

Innovative Practices on Transit

1. Angola

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
- International transit - National transit	Air Road Railways Sea	Congo Namibia	Angola Maritime and Ports Institute (IMPA)				- Pre-arrival information - Operators with high Compliance

2. Argentina (Customs Transit Security Initiative (ISTA))

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
- National transit	Road				Importers	SAFE	In the framework of the SAFE Standards, the ISTA operates with a focus on: <ul style="list-style-type: none"> - Risk management; - High-risk containers; - Information provided electronically; - Evaluation of security; - IT Application; - Performance measurement; and - Guarantee systems.

(Impact of initiatives/practices)

In the framework of the SAFE Standards, the ISTA has promoted and facilitated the integrated monitoring of the transit of goods, through the use of electronic security seals and the ability to pinpoint the goods at all times. Thus, it prevents losses from shipments and the illegal entry of products into the country.

(Description of initiatives/practices)

The Customs Transit Security Initiative (ISTA) is a national land transit control measure. Defined as a technological platform for the satellite monitoring of transport, it ensures the integrity of shipments and the transparency and security of operations, at low cost; it also prevents the diversion of goods, thefts and any other offences.

3. Azerbaijan

(Description of initiatives/practices)

A special section related to transit transportation has been established within the Single Automated Management System and Virtual Stocking System; also, tables to keep records of goods and their movements have been applied. Software has been developed and implemented in order to properly manage the tracking of goods and vehicles electronically, at borders and within the country, by means of GPS systems. Thanks to this software, all Customs authorities have been provided with GPS installations, regardless of the numbers involved. In order to ensure the security of transit transportation, a Target Centre has been established at the premises of the State Customs Committee, to provide surveillance over the movement of transportation, 24/7. As a result of this implementation, the efficiency of the transit corridor has been increased.

Moreover, with regard to the special Customs procedure for Transit, participants in foreign economic activity have been offered the possibility of “electronic Customs service” advance declarations. This in turn provides an opportunity for Customs to gain advance information regarding goods and means of transport, and also enables participants in foreign economic activity to obtain a unique code, thus facilitating the registration process.

4. Bulgaria

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit National transit Transshipment	Air Road Railways Sea	Member country of the Convention on a Common Transit Procedure and the International Convention TIR, 1975	<ul style="list-style-type: none"> - Joint committee on Common Transit Convention - European Commission - Administrative Committee for the TIR Convention - IRU 	Ministry of transport, information technology and communications	<ul style="list-style-type: none"> - National Association of Bulgarian Speditors, - Bulgarian union for customs and foreign trade services /BUCFTS/, - National organization of the customs agents - National guarantee association AEBTRI. 		<ul style="list-style-type: none"> - Information Sharing - Guarantee systems - Pre-arrival information - Operators with high Compliance - Border infrastructure designed for transit - Application of Information Technology

(Description of initiatives/practices)

The Member States of the EU apply an internal and external transit procedure as set out in Article 91 and Article 163 of the Community Customs Code (Reg. (EEC No 2913/92 of 12 October 1992)). Within this concept international convention dealing with transit of goods are applied, such as the TIR or ATA conventions. The EU also applies the Convention on a common transit procedure of May 1987 with EFTA countries and Croatia and Turkey.

5. Croatia

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit National transit	Air Road Railways Sea	- EU+EFTA countries, - Serbia, - FYROM, - Montenegro - Bosnia and Herzegovina	- EC/EFTA Joint Committees - TirExB	- Ministry of Internal Affairs - Border veterinary inspection - Phyto-sanitary inspection - State Office for Nuclear Safety			

6. Georgia

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit National transit Transshipment	Air Road Railways Sea	- CIS Countries - EU Countries - Eastern European Countries - Asian Countries - Others		- Georgia Revenue Service - Patrol Police of the Ministry of Internal Affairs of Georgia	- GIRCA - Georgian International Road Carriers Association - Freight Forwarders - Sea Ports	- Istanbul Convention - CBM Frameworks - TRS	- Information-sharing - Border infrastructure designed for transit - Application of Information Technology - Performance Measurement - Targeting and Risk Management

(Description of initiatives/practices)

Foreign goods can be placed under the transit customs procedure:

- When entering Georgia's customs territory, or
- After other customs procedure (e.g. temporary admission, export, internal processing or external processing)

While placing the goods under transit operation, following documents/information should be presented at the border:

- TIR-Carnet
- Internal Transit Document (T1) in the absence of TIR carnet (Internal Transit Document is completed electronically via ASYCUDA World - Automated System for Customs Data namely ASYCUDA world has been implemented by Georgia Revenue Service. The Web application is considered for the submission of the declaration. All the transit declarations are submitted via ASYCUDA World system), based on the documents provided by the driver (transport document, invoice), which must include the data necessary for identification of the goods by the Customs crossing point of destination (including the number of the seal applied by the Customs officer), or
- Registered information in Ministry of Internal Affairs (MIA) automated database:

- in case of moving empty means of transport, trailers or semi-trailers, or
- when above mentioned means of transports are loaded by the goods exceeding amounts and costs for exemption from customs duties.

