

Challenges for an efficient customs settlement between COTIF and SMGS countries

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RECOMMENDATIONS FOR UNIFORM LEGAL APPROACH: inevitable previous steps for data harmonization

- **Don't invent the wheel again. Look to useful existing examples of legislation and guidance on customs cooperation:**
 - Common Transit Convention in Europe (EU, CH, NO, MK, SB, TR)
 - Customs Transit Convention for rail between SMGS countries (BY, RU, KZ)
 - Customs Security Agreement between the EU and Switzerland / Norway
 - Mutual recognition of the (EU) Authorized Economic Operator, and similar customs security status in other countries (e.g. CTPAT in the USA)
 - And check the options for similar applications in other countries

- **Go for (additional) bi- or multilateral agreements, in case the existing legal and procedural framework is not sufficient for data harmonization and a fast and efficient customs settlement**

Practical measures, linked with data harmonization

- Uniform customs procedures
- Uniform EDI – systems, data content and data exchange formulas
- Mutual recognized customs transit and customs security controls

RECOMMENDATIONS FOR UNIFORM CUSTOMS PROCESSES: also inevitable for data harmonization

➤ **Go for practical legalised measures**

- Uniform customs procedures, for transit, for security and for border crossing

➤ **Apply uniform data types**

- Realize smart exchange and processing of transport and customs declaration data
- As much as mutual recognition – legal, procedures, data contents, data exchange, customs transit, customs security

Important:

Avoid too much comparison with road transport. Both are land transports, but the settlement is rather different in practice. Rail has its own particularities.

Recommendations

- **Data exchanges between all authorities in the transport corridor should be acknowledged by all the other countries in the transport corridor**
 - to avoid similar (and time consuming) new declarations as well as controls at the several customs borders

- **Rail consignment note, or the electronic dataset of the consignment note, should contain the majority of the customs security data required**
 - Some additional data are to be considered for a better fit with customs declarations (e.g. an uniform data box for the origin of the goods)
 - Go for alignment with global standards for data types and codes, including taking the WCO Data Model into account

SUMMARY OF RECOMMENDATIONS

- **All stakeholders support the growing rail transport between COTIF and SMGS countries with:**
 - smart transport and customs legislation – as much as possible dedicated to each other
 - smart consignment (note) procedures
 - smart customs transit and customs security procedures
 - Uniform transport and customs (transit, security) data
 - Uniform EDI related exchange of data
 - eventually with additional agreements in case existing regulations are not sufficient

- **Go for:**
 - As much as possible paperless workflow
 - Harmonized and mutually recognized data for customs as well as consignment purposes
 - Close cooperation between the rail sector and authorities involved
 - With special attention for the execution of procedures in practice
 - Customs legislation and procedures which are uniform and rail dedicated
 - Better fit between railway formalities and workflow and customs requirements

For further information:

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