr Truck Cargo sampling numbers depend on monthly “high” and “low” cargo volume seasons
Northern Border Vehicle ports, review AQIM Handbook for further sampling details.

Basic Components To Successful AQIM:

- Constant and consistent managerial support - from all levels of management
- Proper execution of AQIM sampling procedures. A statistical sampling approach is used. Random, non-biased samples from the proper pathway populations for inspection are selected and inspected according to protocols for each specific pathway. Consistent use of this approach is critical to successful data collection.
- Complete and thorough inspections
- Quality data collection and accurate recording of this data

Emergencies or Changes in AQIM Activities:

Request for AQIM activities changes or revisions must be made to the CBP, APTL staff (Washington, DC). Also notify CBP, APTL staff of any unusual circumstances that prevent normal AQIM sampling from taking place (flight termination, flooding, weather issues, local port issues, strikes, etc.)

AQIM Data Collection Forms:

AQIM data collection forms, in PDF format for download and printing, are found in/at:

- The individual pathway chapters of the online AQIM Handbook located on the internet at:
http://www.aphis.usda.gov/import_export/plants/manuals/ports/downloads/aqim_handbook.pdf
OR
- The APHIS website at:
http://www.aphis.usda.gov/import_export/plants/manuals/ports/aqim.shtml

Help & Reference:

Most of the ports listed (in Port Participation tables) have participated in AQIM activities in the past and have Ag Specialist employees who are familiar with these AQIM activities. However, further assistance and information on AQIM can be obtained via:

- The online AQIM Handbook located on the internet at:
http://www.aphis.usda.gov/import_export/plants/manuals/ports/downloads/aqim_handbook.pdf
- For assistance using the AQAS (Agriculture Quarantine Activity System) web based system contact:
AQAS Helpdesk: (toll free) 866-636-4503 or email: AQASHelpdesk@aphis.usda.gov
- Contacting PPQ Field Operations Representative:
Sylvia Shadman-Adolpho - (970) 494-7517 or email sylvia.a.shadman-adolpho@aphis.usda.gov
- Contacting PPQ AQIM Headquarter office:
Ron Komsa: 301-851-2325 or email: ronald.komsa@aphis.usda.gov
OR
Michael Pucciarelli: 301-851-2247 or email: michael.pucciarelli@aphis.usda.gov

RECENT CHANGES TO AQIM ACTIVITIES

Listed below are major and/or minor changes and REMINDERS to the AQIM activities. Please note if your AQIM pathway is listed and if the changes affect the AQIM activities at your port.

General Changes:

- **AQIM forms are no longer Fiscal Year specific.** Forms will be used from FY to FY and will change only when revised or corrected. See lower right corner of online PDF forms for most recent form dates.
- Cruise ship/ship monitoring pathway: (Specific to 7 CBP ports only) AQIM activities in this pathway are **suspended** until further notice. AQIM activities are suspended starting in FY 2013.
- Plant Inspection Station (PIS) monitoring pathway: (Specific to PPQ ports only) AQIM activities in this pathway are **suspended** until further notice. AQIM activities are suspended starting in FY 2013.
- Reminder: Northern and Southern Border Cargo Pathways: Clarify explanation of AQIM sample amounts per week from trucks. Clarified instructions for when smaller clam shell, retail packaging or trays are part of the cargo shipment. Clarify the required 100% inspection of AQIM selected boxes, cartons etc.
- Reminder: Air and maritime ports -EXCEPT Miami FL - doing AQIM perishable commodities are **TO INCLUDE** cut flowers in the perishable category that is subject to AQIM monitoring. Miami FL is the **ONLY** port not to include cut flowers. Any other exceptions are to be arranged with CBP , APTL and the PPQ National AQIM Coordinator

Northern Border Cargo Pathway:

- Bulk loaded loose perishable cargo (actual cargo commodity that is floor loaded on truck bed: no boxes, crates, cartons, bags, etc.) is exempt from the AQIM perishable sampling population.