Transit Declaration should be submitted only if:

- goods are moved by pipelines or electrical transmission lines;
- goods are intended for sea transit (except for goods, kept in containers or in the means of transport)

Transit Timeframe:

The timeframes for delivery of goods or means of transports from customs office of departure to the customs office of destination are:

- 20 calendar days for goods and means of transport
- Max. 45 calendar days in case of moving automobiles considered under HS heading 8702 (bus) or 8703 (light vehicles)

Transit procedure can be completed:

By presenting customs declaration and exportation of goods;

By taking off the control an internal transit document and exportation of goods;

By placing goods in the customs warehouse or in other places intended for temporary storage of goods and then by exportation of goods in the terms prescribed by law;

By selecting another commodity procedure for the goods;

By presenting of TIR carnet (instead of the customs declaration) at the border crossing point;

By registering information at automated database of MIA in cases of movement of empty means of transport.

When goods are transiting through the territory of Georgia:

- No route is established for the means of transport and it is not escorted;
- The goods are free from Customs duties and no guarantee is required;
- A documentary check is performed on goods subject to phytosanitary and veterinary controls, together with a physical inspection of the goods if necessary;
- A charge is levied on the means of transport; the payment for use of the road is 200 GEL – road fee.

7. Hong Kong, China (Intermodal Transshipment Facilitation Scheme (ITFS))

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
Transshipment	Air Road Railways Sea	Countries worldwide which have transshipment cargoes that go through Hong Kong, China to/from China.			- Shippers and forwarders of transshipment cargoes - Suppliers of the required technology equipment (e.g. suppliers of Electronic Lock and Global Positioning System equipment)	WCO Data Model	- Pre-arrival information - Operators with high compliance - Application of Information Technology

(Impact of initiatives/practices)

- To provide a one-stop Customs clearance solution for Air-Land and Sea-Land inter-modal transshipment cargoes
- To enhance the efficiency of border management at Customs checkpoints through the use of enabling technologies

(Description of initiatives/practices)

Background

With the implementation of the “Road Cargo System” (ROCARS)¹, Hong Kong Customs (HKC) introduced the Inter-modal Transshipment Facilitation Scheme (ITFS) in November 2010 to offer facilitation to Air-Land and Sea-Land transshipment cargoes. With electronic transshipment consignment information and the application of electronic lock (E-Lock) and Global Positioning System (GPS) technologies, HKC can monitor the movement of transshipment cargoes and vehicles conveying such cargoes.

Objectives

ITFS aims to provide a simplified clearance process for transshipment cargoes, and assist the HKC in better monitoring the movement of transshipment cargoes and the vehicles conveying such cargoes.

Criteria for Enrolment

Participation in ITFS is on a voluntary basis. To join ITFS, interested parties and their vehicles must be registered users of ROCARS and ITFS, and the vehicles have to be installed with HKC-approved models of E-Lock and GPS equipment.

Description of the practice

¹ The Road Cargo System (ROCARS), which was officially launched on 17 May 2010 and became mandatory on 17 November 2011, aims to provide a seamless system for the movement and Customs clearance of road cargoes for the purposes of trade facilitation and adequate risk profiling on road cargo consignments, in advance.

Under ITFS, the transshipment cargoes of inter-modal operators who have submitted advance cargo information through ROCARS or the “Air Cargo Clearance System” (ACCS)², and whose vehicles are installed with the accredited E-Lock and GPS, will only be subject to Customs inspection at either the point of exit or the point of entry.

The E-Lock will be applied to the cargo compartment of the vehicle or container conveying the transshipment cargo. During the journey within Hong Kong, China, the activated E-Lock will prevent the cargo from being tampered with. In addition, GPS equipment will be used for monitoring the movement of the vehicle. The GPS device is capable of reporting data on the geographic position of the vehicle to a web-based information platform. The web-based GPS monitoring system will alert HKC officials when a vehicle departs from the designated route during its journey within the territory of Hong Kong, China. Provided that the E-Lock is in order and no irregularities are detected during the journey, HKC officials will deactivate the E-Lock at the exit point.

To further streamline the operation and enhance security, ITFS was revamped by the introduction of a single platform for monitoring the real-time GPS information and controlling the E-Locks of all accredited suppliers. Furthermore, HKC has introduced “Radio Frequency Identification” (RFID) technology at the designated Air, Land and Sea checkpoints and cargo terminals, to conduct wireless control of E-Locks. This enables ITFS vehicles to enjoy seamless clearance, without the need to stop at Customs facilities to activate or deactivate the E-Lock.

