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Supplementary Report  
To The Expendable Project Report

*“Exceptions At Australian Airports  
With Respect To  
The Schapelle Corby Case”*

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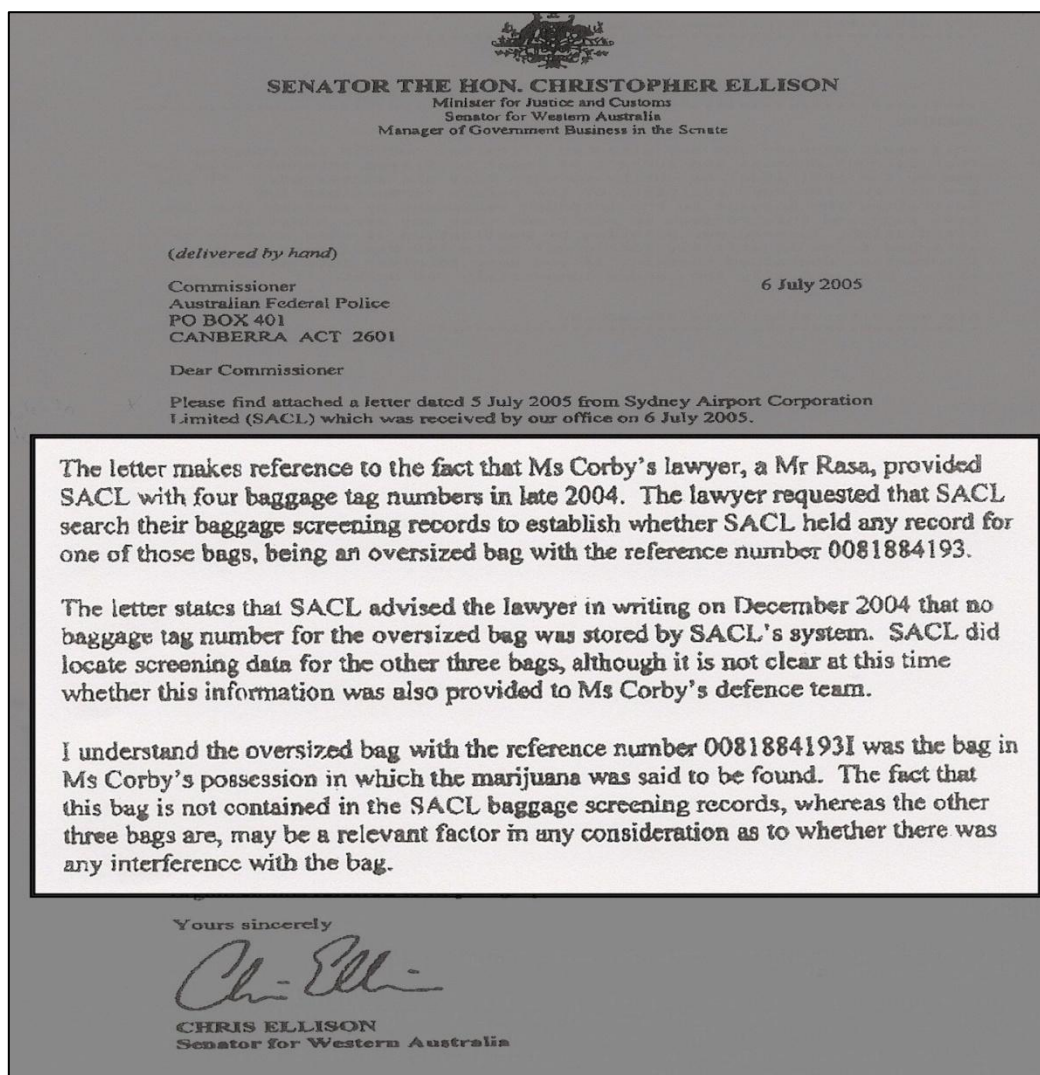
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# 1. INTRODUCTION

## 1.1 INTRODUCTION

*The Transit Report* showed that Schapelle Corby's boogie-board bag was the only bag not screened at Sydney airport. It proved that both the government and the Australian Federal Police were well aware of this fact. The following letter, from Justice & Customs Minister Christopher Ellison, illustrates this:



It further proved that when Schapelle Corby's lawyers asked them about it, this vital primary evidence was withheld. Indeed, Schapelle Corby and her family were totally unaware of it until *The Transit Report* was published, in September 2011.

It also showed that screening was mandatory for 100% of baggage on flights to Indonesia, that criminal airport staff were smuggling drugs in the same baggage area when Schapelle Corby's baggage passed through, that her bags were 5kg overweight on the Qantas system but that no charge had been levied, and that the AFP and others produced a range of demonstrably false stories to explain missing CCTV footage from three airport terminals.

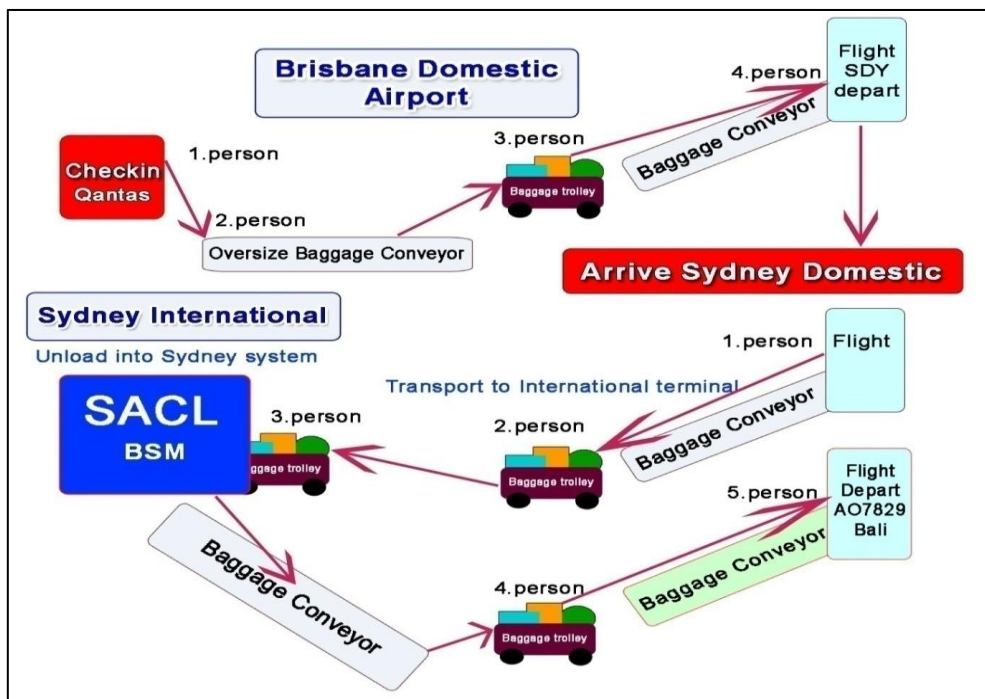
This supplementary report, however, examines the role of those organizations with responsibility for the carriage of Schapelle Corby's baggage, and their reaction to the discovery that only the boogie-board bag had not been screened.

### 1.2 BAGGAGE HANDLING PROCESS AT SYDNEY AIRPORT

The process at the Sydney airports was for Qantas to unload the luggage from the domestic flight, and take it to the SACL area at the international terminal for screening.