- **AQI MONITORING ACTIVITIES FOR NON-CARGO PATHWAYS**

Air Passenger Pathways (US Foreign Arrival, Precleared, and Predeparture):

A sampling protocol of 300 Customs Declarations (and all passengers associated with these declarations) per month is needed at most airports. NOTE: PPQ National and Regional AQIM coordinators have worked with several smaller to medium size airports which will do a minimum sampling protocol of only 150 Customs Declarations per month (5 per day) or less. All other airports, assuming a 7 day work week, will follow the sampling protocol:

- Sampling procedures (logistics of where to sample, etc.) should ensure that samples are taken from the ENTIRE passenger population, do not exclude any passengers.
- Properly select 10 samples per day per airport OR terminal. Some airports with multiple terminals will do either 5 or 10 samples per terminal. Contact PPQ AQIM contact for specific sampling numbers per terminal
- Apply appropriate AQIM inspection procedures for each sample, 100% HAND INSPECTION of all carry-on and checked baggage is required.
- Record all needed data on appropriate AQIM data form, report data using AQAS

Border Vehicle Pathway (includes Southern / Northern Border Staffed Crossings):

AQIM samples (including those dependent upon COMPEX selection) should continue to be collected under Code Orange or higher alerts.

- A sampling protocol of COMPEX selected vehicles each month from the entire, non commercial, vehicle population approaching the crossing is needed. Sample is to consist of the daily COMPEX samples unless PREVIOUSLY ARRANGED via National PPQ AQIM coordinator and CBP, APTL staff. If COMPEX vehicle selection does not occur or is not available (for more than half a day) THEN apply an alternate sampling procedure that selects a MINIMUM of 10 vehicles per day per staffed border crossing. This alternative sampling procedure is to be part of your SOP for ready access and application. Sample amounts are “per port” or “per crossing” depending on the port location. This is to occur at ports having one or more full time Ag Specialists and during Ag Specialist duty hours. Assuming a 7 day work week, follow sampling protocol:
- Use all COMPEX vehicle samples per day per staffed border crossing. Using COMPEX selected samples will provide more than 10 samples/day but will ensure a consistent sampling procedure. If COMPEX samples are not available THEN apply an alternate sampling procedure that selects a MINIMUM of 10 vehicles per day per staffed border crossing.
- Use 7 point inspection procedures on all vehicles and 100% inspection procedures on all passenger baggage and personal affects.
- Record all needed data on appropriate AQIM data form, report data using AQAS.

If a port location has only one (single) Ag Specialist personnel, then 5-10 vehicle samples per day (as a basic rule) are to be taken **based on days the port is staffed**. However, locations with a single Ag Specialist inspector are encouraged to sample more than the minimum of 5 vehicle samples per day when possible. Northern Border Vehicle ports should review the AQIM Handbook for further sampling details.

Mail Pathway (US Postal Service air / surface):

A sampling protocol of 300 mail packages per month from all mail packages (excluding obvious book/magazine bundles or packages) is needed. Months with non-work holidays WILL affect this number. Follow Current sampling protocol, depending on actual work days per week, properly select:

- if work 5 days per week select 14 mail package samples per day
- if work 6 days per week select 12 mail package samples per day
- if work 7 days per week select 10 mail package samples per day
- Apply appropriate AQIM inspection procedures for each sample
- Record all needed data on appropriate AQIM data form, report data using AQAS

Express Carrier Pathway (includes FedEx, UPS, DHL, etc):

*** Express Carrier AQIM activities are suspended starting October 1, 2010 until further notice.

Southern Border Pedestrian Pathway:

*** Pedestrian AQIM activities are suspended starting October 1, 2011 or soon thereafter until further notice.

AQI MONITORING ACTIVITIES FOR COMMERCIAL CARGO PATHWAYS

NOTE: There are changes in inspection procedures for a randomly selected AQIM shipment that contain MIXED (DIFFERENT TYPES OF) COMMODITIES FROM THE SAME COUNTRY AND/OR DIFFERENT COUNTRIES. This change may affect AQIM inspections in the air, maritime and land border cargo pathways. Please review the appropriate CARGO section of the AQIM Handbook for details on inspecting these types of AQIM shipments.