² The Air Cargo Clearance System (ACCS) is an electronic platform facilitating the transfer of cargo information and Customs clearance instructions between HKC and air cargo operators in Hong Kong, China.

8. Hungary (National Transit Simplifications)

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
National transit	Road Railways						- Information-sharing - Guarantee systems

(Description of initiatives/practices)

Act CXXVI of 2003 on the Implementation of Community Customs Law

To Article 97 of the Customs Code

Section 38.

Within the meaning of Article 97(2)b) of the Customs Code, solely as pertaining to transit procedures on the territory of Hungary:

a) in transit procedures authorized by the Hungarian Customs authority to move on the territory of Hungary, it is sufficient to have one person who has proper entitlement to present goods for Customs formalities by registering them. The accompanying document shall indicate the quantity and type of goods and shall contain a reference to the simplified procedure. In this case, the holder of the simplified procedure shall be treated as the principal, and the guarantee he has provided for the purposes of authorization shall serve to cover any Customs debt that may arise in the transit procedure, as well as any non-Community taxes and dues;

b) for those persons receiving exemption from the provision of a guarantee in connection with the transit procedure, or who have provided a comprehensive guarantee, the Customs authority may waive the requirement of a written Customs declaration. In this case the holder of the authorization shall be treated as the principal;

c) goods carried under escort during official inquiries shall be treated as having entered under the transit procedure, if the Customs authority grants a waiver of the presentation, declaration or written transit document requirement with a view to the simplification of the procedure or on account of some public interest;

d) any guarantee provided for Customs treatment outside the premises of the Customs office of dispatch, or the waiver of such guarantee, shall be treated as a transit procedure between the place of dispatch and the place of Customs processing;

e) in connection with natural disasters and other extraordinary events, and in connection with goods carried in transit for the purpose of providing aid in emergency situations, the Customs authority may permit simplification of the declaration if there is reason to believe, based on the relevant circumstances, that Customs regulations will not be violated;

f) transit procedure under a waybill referred to in Article 7 of Part II of the Convention concerning International Freight Traffic by Rail (SMGS), promulgated by Act XXXVII of 2011 (hereinafter referred to as "SMGS waybill").

9. Jordan (Jordan's Electronic Transit Monitoring and Facilitation System)

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
				<ul style="list-style-type: none"> - Jordan Customs Department - Free Zone authorities - Security agencies 	<ul style="list-style-type: none"> - Transportation Companies - Clearance agents - Importers and exporters 		

(Impact of initiatives/practices)

- Reduce delays and cost for the international transit of goods through Jordan.
- Improve security of the supply chain.
- Reduce transit time across Jordan by more than 50%.
- Reduce smuggling of high value goods and dangerous material to the local market.
- Reduce traffic congestion at highways with transit trucks
- Eliminate the escorting of transit convoys (except for dangerous materials)

(Description of initiatives/practices)

- Jordan's electronic transit monitoring and facilitation system utilizes GPS Technology to locate the position of the monitored trucks, GPRS/SMS Technology for communications between the tracking units and the control room, digital maps (vector and raster) to provide a graphical interface to the user to enable him to follow up the movements of trucks. MIS/CIS are used to provide the necessary statistics and reporting, and to interface with other existing computerized applications to avoid duplication in data entry; wireless networks and PDAs are used at the Customs houses to initiate and terminate transit trips.
- The tracking operation starts at the Customs centre of entry; after the transit truck has completed all Customs procedures, it moves to the electronic tracking yard which is located just before the exit gate. A tracking unit and electronic seals are configured and installed on the truck. The transit route which the truck will follow is assigned at this stage. The unit is identified by the system at the control room and the truck appears on the main monitoring screen.
- During the transit trip, the truck's position is updated at preassigned intervals; based on a computerized risk analysis system, the intervals can be short for high risk shipments, and long for low risk shipments. Any violation committed during the trip is reported immediately to the control room.
- When the truck reaches the Customs centre of exit, a trip report is issued by the system, showing the route that has been followed by the truck and identifying any violations committed during the trip. The report is analyzed by the Customs officer, who will terminate the transit trip and remove the tracking unit and electronic seals. The tracking unit is then recharged to be used on another trip in the opposite direction.