On release from SACL, Qantas handling staff would then take the luggage to the baggage holding area for the outgoing flight to Bali.

The following diagram illustrates the handling of Schapelle Corby's baggage from Brisbane through to Bali.



The following sections cover those parties with responsibility for at least one aspect of carriage, or management of the baggage, from its arrival at the Sydney domestic terminal.

## 2. AUSTRALIAN CUSTOMS SERVICE

The Australian Customs Service held prime responsibility, on behalf of the government and nation, to prevent cross border transfer of illegal items, including drugs and explosives.

However, the documentation demonstrates that, from the outset of the Schapelle Corby case, their prime objective was to distance themselves from any responsibility, and effectively, remove themselves from involvement.

The following email was received by Customs just five days after Schapelle Corby's arrest:

-----Original Message-----  
From: Bali LawChambers [mailto:balilawchambers\_vr@hotmail.com]  
Sent: Wednesday, 13 October 2004 09:52  
To: CHAPMAN Tim  
Cc: Brian.Diamond-Chch@dfat.gov.au; Brian.Diamond@dfat.gov.au;  
balilawchambers@hotmail.com  
Subject: Fw: SECURITY-IN-CONFIDENCE

13-10-2004  
Mr. Tim Chapman  
National Manager, Passengers Branch,  
Boarder Intelligence and Passengers Division Australian Customs Service, Customs House  
5 Constitution Avenue  
Canberra ACT 2600.

Dear Mr. Tim Chapman,

We are the Attorneys of m/s SCHAPELLE LEIGH CORBY , the Australian student who was apprehended by the airport authorities at the Denpasar airport on the 8th. October 2004. The Authorities found 4.2 kgs of marijuana in her Boogie bag. Our Client's Australian details & her flight details are as follows:  
Schapelle Leigh Corby  
466, Coolangatta rd, Tugun, 4224, Qld  
Australian passport no. L6292279  
Departed from Brisbane domestic terminal on Qantas Airways flight QF 501, economy class at 6 am on the 8-10-2004 to Sydney.  
She checked in two bags, under the name of CORBY, one regular travel bag with cloths and a Boogie bag with the Body board and flippers, tag nos QF 884195, QF 884196 The luggage of her two friends traveling with her, Alit McComb's and Richard Katerina's 2 bags were also checked in under CORBY name with tag nos. QF 884193 and QF 884194. Her (Their) checked in bags were interlined directly to Denpasar, Bali. In Sydney she and her friends boarded Australian Airlines flight AO 7829 at 10.15 am from terminal - 1 to Denpasar, Bali.  
We believe our client to be innocent. However the possession and/or trafficking of illegal drugs (Narcotics) carries very drastic penalties in Indonesia.  
Your contact details were provided by the Mr. Brian Diamond, The Australian Vice Consul in Denpasar, Bali.  
We urgently require the following information to establish Schapelle's innocence. We would greatly appreciate if you could please provide us with the following information at your earliest.  
If our request breaches any policies of the Nation's Security, please at-least provide the explanations with respect to Schapelle's checked in luggage.  
1-Please explain the Luggage screening method at the Brisbane Domestic Terminal.  
What type of screening is carried out?  
Does the screening includes detection of Narcotics?  
Was the Narcotic snifer dogs used on 8-10-2004?  
Does the weight of each checked in luggage recorded? If yes is there a record of this?  
2- Please explain the inter-lined luggage handling process.  
3- Please explain the Luggage screening method at the Sydney International Terminal.  
Does the inter-lined luggage from a internal domestic flight re-checked / screened before loaded on to a International Flight?  
What type of screening is carried out?  
Does the screening includes detection of Narcotics?  
Was any narcotic snifer dogs used?  
Does the weight of each checked in luggage recorded? If yes is there a record of this?  
We would really be grateful and appreciate if you could please provide these information and any other relevant information which may in your opinion, be of help.  
Thanking You,  
Yours truly,

Vasudevan Rasiah  
On behalf of  
Lily Sri Rahayu Lubis SH  
Attorney-at-Law  
Bali Law Chambers,



## [Australian Customs Service]

This asked very clear and pertinent questions about the bag screening process, an issue which might be considered to be of fundamental importance to a customs department. But, immediately, Customs sought to deflect the matter to other parties:

**Lehn Antonia**

**From:** Crutchley Leigh  
**Sent:** Wednesday, 13 October 2004 7:39 PM  
**To:** Lehn Antonia  
**Subject:** FW: SECURITY-IN-CONFIDENCE

-----  
**From:** Gough Ross  
**Sent:** Wednesday, October 13, 2004 7:38:53 PM  
**To:** Turner Andy  
**Cc:** Crutchley Leigh; Frazer Mike; Tongue Andrew  
**Subject:** RE: SECURITY-IN-CONFIDENCE  
Auto forwarded by a Rule

Andy

You sent your mail to Hilary Mackay. Did you mean to do this? Or did you mean to send it to Hilary Manson?.

[If I may be allowed a personal observation: I would have thought that all 3 questions were ones for Qantas. Do we really want to be the channel for Qantas' explanations?]

Ross

-----Original Message-----

**From:** Turner Andy  
**Sent:** Wednesday, 13 October 2004 11:49 AM  
**To:** Crutchley Leigh  
**Cc:** Frazer Mike; Mackay Hilary; Hallinan Ross; Hoitink Robert; Whitbread Susan; Tongue Andrew; Yuille Peter; Hirst Jan; Nightingale Chris; tim.chapman@customs.gov.au; 'Craig.Chittick@dfat.gov.au'; Gough Ross  
**Subject:** FW: SECURITY-IN-CONFIDENCE

Leigh,

Here we go. Please note classification Tim has attached to this exchange and treat it accordingly

Tim rang me to discuss the exchange in the e-mail below and his reply: I agreed to him providing my name as there is no doubt this case is going to find its way to us sooner or later.

Given that the inquiry is by what appears to be legal representatives for Ms Corby, I recommend you clear any advice in reply with the Legal Office (Hilary as first point of contact). However, we need to promptly and unequivocally establish that our security measures have no role to play in the detection of narcotics leaving Australia.

Andy

-----Original Message-----

**From:** tim.chapman@customs.gov.au [mailto:tim.chapman@customs.gov.au]  
**Sent:** Wednesday, 13 October 2004 11:03 AM  
**To:** Turner Andy  
**Subject:** FW: SECURITY-IN-CONFIDENCE

Andy,

DFAT put these people on to me. However, when you look at the questions, it is pretty clear that they don't relate to Customs processes but fall more in your bailiwick. I propose to send responses along the lines of our talking points and to indicate that DOTARS has ultimate regulatory responsibility for outwards baggage screening. I wasn't proposing to give them your name, but could do so if you wished.