Additional specific details on how to select cargo sample, perform inspection procedures, use the data work sheet or use AQAS to record data can be found via the sources listed in the Help & Reference section of this document.

Air Cargo:

Following cargo categories are to be monitored:

Perishable Agricultural Cargo **Perishable defined as fresh fruit, vegetables, or cut flowers**

(EXCEPTION: only the PORT OF MIAMI IS NOT to include cut flowers) A sampling protocol of two (2) to four (4) samples taken from a minimum of two different Air Way Bills (AWBs) per week per airport that can sustain this sampling. This excludes: seed shipments, pre-cleared cargo, NARP (National Agriculture Release Program) cargo, T&E shipments and mandatory treatment cargo. Any deviation from these minimum sample numbers MUST be arranged and authorized by CBP APTL and PPQ National AQIM Coordinator.

- Inspect cargo using appropriate AQIM hypergeometric inspection procedures for each sample. See AQIM Handbook for details on hypergeometric inspection procedures.
- If shipment consists of clam shell packaging or smaller film wrapped retail packaging or trays IN boxes, then consider total number of clam shells, trays, etc. for inspection purposes.
- Required 100% inspection of EACH box, carton, clam shell, tray etc. chosen from cargo shipment.
- Record all needed data on appropriate AQIM data form, report data using AQAS.

Land Border Cargo:

Following cargo categories are to be monitored:

1. Southern Border Truck: Category is commercial plant perishable commodities and products.

A sampling protocol of 6 to 12 inspections taken from a MINIMUM of 6 trucks per week per port that receives this category of cargo is needed. Up to 2 AQIM commodities/inspections may occur per truck. This EXCLUDES seed shipments, NARP (National Agriculture Release Program) cargo, T&E shipments and mandatory treatment cargo.

If a port has distinguishable “high volume” and “low volume” seasons of different perishable cargo commodities then adjust sampling during these periods as follows (PORT WILL NEED TO FIRST DETERMINE WHAT TIME PERIODS DURING THE YEAR DEFINE “HIGH” and/or “LOW” VOLUMES):

High Volume Period: 8 samples per week **Low Volume Period:** 2 samples per week

The above is to be used for periods of time when the commodities in this category have DISTINCT volume differences. If this is not the case then apply the sampling protocol stated above.

- Inspect cargo using appropriate AQIM hypergeometric inspection procedures for each sample.
- If shipment consists of smaller retail units like clam shell packaging or smaller film wrapped retail packaging or trays IN boxes, then consider total number of clam shells, trays, etc. for the appropriate number to inspect.
- Required 100% inspection of EACH box, carton, clam shell, tray, retail unit etc. chosen from cargo shipment.
- Record all needed data on appropriate AQIM data form, report data using AQAS.

2. Northern Border:

a. Truck Cargo: To occur at the ports of Alex Bay, Blaine, Buffalo, Champlain, Detroit, and Port Huron. **Category is commercial plant, fruit/vegetable perishable commodities, even if stated as Canadian origin.** A sampling protocol of 6 to 12 inspections taken from a MINIMUM of 6 trucks per week per port is needed. Up to 2 AQIM commodities/inspections may occur per truck. **This excludes:** seed shipments, BRASS and NARP program commodities, T&E shipments and loose bulk loaded perishable cargo (actual cargo commodity that is floor loaded on truck bed, no boxes, crates, cartons, bags, etc. used for containment of commodity)

- Inspect cargo using appropriate AQIM hypergeometric inspection procedures for each sample.
- If shipment consists of smaller retail units like clam shell packaging or smaller film wrapped retail packaging or trays IN boxes, then consider total number of clam shells, trays, etc. for the appropriate number to inspect.
- Required 100% inspection of EACH box, carton, clam shell, tray etc. chosen from cargo shipment.
- Record all needed data on appropriate AQIM data form, report data using AQAS.

b. Reefer Containers: AQIM activities in this pathway are suspended until further notice.

