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Economic Commission for Europe

Inland Transport Committee

Working Party on Customs Questions affecting Transport

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Item 4 (d) of the provisional agenda

**Activities of other organizations and countries of interest
to the Working Party: World Customs Organization**

World Customs Organization

Transmitted by the World Customs Organization

I. SAFE Working Group

1. Private Sector Consultative Group (PSCG) worked on the Framework of Standards to Secure and Facilitate Global Trade (SAFE) Review process/SAFE amendments, time limits and Integrated Supply Chain Management (ISCM) guidelines; benefits of Mutual recognition arrangement/agreement (MRA) to private sector; Natural Disaster Recovery; Capacity Building, where the private sector could contribute; Business views on the slow financial recovery; the effects of budget costs on Customs modernization, the loss of expertise and the implications for the continuing effectiveness of Customs, small and medium-sized enterprises (SME's) from developing countries and Authorised Economic Operators (AEO) benefits.
2. Members agreed with the submission of the General group on the new SAFE Framework 2012 (with some caveats – e.g.: postponement of review of ISCM guidelines).
3. Agreed the inclusion of a new part 5 in respect of Coordinated Border Management (CBM); inclusion of a new part 6 in respect of Trade Continuity and Resumption; moving the language on Mutual Recognition to a new part 7; moving the AEO conditions requirements and benefits to a new Annex 2; moving the text of the Customs Co-operation Council (CCC) Resolution on the SAFE Framework of Standards (FoS) to secure and facilitate global trade to a new Annex 3; creating a new Annex 1 on Definitions and included a new definition on 'high risk cargo'.
4. The Time Limits sub-group will continue discussion until a conclusion is reached. This relates in particular to the air mode and the submission of advance data.

II. Air Cargo Security

5. The International Civil Aviation Organization (ICAO) and the WCO convened a Joint Conference on Enhancing Air Cargo Security and Facilitation – Synergy through Cooperation from 5 to 6 July 2012 hosted by the Singapore Ministry of Transport and Singapore Customs.

6. At the end of the Conference, ICAO and the WCO released a Joint Communiqué (attached) on the way forward. Secretaries-General agreed to draft a joint brochure to describe relevant measures that would encourage closer cooperation of relevant agencies at national level.

7. The following is an extract of the 2012 WCO/ICAO Joint Communiqué: The agencies shall work together in order to:

- (i) Enhance international cooperation to prevent acts of unlawful interference;
- (ii) Encourage close coordination between authorities at the State level responsible for aviation security and customs;
- (iii) Support a risk-based approach to ensure additional security measures are applied to high-risk cargo while facilitating the movement of low-risk consignments;
- (iv) Promote security measures that focus on outcomes and provide a level of operational flexibility to accommodate different circumstances;
- (v) Align policy and regulatory frameworks to achieve synergy, avoid duplication, and promote mutual recognition of air cargo security regimes and joint oversight activities;
- (vi) Compare the WCO SAFE Framework of Standards and ICAO's Annex 17, and supporting guidance, to assess the opportunities for including measures in each other's instruments with a view to harmonizing and aligning process to the greatest extent possible;
- (vii) Examine in detail the similarities and differences of the two security programmes and make recommendations for amendments to the relevant instruments, in order to achieve a greater level of compatibility and potential for mutual recognition and joint oversight, with a view to reducing the administrative burden for regulators and the private sector;
- (viii) Promote the establishment of supply-chain security processes by States;
- (ix) Reinforce the principle that security controls should be implemented at the point of origin and cargo protected from unauthorized interference thereafter;
- (x) Encourage the sharing of information and best practice between all relevant parties in the air cargo supply chain;
- (xi) Ensure that aviation security and Customs authorities are aware of each other's frameworks, mandates, and tools in order to identify ways to strengthen coordination and efficiency at the operational level;
- (xii) Determine how electronic advance cargo information can be used to support risk management in air cargo security by identifying threats and implementing the appropriate countermeasures;
- (xiii) Monitor and evaluate the results of pilot exercises to collect advance information for the purposes of risk analysis. Where appropriate, determine how best to make that information available to the relevant aviation security agencies and other stakeholders;

(xiv) Ensure that international governmental institutions, and industry stakeholders and their representative organizations, are involved in the process of developing air cargo security measures to achieve practical, sustainable and effective solutions; and

(xv) Promote capacity-building assistance to support the implementation of air cargo security and facilitation measures.

III. Globally Networked Customs

- A systematic means for the exchange of information between Customs administrations
- Feasibility Study accepted and mandated by 2012 June WCO Council.
- Globally networked Customs (GNC) now in “proof-of-concept” phase
- Based on the idea of “protocols, standards and guidelines” rather one all-encompassing IT system or application.
- Consistent with other WCO instruments

IV. Coordinated Border Management

- Remains a key strategic priority for the WCO
- Revamped Compendium to replace the 2006 “Integrated Border Management” version
- Theme of the 2013 IT Conference and Exhibition in Dubai

V. WCO Data Model and Single Window Compendium

- Data Model version 3 (DMv3) contains data and messages (EDI and xml) for all relevant business to government exchanges related to import, export, transit, reporting for means of transport and the many licences, certificates and permits required for border regulation.
- Currently the WCO has a focus on implementation and also the dematerialization of supporting documents for goods declarations (invoices, certificates of origin etc.).
- The Single Window Compendium is available on the WCO website and has formed the basis of SW forums and other training in many parts of the world.

VI. Economic Competitiveness Package

- Economic Competitiveness Package (ECP) developed along the lines of the 2010 Revenue Package and is in response to the ongoing global financial crisis (GFC).
- 4 themes – informal trade, transit, CBM and SME’s
- Built around the principles of the Revised Kyoto Convention (RKC)
- WCO seeking examples of global best practice

VII. Other issues

- Identity Management
 - Product Identification and the Harmonized System
 - Data Quality
 - E-Carnet
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