I suggest you contact Phillip Brown who is in the consular area at DFAT

1

The following letter was sent to Schapelle Corby's lawyer in reply:

>From: tim.chapman@customs.gov.au  
>To: balilawchambers\_vr@hotmail.com  
>CC: andy.turner@dotars.gov.au  
>Subject: RE: SECURITY-IN-CONFIDENCE  
>Date: Wed, 13 Oct 2004 11:35:42 +1000  
>  
>Dear Sirs,  
>  
>Unfortunately, I am not able to answer your questions because the  
>responsibility for the screening of baggage departing from Australian  
>airports does not rest with Customs. The Department of Transport and  
>Regional Services has regulatory responsibility for the security screening  
>of baggage at all Australian airports. The appropriate person for you to  
>contact at the Department of Transport is Dr Andy Turner, Assistant  
>Secretary, Aviation Security Regulation. His email address is  
>andy.turner@dotars.gov.au. You may also wish to contact Qantas and  
>Australian Airlines in respect of their baggage handling and screening  
>processes.  
>  
>As far as Customs is concerned, it has no presence at domestic airports or  
>terminals. Customs is only present at airports handling international  
>arrivals and departures.  
>  
>Passengers flying out of Australia are processed at the outwards control  
>point by Customs for immigration purposes only. Customs does not routinely  
>screen the baggage of passengers leaving Australia but focuses its resources  
>on screening goods and people entering Australia to ensure they do not pose  
>a risk to this country. As far as I am aware, the only interaction that  
>Customs had with Ms Corby on 8 October 2004 was to process her out of the  
>country at Sydney airport.  
>  
>All baggage screening, both hand luggage and checked baggage, is carried out  
>by other agencies. Dr Turner may be able to provide you with more detail on  
>this aspect.  
>  
>Question 1 Customs has no presence at Brisbane domestic terminal  
>Question 2 Customs is unable to provide advice on this issue as it  
>relates primarily to airline procedures.  
>Question 3 This is the responsibility of the airport and is overseen by  
>the Department of Transport.  
>  
>Yours faithfully,  
>  
>Tim Chapman  
>National Manager  
>Passengers Branch  
>

On the vital issue of screening, Mr Chapman unhelpfully directed the lawyer to "other agencies".

The next contribution from Customs was equally evasive of responsibility:





AUSTRALIAN  
CUSTOMS SERVICE

Chief Executive Officer

Customs House  
Canberra City ACT 2601

Senator the Hon Chris Ellison  
Minister for Justice and Customs  
Parliament House  
CANBERRA ACT 2600

Dear Minister

I am aware that Ms Schapelle Corby's legal representatives are seeking to call a number of new witnesses from Australia to support her defence. I understand that a Customs representative from Brisbane airport has been cited as one of these possible witnesses.

From a Customs viewpoint, the facts are as follows.

Ms Corby flew from Brisbane domestic airport on a domestic flight operated by Qantas to Sydney. We understand that her luggage was through-checked to Bali when she boarded the domestic flight in Brisbane. There is no Customs presence at Brisbane domestic terminal, which is completely separate from the international terminal.

Customs did not examine Ms Corby's baggage at either Brisbane or Sydney airports.

Moreover there was no Customs examination of any baggage on Ms Corby's flight (AO 7829) from Sydney to Denpasar on 8 October 2004.

As far as I am aware, the only interaction that Customs had with Ms Corby on 8 October 2004 was to check her passport and record her movement out of the country when she left from Sydney airport.

Customs provided relevant information to Ms Corby's legal representatives (Bali Law Chambers) on 13 October 2004.

In the light of this, I do not believe that any officers of Customs would be able to provide evidence that is relevant to Ms Corby's defence.

Yours sincerely

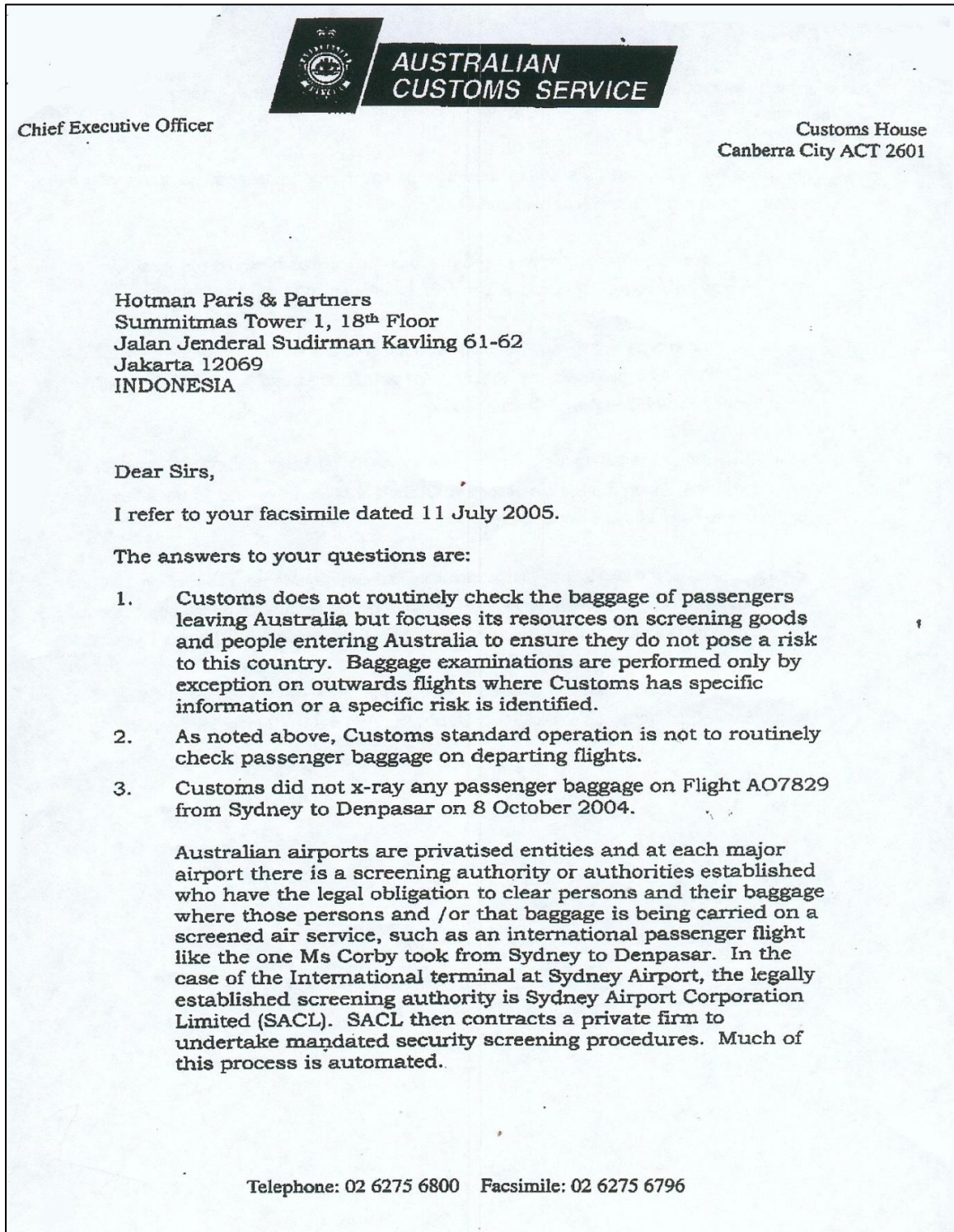
L B WOODWARD

6 July 2005

Telephone: 02 6275 6800 Facsimile: 02 6275 6796



Subsequently, whilst again abrogating any responsibility for themselves, they described the screening process as follows:

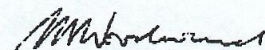


It is the airline's responsibility (in this case Qantas) to present checked bags to the screening authority, and the screening authority then undertakes the checked baggage screening process. At the time Ms Corby flew out of Sydney, 100% checked baggage screening was being applied to passenger flights to Indonesia. Customs understands from the Department of Transport and Regional Services that Ms Corby's lawyers have already been in contact with SACL about baggage reconciliation.