3. Rail: AQIM monitoring of this pathway to occur in the NEAR FUTURE.

Maritime Cargo: Also see page 7 of this document for the ports and the AQIM maritime cargo the port must do. Following cargo categories are to be monitored:

Perishable Agricultural Cargo (**Perishable defined as fresh fruit, vegetables or cut flowers**) To take place at the ports of Brooklyn, Elizabeth (Newark), Port Everglades, Long Beach, Miami (not to include cut flowers), Wilmington DE, Philadelphia, Houston. A sampling protocol of two (2) containers (or container equivalent)/inspections per week per port. This excludes: seed shipments, pre-cleared cargo and mandatory treatment cargo.

- Inspect cargo using appropriate AQIM hypergeometric inspection procedures for each sample.
- If shipment consists of smaller retail units like clam shell packaging or smaller film wrapped retail packaging or trays IN boxes, then consider total number of clam shells, trays, etc. for the appropriate number to inspect.
- Required 100% inspection of EACH box, carton, clam shell, tray etc. chosen from cargo shipment.
- Record all needed data on appropriate AQIM data form, report data using AQAS.

WPM (Wood Packing Material): A sampling protocol of two (2) containers per week per port that can sustain this sampling.

- Inspection of cargo USUALLY KNOWN TO HAVE WPM is to assure observation of as much WPM as the cargo will allow. Partial or full de-vanning may be necessary based on situation and judgment of Agriculture Specialist.

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- If the cargo sample does not have WPM associated with it then SKIP this sample and perform an AQIM inspection on the next random sample of cargo that is usually known to have WPM associated with it.
- DO NOT USE A PERISHABLE or ITALIAN TILE cargo sample for the WPM sample (if the port is assigned to one or both of these sample categories.)
- Record all needed data on the appropriate AQIM data form, report data using AQAS

Italian Tile Container Cargo: To specifically occur at the ports of Baltimore, Elizabeth, Houston, Norfolk, Miami, Port Everglades and Savannah. A sampling protocol of two (2) containers per week per port is needed (and as tile seasonality allows).

- Inspection of cargo and associated WPM as cargo will allow. Partial or full de-vanning may be necessary based on situation and judgment of Ag Specialist.
- Record all needed data on appropriate AQIM data form, report data using AQAS

Port Participation in AQIM Activities by Pathway
("X" marks AQIM participation)

Port Name	Air Passenger	Cargo						Mail
		Air		Maritime				
		Perishable	Perishable	WPM	Ital. Tile			
AZ Phoenix	X							
CA Long Beach			X	X				
CA Los Angeles	X	X					X	
CA Oakland				X				
CA San Francisco	X	X					X	
CO Denver	X							
DE Wilmington			X					
FL Cape Canaveral								
FL Ft. Lauderdale	X							
FL Miami	X	X	X	X	X		X	
FL Orlando	X							
FL Port Everglades			X	X	X			
FL Sanford	X							
FL Tampa	X							
FL W. Palm Beach				X				
GA Atlanta	X	X						
GA Savannah				X	X			
HI Honolulu	X	X		X				
IL Chicago	X	X					X	
LA New Orleans				X				
MA Boston	X	X		X				
MD Baltimore	X			X	X			
MI Romulus	X							
MN Minneapolis	X							
MS Gulfport				X				
NC Charlotte	X							
NJ Newark	X	X	X	X	X		X	
NY Brooklyn			X	X				
NY Jamaica	X	X					X	
PA Philadelphia	X		X	X				
PR San Juan	X	X		X				
SC Charleston				X				
TX Dallas	X	X						
TX Houston	X	X	X		X			
TX San Antonio	X							
VA Dulles	X	X						
VA Norfolk				X	X			
WA Seattle (Air)	X							
WA Seattle (Maritime)				X				
WA Tacoma				X				

