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Confidential Intelligence Brief

*Hon. James Dorbor Jallah,
Commissioner General,
Liberia Revenue Authority (LRA)*

**Subject: Security, Revenue Leakage, and
Organized Smuggling Risks at Roberts
International Airport (RIA)**

Date: January 6, 2026

Prepared by: Confidential Intelligence Cell



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 Confidential Brief**Executive Summary**

Roberts International Airport (RIA) is Liberia's largest, most functional, and most strategically significant airport. It is a critical national asset for revenue generation, border security, and international connectivity. Intelligence obtained from multiple independent sources, corroborated by physical cargo markings and documented airway bill references, indicates that RIA continues to function as a major transit and diversion point for narcotics and smuggled commercial goods.

These illicit activities deprive the Government of Liberia of lawful customs revenue, compromise airport security, and expose the country to transnational criminal networks. Recent operational changes within the Liberia Drug Enforcement Agency (LDEA) at RIA, combined with documented irregularities in cargo handling at outsourced facilities, suggest a deliberate weakening of enforcement controls at the airport.



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Strategic Importance of RIA

RIA serves as Liberia's principal international gateway and one of the largest collection points for customs duties, excise taxes, and related fees. Any sustained compromise of cargo clearance, drug interdiction, or customs oversight at this facility directly undermines state authority and fiscal stability.

Given RIA's established role within West Africa's cocaine transit corridor, control of airport security units and cargo release processes has become a strategic objective for organized criminal networks.

Intelligence Assessment: LDEA Restructuring at RIA

Following the appointment of a team to manage the transition of the Liberia Drug Enforcement Agency, all LDEA agents assigned to Roberts International Airport, including the airport commander, were removed.

The RIA detachment is now reportedly led by Special Agent Clarence Clark, a close ally of Mr. Patrick Kormazu, Acting Deputy Director General for Operations (Unit 702). Intelligence reporting from multiple sources alleges that Agent Clark maintains close associations with known drug traffickers operating along regional routes.

While these allegations require formal investigative validation, the timing, scope, and selectivity of the restructuring are notable. Given RIA's known role as a cocaine transit hub, this reorganization appears consistent with efforts to consolidate control over drug enforcement functions at the country's most critical entry point, thereby shielding cartel interests and reducing interdiction risk.

Smuggling from the GLS Menzies Cargo Warehouse

Separate but related intelligence points to organized smuggling of commercial goods from the GLS Menzies cargo warehouse, an outsourced cargo handling facility operating at RIA. Evidence suggests that multiple consignments were unlawfully removed from the facility without full customs processing or payment of duties. These removals appear to have been facilitated by senior LRA and Customs personnel responsible for airport oversight.

A key vulnerability is the outsourced nature of the cargo operation. The GLS Menzies facility does not independently guarantee the issuance of an LRA Flag Receipt, creating a systemic gap that allows goods to exit the airport without being fully captured in the LRA duty and revenue systems.