Because of the arrangements in place at Sydney airport in relation to who undertakes the screening process (outlined above), it is not possible for the Australian Government to provide the name of the officer who was operating the x-ray screening equipment that would have screened baggage on flight AO 7829 on 8 October 2004. Details of the individual persons operating x-ray equipment on that day should be sought from SACL.

4. The document was prepared in late 2003 to early 2004 by a Customs officer in an operational role for the purposes of identifying potential vulnerabilities to the border in the airport environment. It is a classified document and is not being publicly released by Customs.
5. The Sydney Morning Herald article of 10 June you refer to involved the alleged participation of a baggage handler in interstate drug running on domestic flights. Customs was not involved in this matter. Responsibility for the arrest of drug traffickers lies with the Australian Federal Police or the state or territory police in the state where the offence took place.
6. The contact details for Commissioner Keelty have been provided separately.

Yours sincerely

  
(L B WOODWARD)


12 July 2005

The Australian Customs Service offered no further help, or substantive information, to Schapelle Corby or her lawyers.



### 3. DOTARS

The Department of Transport & Regional Services (DOTARS) provided a clear overall picture of the process:



**Australian Government**  
**Department of Transport and Regional Services**

*File Reference: P2005/0008*  
*Contact Name: Darren Cramble*

Mr Mick J Keelty  
Australian Federal Police Commissioner  
Australian Federal Police  
GPO Box 401  
CANBERRA ACT 2601

**Subject: Checked Baggage Screening Process for Ms Corby's Baggage**

Dear Mr Keelty

I refer to your letter of 11 July 2005 concerning information on the process involved in screening Ms Corby's checked baggage on flight AO 7829 on 8 October 2004.

In response to your queries I provide the following:

**How the 4<sup>th</sup> baggage item of Ms Corby's was handled?**

The Department of Transport and Regional Services (DOTARS) understands that Ms Corby's lawyers have already been in contact with SACL about baggage reconciliation.

[words from Ellison letter] — *Need to insert wording.*

SACL may be able to provide you with more information on how the 4<sup>th</sup> baggage item was handled.

**The process used for checked baggage screening**

The process for CBS that would have applied to flight AO 7829 is as follows:

- Baggage arriving on a domestic flight for an international transfer is injected into the CBS in-line baggage handling system (BHS). The BHS identifies the baggage tag barcode as it relates to a particular flight. Cleared bags are then transferred into the appropriate aircraft baggage containers;
- Oversized bags or those bags not identified by the BHS (due to the barcode not being read) are checked through a supplementary CBS machine and then transferred to aircraft baggage containers. This is a manual process, requiring manual scanning of the baggage tag barcode.

**Deviation processes from the normal checked baggage screening process**

Prior to 1 January 2005 a percentage of bags on International flights were subject to CBS, except where specific threat or intelligence dictated a need to require 100% CBS to be performed. As advised above 100% CBS was being applied to passenger flights to Indonesia.



**Gaps in the checked baggage screening process**

DOTARS believes that there are opportunities present in the CBS process. Specifically in relation to CBS processes that are manual in nature. Where there is human involvement there is potential for opportunities to be created during the CBS process.

The Australian Government decisions are in line with international treatments for checked baggage. If anything the Australian Government approach is strengthened due to the implementation of the 100% CBS requirement a full year prior to the international implementation date. The Australian Government continues to introduce tighter procedures across industry, including the 7 June 2005 decisions on a range of measures which will harden activity at Australian airports.

SACL's inability to implement the Australian Government's decision in relation to an in-line system by 1 January 2005 poses a potential inconsistency in the system.

Whilst bags not subject to an in-line CBS system are manually processed, this system does appear to offer an area of potential weakness. Where ever human involvement is involved, there is the potential for system failure.

Yours sincerely

Michael J Taylor  
Secretary  
Department of Transport and Regional Services

July 2005

This confirmed that:

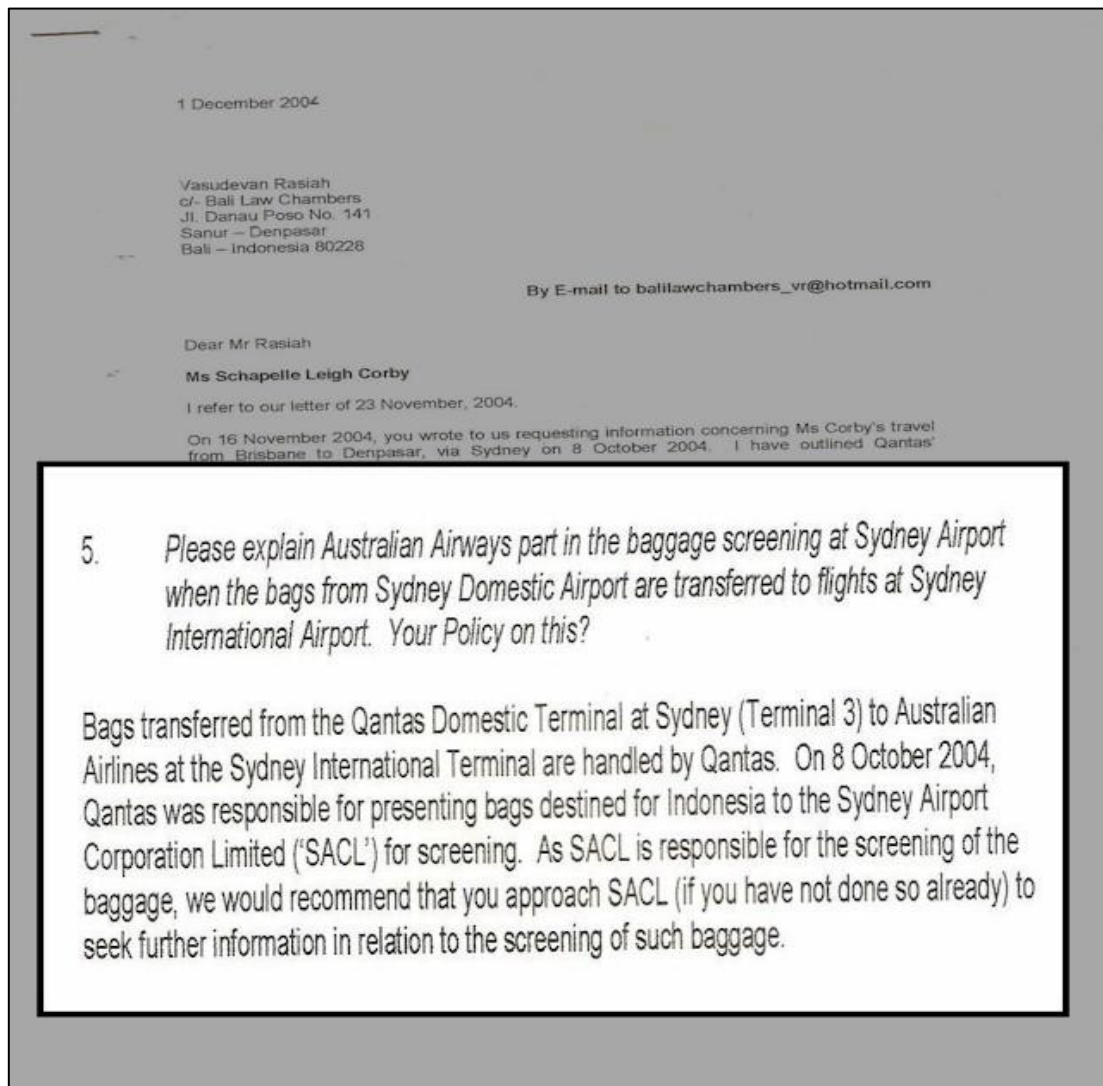
- All bags destined for Indonesia were mandated to be screened "*100% CBS was being applied to passenger flights to Indonesia*")
- The boogie-board bag would have been manually screened ("*Oversized bags... are checked through a supplementary CBS machine*")
- The system was patently open to abuse and corruption (eg: "*potential for opportunities to be created*", "*a potential inconsistency in the system*", "*area of potential weakness*", "*potential for system failure*").