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Southern Border Pathways:

(Including border crossings that fall under these locations jurisdiction)

Port Name	Vehicle	Truck Cargo	Pedestrian (Suspended)
AZ Douglas	X		X
AZ Nogales	X	X	X
AZ San Luis	X	X	X
CA Calexico	X		X
CA Calexico East	X	X	
CA Otay Mesa	X	X	X
CA San Ysidro	X		X
CA Tecate	X		X
NM Columbus	X		
NM Santa Teresa	X		
TX Brownsville	X	X	X
TX Eagle Pass	X		
TX El Paso	X	X	X
TX Hidalgo	X		X
TX Laredo	X	X	X
TX Los Indios	X	X	
TX Pharr	X	X	
TX Progreso	X		
TX Roma	X		

Northern Border Pathways

(Including border crossings that fall under these locations jurisdiction)

Port Name	Vehicle	Truck Cargo
ID Eastport	X	
ID Porthill	X	
ME Calais	X	
ME Houlton	X	
ME Jackman	X	
ME Van Buren	X	
MI Detroit	X	X
MI Port Huron	X	X
MN Grand Portage	X	
MN International Falls	X	
MN Warroad	X	
MT Raymond	X	
MT Roseville	X	
MT Sweetgrass	X	
ND Dunseith	X	
ND Pembina	X	
ND Portal	X	
NY Alex Bay	X	X
NY Buffalo	X	X
NY Champlain	X	X
VT Derby Line	X	
VT Highgate Springs	X	
WA Blaine	X	X
WA Lyden	X	
WA Oroville	X	
WA Sumas	X	

Passenger Preclearance Pathway

Port Name	Country
Aruba	Aruba
Freeport	Bahamas
Nassau	Bahamas
Bermuda	Bermuda
Montreal	Canada
Toronto	Canada
Vancouver	Canada

Maintaining AQIM Activities: Quality Assurance Questions

1. What is done to ensure that the samples are as random as possible?

- Is an SOP (Standard Operating Procedure) for AQIM at the port developed, updated and available to employees?
- What process is used?
- What is being done to limit bias?
- What difficulties are encountered in ensuring randomness?
- How are these difficulties being dealt with?

2. How are samples selected so that they are proportional to approaching population?

- What is done to ensure that all of the appropriate population (i.e., passengers, vehicles or cargo have a chance to be selected)?
- What system is used to select times for selecting samples?
- How is the timing of sample selection adjusted so that busy times have proportionally more samples?

3. What is done to make sure all samples are properly inspected (100% inspection of non-cargo baggage/mail; ensuring hypergeometric cargo inspection process used where applicable)?

4. How are AQIM QMIs separated and marked?

5. How are QMIs inspected for pests?

- If pests are found, what system is in place to ensure the 309 number is entered as part of the monitoring record?
- How often is contraband fruit inspected for pests?
- Is ALL the contraband completely searched for multiple pests?

6. Review of data

- Are current data work sheets and instructions being used?
- Who coordinates and ensures AQIM data entry? How is consistency ensured?
- Is data entry up to date?
- How often is error checking done?
- What does available gap analysis information show about AQIM and port operations?
- How reasonable are the initial results?
- What is the port doing with the information?

7. What is level of port support?

- What is extent of port director's and supervisors' understanding and support?
- Is sufficient time available for the AQIM Coordinator to do the job?
- What is the level of understanding and support of AQIM at the officer level? What could be done to improve the situation?

8. General questions:

- What aspects of monitoring have been the most difficult to carry through? What has been done to improve the situation?
- What day to day changes have been made at the port as a result of monitoring?
- What is the response to the various training and explanatory material? What could be improved? Is more training needed? Has training been requested via proper protocols?