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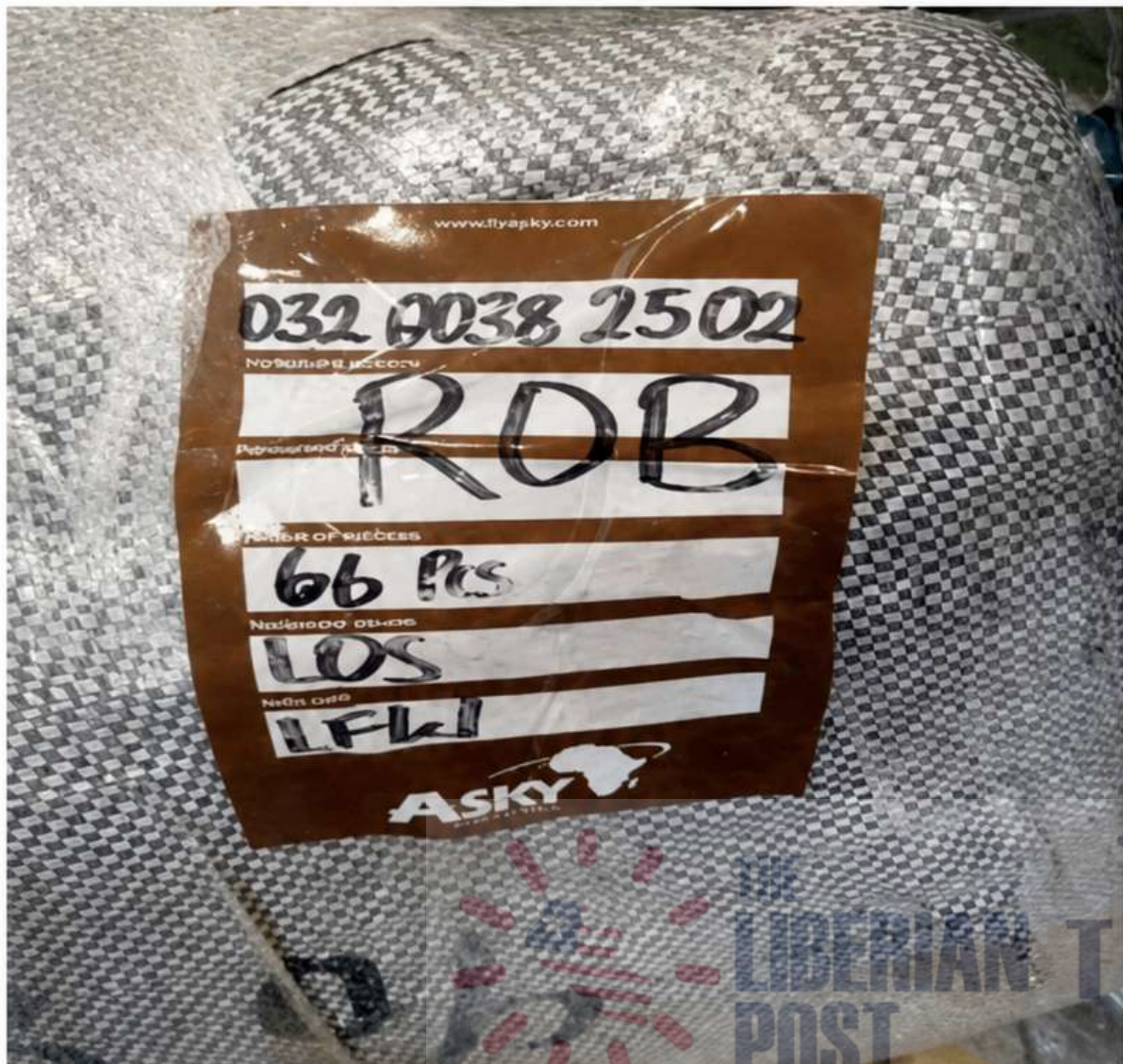
Airway Bill Evidence (Physical Label Corroboration)

Physical cargo labels captured in the attached images corroborate intelligence reporting and reveal the following airway bill details:

Airway Bill Number: 032-00382502

- ❖ Destination: ROB
- ❖ Total Pieces: 66
- ❖ Airport of Departure: LOG
- ❖ Transfer Station: LFW
- ❖ Airline: ASKY
- ❖ Remarks on Label: Marked "ROB / LOS / LFW."

This labeling reflects inconsistencies in routing notation that warrant further scrutiny.



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Airway Bill Number: 032-00382406

- ❖ Destination: ROB
- ❖ Total Pieces: 43
- ❖ Airport of Departure: LOG
- ❖ Transfer Station: LFW
- ❖ Airline: ASKY



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❶ Airway Bill Number (as written on cargo label): 032-5038366

- ❖ Destination: ROB
- ❖ Total Pieces: 16
- ❖ Total Weight: 207 kg
- ❖ Airport of Departure: ACC
- ❖ Airline: ASKY



The presence of handwritten alterations, inconsistent routing descriptions, and multiple piece counts across related consignments strongly suggests deliberate manipulation of cargo documentation.

❷ Recommended Verification and Enforcement Actions

It is strongly recommended that the Liberia Revenue Authority immediately undertake the following actions:

- ❖ Formally engage GLS Menzies to confirm whether all listed Airway Bill Numbers appear in their cargo management database as received, stored, and released.
- ❖ Cross-check each Airway Bill Number against the LRA and Customs Airport Duty database to confirm whether corresponding duty assessments exist.
- ❖ Verify whether LRA Flag Receipt numbers were generated and whether any customs payments were recorded for these consignments.
- ❖ Where no payment is recorded, initiate a trace inquiry to establish the physical location or disposition of the goods.
- ❖ Secure and review CCTV surveillance footage from the GLS Menzies cargo warehouse, focusing on inbound processing, storage areas, and release points.

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• **Timeline of Interest**

- ❖ Cargo associated with the referenced airway bills was reportedly available in the warehouse as of **November 7, 2025**.
- ❖ Any disappearance or release of these goods after this date without full documentation should be treated as part of a coordinated smuggling operation.
- ❖ Additional intelligence indicates further smuggling activity occurred on **November 12, 2025**, between **12:00 PM and 1:00 PM**, a critical window for CCTV and access log review.

Conclusion

The convergence of compromised drug enforcement leadership, outsourced cargo vulnerabilities, and documented airway bill irregularities points to a deeply entrenched smuggling architecture operating at Liberia's most important airport.

If left unchecked, these activities will continue to drain national revenue, weaken border security, and embed transnational criminal interests within critical state infrastructure. Swift, independent, and uncompromised action by the LRA is essential to restoring integrity at Roberts International Airport.

Respectfully submitted,

Confidential Intelligence Cell

End of Brief

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