The recipients of this, AFP Commissioner Keelty and Justice & Customs Minister Ellison, already knew that Schapelle Corby's boogie-board bag, and only that bag, was not screened, or even present on the SACL system at all. As did SACL itself.

This was the final substantive contribution by the Department of Transport & Regional Services.

## 4. Qantas Airways Ltd

The first formal contribution by Qantas was dated 1<sup>st</sup> December 2004. Question 5 is the first manifestation of their position on the baggage screening issue. This was, essentially, to pass responsibility to Sydney Airport Corporation Ltd (SACL):

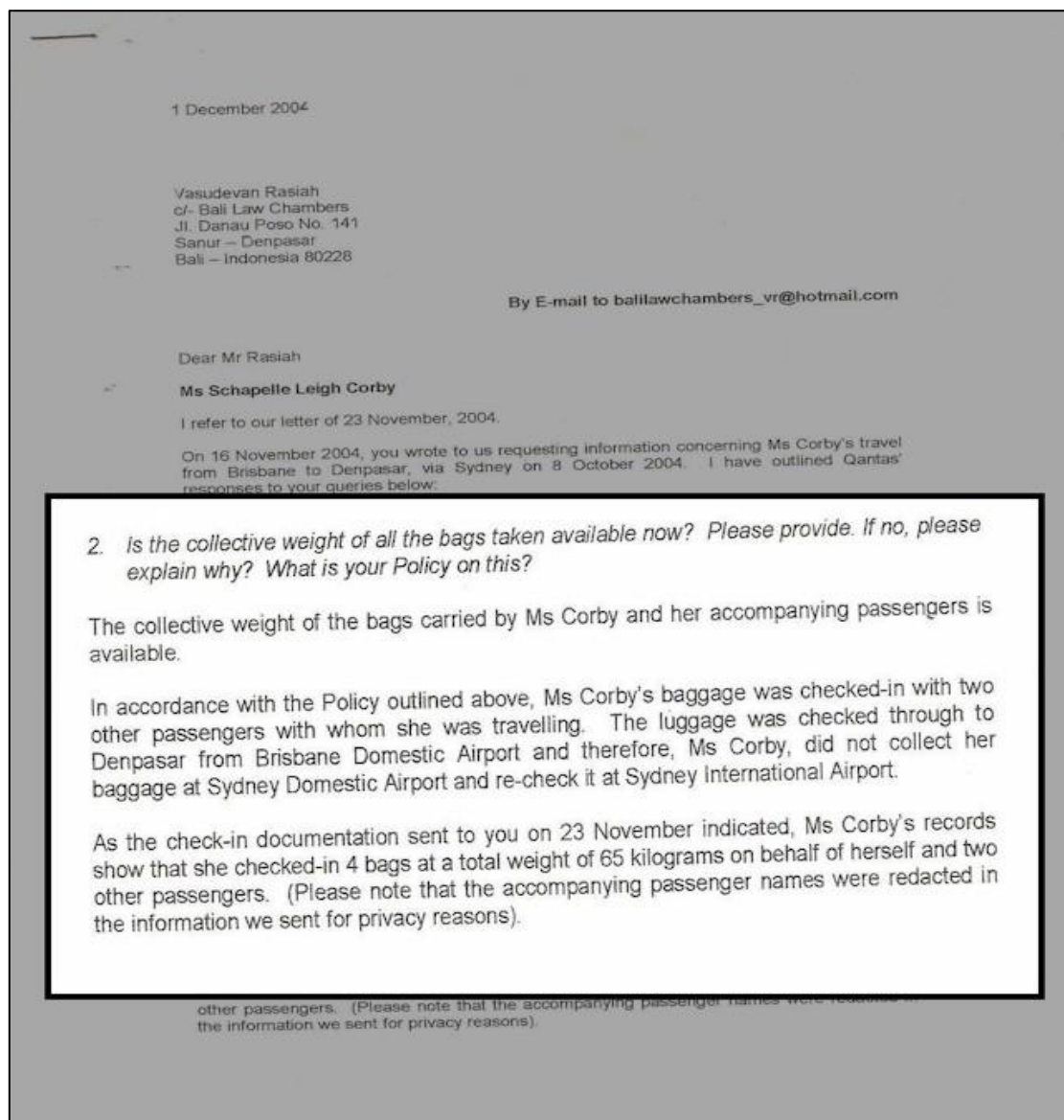


By directing Schapelle Corby's lawyer to SACL "*to seek further information in relation to the screening of such baggage*" Qantas clearly implied delivery to that organization of Schapelle Corby's bags, including the boogie-board bag.

There is no indication whatsoever that the bag might not have been provided, by Qantas staff, to SACL for screening.

NOTE: Schapelle Corby checked in normally, without fuss or surcharge. However, when the Qantas records were subsequently examined, they showed the baggage to be 5kg overweight on the system. Hence, either she had inexplicably not been charged (approx \$175) in excess baggage, or the weight had been added after check in, perhaps to take account of the addition of 4.2kg of marijuana.

As Qantas will have been well aware of their own weight thresholds, they must have been aware of this anomaly. However, when asked directly about the weight of the bags, they only provided details of the overall weight:

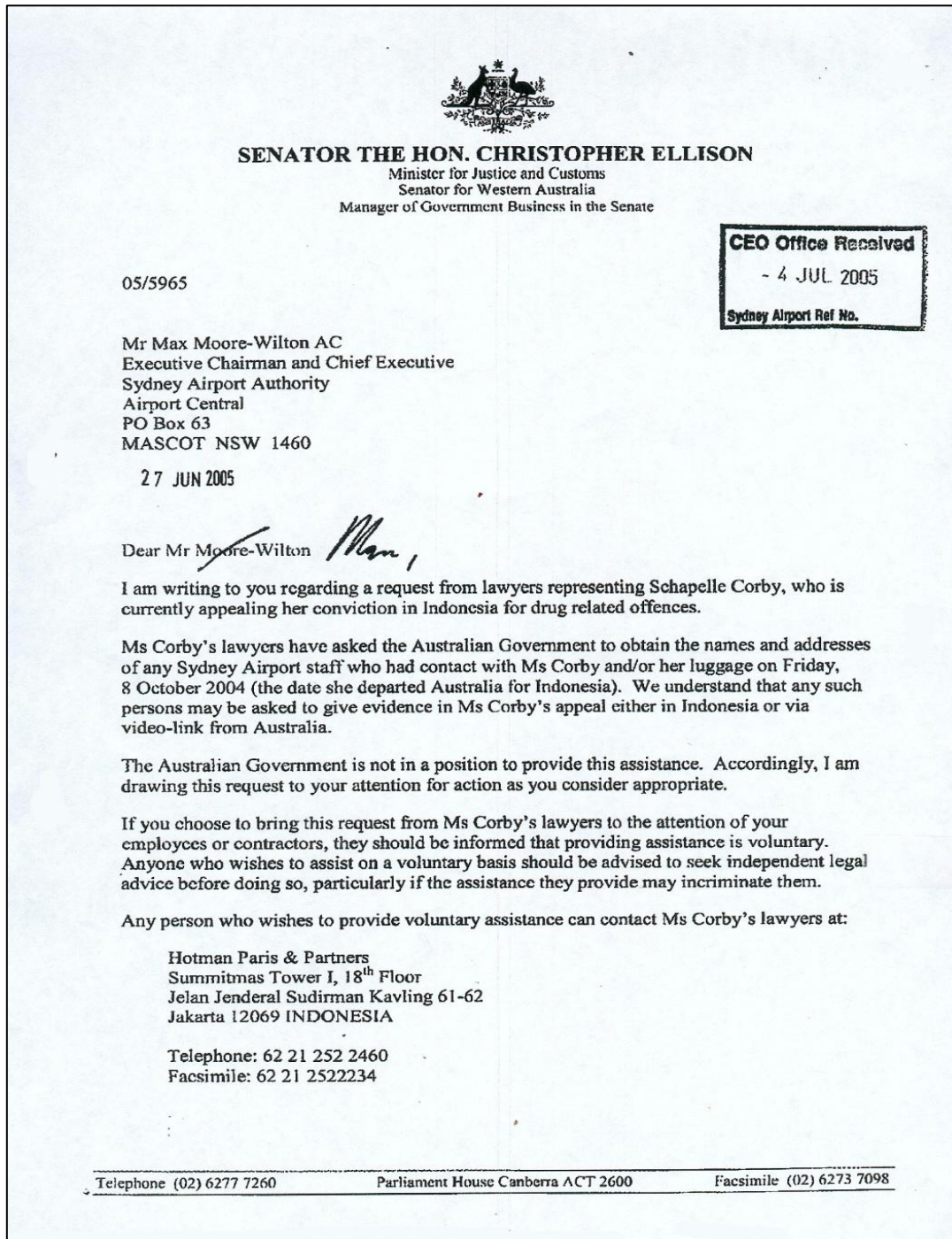


Again, Schapelle Corby and her family were totally unaware of this until *The Transit Report* was published, in September 2011.



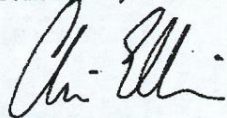
## 5. Sydney Airport Corporation Ltd

On being pressed by Schapelle Corby's lawyer for information on baggage screening, Justice & Customs Minister Ellison wrote to SACL on 27<sup>th</sup> June as follows:



The Australian Government does not undertake to pay the costs incurred by any person who provides voluntary assistance in this matter.

Yours sincerely

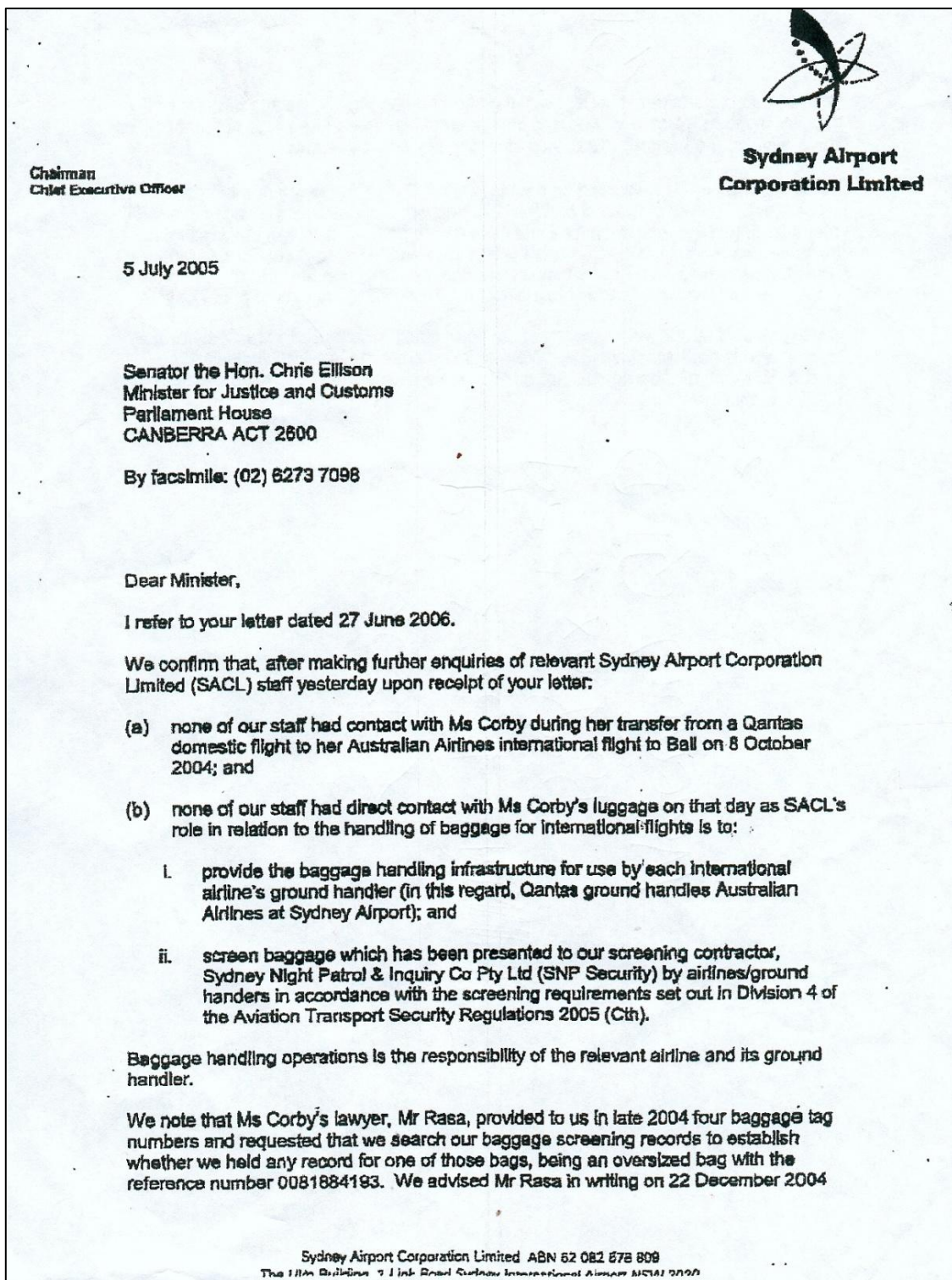
A handwritten signature in black ink, appearing to read 'Chris Ellison', written over a light blue background.

**CHRIS ELLISON**  
Senator for Western Australia

Whilst the terminology could not be considered to be encouraging of a positive response, it did initiate an evidential dialogue.



SACL's formal position was documented in a response dated 5<sup>th</sup> July 2005:



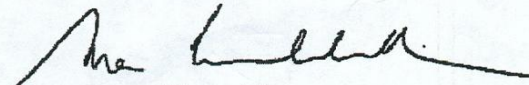


that we had undertaken an analysis of the checked baggage screening data for Ms Corby's flight on 8 October 2004 and confirmed to him that no baggage tag number for the oversized (out-of-gauge) bag was stored at any time by our system.

We did, however, locate screening data for the other 3 baggage tag numbers provided by Mr Rasa. In view of the fact that the presentation of bags for screening is the responsibility of the relevant airline and its baggage handler, and that Qantas in this instance was the only entity that could confirm the baggage tag number provided by Mr Rasa for the oversized bag was in fact issued to Ms Corby, we advised Qantas and the Department of Transport's Office of Transport Security of the results of our enquiries.

SACL regrets that it appears that it cannot be of direct assistance to Ms Corby or her lawyers in this particular instance. We wish to reiterate that we will continue to co-operate with any further requests from Ms Corby's lawyers and federal agencies in relation to this matter.

Yours sincerely,



Max Moore-Wilton, AC


Clearly, informing Schapelle Corby's lawyer that SACL had no screening data for the boogie-board bag, is significantly different to informing him that it was absent for ONLY the boogie-board bag.

This point was not lost on the recipient of this email, Justice & Customs Minister Ellison, as he referred to it in a subsequent letter to AFP Commissioner Keelty (see *The Transit Report* for further details).

Also, Moore-Wilton repeatedly distances SACL from the core issue. He states that *"none of our staff had direct contact with Ms Corby's luggage"*, and he emphasises the role of Qantas by stating that, *"Baggage handling operations is the responsibility of the relevant airline"*, and that, *"Qantas in this instance was the only entity that could confirm the baggage tag number...."*

It is thus not unreasonable to state that the impression created, was that the baggage omission resulted from the non-presentation of the boogie-board bag by Qantas.

The core information, that Schapelle Corby's boogie-board bag was the only one for which screening data was not present on the SACL system, was discussed between Ellison and Keelty, on 6<sup>th</sup> July 2005:

PROTECTED		Sub Number
 <b>Australian Federal Police</b> <i>To fight crime together and win</i> <small>ABN: 17 864 931 143</small>		
<b>Ministerial Brief</b>		
AFP Ref: 3334222		
Minister	through	Deputy Commissioner
<b>INFORMATION RECEIVED CONCERNING THE BAGGAGE SCREENING OF MS SCHAPELLE CORBY'S LUGGAGE TAGS</b>		
<b>Deadline:</b> Priority.		
<b>Purpose:</b> For information.		
<b>Recent Submissions:</b> 4457 of 25 November 2004, 284 of 28 January 2005, 1194 of 29 March 2005, 1468 of 18 April 2005, 1487 of 19 April 2005.		
<b>Information:</b>		
<p>On 6 July 2005, the AFP was provided with a copy of a letter addressed to you from the Chairman and Chief Executive Officer of the Sydney Airport Corporation Limited (SACL), Mr Max Moore-Wilton. The letter dated 5 July 2005, outlined inquiries conducted by SACL in response to a request by Mr Rasa, former defence lawyer for Ms Corby. Mr Rasa's request related to the baggage screening records for Ms Corby flight on 8 October 2005.</p>		
<p>2. In response to Mr Rasa's request, Mr Moore-Wilton advised baggage tag number 0881884193 (oversized bag) was at no time stored or recorded in their baggage screening system. Mr Moore-Wilton indicated only Qantas could confirm the passenger to which this baggage tag number relates. Mr Moore-Wilton has advised Qantas and the Department of Transport and Regional Security (DOTARS) of this matter.</p>		
<p>3. The AFP and Queensland Police Service (QPS) formed a joint team to investigate specific allegations made by remand prisoner Mr John Ford. Mr Ford alleged Ms Corby was the unwitting victim of an interstate drug trafficking syndicate involving corrupt</p>		
<p>4. The AFP and QPS investigation did not identify any evidence to support Mr Ford's allegation that Mr Ron Vigenser and baggage handlers in Brisbane were part of an interstate trafficking ring.</p>		
<p>5. At no stage has the AFP received advice from Ms Corby's defence team, SACL, Qantas or DOTARS of any information concerning the issue of the baggage tag number.</p>		
<b>Consultation:</b> QPS.		

**PROTECTED**

**Future Action:**

The AFP investigation in relation to the allegations by Mr Ford has been finalised. The AFP do not intend to reopen its investigation. Should a Mutual Assistance request be received seeking more information on the issues raised in Mr Moore-Wilton's letter, then the AFP will respond based on the nature of that request.

**Expected Reaction:** This matter continues to receive significant media attention.

**Recommendation:** Note the contents of this brief.

Noted

(Signed) Mark Walters  
National Manager  
Border and International

6 July 2005

.....  
Minister for Justice and Customs  
/ /

Action Officer: Kurt Plummer  
Telephone: 6275 7541

It is clear that at this point, SACL, Qantas, DOTARS, Ellison and Keelty, were all well aware of the situation. Ellison and Keelty were demonstrably aware of its significance to Schapelle Corby.

However, as detailed in *The Transit Report*, Ellison withheld the information, when directly confronted by Schapelle Corby's lawyer.

Just two days later, he referred to the baggage collectively: "*none of their staff had contact with Ms Corby or her baggage during her transfer*", and made no reference whatsoever to the central discovery:





SENATOR THE HON. CHRISTOPHER ELLISON  
Minister for Justice and Customs  
Senator for Western Australia  
Manager of Government Business in the Senate

- 6 JUL 2005

05/5965, MC05/7218

Hotman Paris Hutapea  
Hotman Paris & Partners  
Summitas Tower I, 18<sup>th</sup> Floor  
Jalan Jenderal Sudirman Kavling 61-62  
Jakarta 12069  
INDONESIA

By facsimile 0011 62 21 2522234

Dear Sir

I refer to your letter of 28 June 2005 to the Minister for Foreign Affairs, the Hon Alexander Downer MP, and myself in relation to Schapelle Corby's appeal against her conviction in Indonesia for drug related offences. I also refer to the Bali High Court's decision on 4 July 2005 that new evidence will be heard in the Denpasar District Court. Please note that I am responding on behalf of the Australian Government.

The Australian Government is committed to providing ongoing assistance to Ms Corby but we can only deal with requests that are within the bounds of the law and which fall within the arrangements for her trial. I understand Qantas has again corresponded directly with you in relation to any further interviews of Qantas employees who may be potential witnesses.

Sydney Airport Corporation Limited has advised me that they have previously provided verbal information and an email dated 22 December 2004 to Ms Corby's legal team regarding Ms Corby's baggage. They also advise that none of their staff had contact with Ms Corby or her baggage during her transfer from a Qantas domestic flight to her Australian Airlines international flight to Bali on 8 October 2004. I understand that Brisbane and Sydney Airports propose to contact you directly.


In relation to any potential witnesses who may be employed by Customs, I again confirm my previous advice that the Australian Customs Service did not handle Ms Corby's luggage. I

In regard to your facsimile dated 7 July 2005, I have now received the English translation you provided and will be responding to the matters you raise as soon as possible.

Yours sincerely

CHRIS ELLISON  
Senator for Western Australia

Five days later, Ellison again failed to convey the central information, and referred the lawyer to other organisations:

  
**SENATOR THE HON. CHRISTOPHER ELLISON**  
Minister for Justice and Customs  
Senator for Western Australia  
Manager of Government Business in the Senate

05/5965  
13 July 2005

Houtman Paris Hutapea  
Houtman Paris & Partners  
Summitum Tower 1, 18<sup>th</sup> Floor  
Jalan Jenderal Sudirman Kavling 61 62  
Jakarta 12069  
INDONESIA

*By facsimile 0011 62 21 2522234*

Dear Sir

I refer to your letters of 6 July 2005, 12 July 2005 and 13 July 2005 to the Prime Minister, the Hon John Howard MP, the Minister for Foreign Affairs, the Hon Alexander Downer MP, myself and others about the collection of evidence for Mr Schapelle Corby's appeal. I understand new evidence will be heard in the Denpasar District Court on 20 July 2005. I am responding to your three letters on behalf of the Australian Government.

*Potential witnesses - Sydney and Brisbane Airport employees*

You also raised issues relating to Sydney and Brisbane airports in your letter of 28 June 2004 and I advised in my response of 8 July 2005 that I had contacted the Sydney and Brisbane Airport authorities. In that letter I provided you with details of the response from the Sydney Airport Corporation. I understand that these organisations have been in contact with you. You should continue to liaise directly with those organisations, if you wish employees from these organisations to give evidence, or you require further information in relation to the role of airports in the area of CCTV and the X-raying of baggage.

and 12 July 2005, are an officer in custody or subject to police detention in Victoria. As I have previously stated, under Australian law such persons can only be transferred to Indonesia to give evidence if a mutual assistance request is received from Indonesia, and they consent to do so.

In the absence of a mutual assistance request, it is only possible for these people to give evidence from Australia by means of a written statement or via video link. They would have

Telephone (02) 6277 7269      Parliament House Canberra ACT 2600      Facsimile (02) 6273 7

Subsequently, the following response was prepared for Parliament, in case he was challenged on the non-screening of the boogie-board bag:

**Possible Parliamentary Question—Minister for Justice and Customs**

**Schapelle Corby – appeal to the Bali High Court**

**Possible question**

*If asked whether the Australian Government is aware that Schapelle Corby's boogie board was not screened at Sydney Airport*

- The Australian Government is aware of comments about the screening of Ms Corby's boogie board bag at Sydney Airport.
- Screening of checked baggage at the International Terminal at Sydney Airport is carried out by Sydney Airport Corporation Ltd (SACL).
- I understand SACL informed Ms Corby's lawyers about this issue as early as October 2004.
- On 12 June 2005 the Minister for Justice and Customs wrote to Ms Corby's lawyers suggesting they approach the operators of Sydney and Brisbane Airports regarding the handling of her luggage in Australia.
- I understand that SACL has had continued contact with Ms Corby's lawyers about the handling of Ms Corby's baggage.
- It is important to note that the screening of checked baggage for flights leaving Australia is undertaken for aviation security purposes. The screening process is not intended to detect drugs.

It is clear that yet again, there was no intention to confirm the critical information: that the boogie-board bag was the only one not screening.

As of September 2011, neither Schapelle Corby nor her family have ever been made aware that the boogie-board bag was the only one not screened in Sydney.



## 6. Findings & Conclusions

The self interest agenda documented in the previous sections speaks for itself. All parties sought to pass blame and responsibility to others for the serious screening failures, and thus, the undoubted corruption and criminality behind it at Sydney airport.

Schapelle Corby's interests were simply dismissed, as party after party abrogated responsibility.

Politically, there was also a significant degree of orchestration. The following, for example, illustrates how the government sought to "*consolidate*" responses from even private commercial entities:

Sent: Tuesday, 16 November 2004 12:18 PM  
To: Turner Andy  
Subject: CONSULAR-IN-CONFIDENCE: Schapelle Corby  
Importance: High

Dear Dr Turner

I am updating the DFAT PPQ for Schapelle Corby and am hoping to consolidate a response to cover the AFP, Australian Customs, DOTARS and Qantas. I have approached each organisation separately.

I wanted to know if it would be possible to include something on DOTARS response to Ms Corby's lawyers. I have spoken to Tim Chapman from Customs and he advised me that DOTARS is responsible for screening luggage departing Australia and that he advised Ms Corby's lawyers to contact you.  
Can you please give me a call to discuss DOTARS response to Ms Corby's lawyers.

Regards

Charles Farrugia  
Director  
Consular Operations Section  
Public Diplomacy Consular and Passports Division Department of Foreign Affairs and Trade  
The R.G. Casey Building John McEwen Crescent BARTON A.C.T. 0221  
Telephone: 02 - 6261 3192  
Facsimile: 02 - 6112 3192

The most pivotal role, however, was that of Justice & Customs Minister Ellison.

He was in regular correspondence with Schapelle Corby's lawyer, and even when asked directly about baggage screening, he failed to disclose the vital information that only the boogie-board bag wasn't screened. As a lawyer, he must have been well aware of its significance.

## [Findings & Conclusions]

He also failed to disclose this information to Parliament or, directly to Schapelle Corby's family when they approached the government.

Ellison's role in the overall case is documented throughout *The Expendable Project*. However, even without the benefit of this information, Schapelle Corby's Indonesian lawyer was frustrated enough to call upon the Australian Prime Minister to set up a commission into his conduct:

Law Firm  
**HOTMAN PARIS & PARTNERS**

OUR REF: 0364/888.01/HP&P YOUR REF:

23 August 2005

**THE HON. JOHN HOWARD MP**  
Prime Minister of Australia  
Parliament House – Australia  
Canberra  
Fax No. 61-2-6273 2923

**SENATOR THE HON. CHRISTOPHER ELLISON**  
Minister for Justice and Customs  
Parliament House  
Canberra ACT 2600  
Fax: +61 2 6273 7098

**THE HON. ALEXANDER DOWNER, MP**  
Minister for Foreign Affairs of Australia  
Ministerial Office  
Parliament House  
Canberra  
Fax: +61 2 6273 4112

RECEIVED  
24 AUG 2005  
MCU

OFFICE OF THE PRIME MINISTER  
RECEIVED IN CANBERRA  
23 AUG 2005  
Referred to: *pmc*  
*As SB NW*

Re: Ms. Schapelle Leigh Corby Team Lawyer's Protest

**SENATOR THE HON. CHRISTOPHER ELLISON**

I strongly request to the Australian public to set up a commission in order to proof that Mr. Christopher Ellison have given us difficult time and publicly made false statement.

Thank you for your kind attention.

Sincerely yours,  
Solicitor for Ms. Schapelle Leigh Corby  
HOTMAN PARIS & PARTNERS

*3/1*  
**Paris Hotman, S.H., M.Hum.**  
Advocate

## [Findings & Conclusions]

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The role of the Australia Federal Police is also worthy of additional note. AFP Commissioner Keelty was aware of all the pertinent facts, along with other critical information, such as the contents of the *Kessing Reports*. He too failed to disclose this to Schapelle Corby or her family.

Further information on this, and other aspects pertaining to the events at Sydney Airport on 8<sup>th</sup> October 2004, are documented in *The Transit Report*:  
<http://www.expendable.tv/2011/09/transit-report.html>





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