10. Kenya

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit Transshipment	Air Road Railways Sea	Uganda, Tanzania, Rwanda, Burundi, Congo, S. Sudan, Ethiopia, Somalia.	UNECE Trade Facilitation in the WTO context	- Transport, - Police	- Cargo Handlers - Electronic Cargo Monitoring System Providers, - Transporters' Associations, - Customs Brokers - Traders	- RKC, - SAFE Single Window, - CBM Frameworks	- Information-sharing - Guarantee systems - Pre-arrival information - Operators with high compliance - Border infrastructure designed for transit - Application of Information Technology - Performance Measurement

(Impact of initiatives/practices)

Goods in transit moving smoothly under control

(Description of initiatives/practices)

Customs' aim is to address key causes of delays in offering services to traders, as revealed by the 2011 Time Release Study. The causes are frequent Customs systems failures, staffing shortages, lack of physical facilities especially parking yards, and traffic congestion. Tackling these challenges will require: upgrading of the SIMBA Systems, implementation of the National Single Window (NSW) System to facilitate sharing of information among border and port agencies and reduce duplication; expansion of the number of banks currently allowed to collect Customs duties; and improvement of the Risk Management Framework. Upgrade Customs facilities at border points, especially in context of OSBP. In addition, Customs will need to firm up partnering with other government agencies to ensure CBM realizes greater efficiency and effectiveness.

Other initiatives:

Expand installation of X-ray cargo scanner; acquire more patrol boats; discourage and deter non-compliance; expand enforcement strategy; maintain ISO certification; monitoring and evaluation.

11. Lithuania

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
National transit	Railways	Russia, Belarus, Ukraine, Kazakhstan, China	Organisation for Co-operation between Railways (OSJD) JSC	- Ministry of Transport - "Lietuvos geležinkeliai" (Lithuanian Railways)		RKC	- Guarantee systems -arrival information - Operators with high compliance - Use of commercial documents and records for Customs formalities

(Impact of initiatives/practices)

Simplification and speeding-up of transit formalities applicable to goods transported by rail under cover of SMGS consignment notes

(Description of initiatives/practices)

- The Member States of the EU apply an internal and external transit procedure as set out in Article 91 and Article 163 of the Community Customs Code (Regulation (EEC) No 2913/92 of 12 October 1992). Within this concept, international conventions dealing with the transit of goods are applied, such as the TIR and ATA Conventions. The EU also applies the Convention of May 1987 on a common transit procedure with EFTA countries and Turkey.
- Lithuania applies national transit simplifications for goods transported by rail under cover of SMGS consignment notes, when both the office of departure and the office of destination are located in Lithuania. These simplifications have been introduced on the basis of Article 97(2)(b) of the Community Customs Code by Government Resolution No. 507 of 28 April 2004 on Simplified Application of the Community Transit Procedure for Goods Transported by Rail under Cover of SMGS Consignment Notes, with further amendments. Detailed rules on the use of the above-mentioned simplifications are established by order of the Director General of the Customs Department, under the Ministry of Finance of Lithuania.
- The simplification system is very similar to that applied for goods transported by rail under cover of CIM consignment notes in accordance with Articles 412 to 425 of the Implementing Provisions of the Community Customs Code (Regulation (EEC) No 2454/93): the SMGS consignment note is treated as equivalent to a Community transit declaration, the authorised railway company, which accepts goods for carriage under cover of an SMGS consignment note, is treated as the principal in the corresponding transit operation, and no formalities apart from the stamping of the SMGS consignment note need to be carried out at border Customs offices. The authorised railway company is obliged to make the records held at its accounting office available to the Customs authorities for purposes of control. The authorised railway company is also granted a guarantee waiver in relation to the above-mentioned transit operations.

12. Poland

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit Common and Community Transit	Railways Road Sea Air	European Union Ms and third countries	<ul style="list-style-type: none"> - European Commission, - European Maritime Safety Agency, - World Customs Organisation, - United Nation Economic Commission for Europe, - International Civil Aviation Organisation 	<ul style="list-style-type: none"> - Ministry of Transport, - Ministry of Foreign Affaires 	<ul style="list-style-type: none"> - IRU - National Association for Road Transport Carriers in Poland (ZMPD) 	ATA Convention RKC	<ul style="list-style-type: none"> - Information-sharing - Pre-arrival information - Operators with high compliance - Border infrastructure designed for transit - Application of Information Technology - Performance Measurement

(Impact of initiatives/practices)

- facilitation, acceleration of border crossing
- improvement of effectiveness of Customs controls

(Description of initiatives/practices)

- SPEED project - EU project (pilot countries) – sending the Russian Customs service data on TIR transit operations with Russia as their destination (from NCTS-TIR)
- SSTL Project (Smart & Secure Trade Lanes) – pre-arrival information on containers travelling from/to China
- Blue Belt – monitoring of ships travelling between EU seaports
- NCTS+ via IRU TIR-EPD application – possibility to send pre-arrival information (required in EU) together with transit declaration in NCTS, with the use of an application provided by the IRU
- border infrastructure: green corridors, Customs route, modern scanning/RTG equipment (also for rail transport), border crossing point development projects
- IT systems for management of movements at border cargo terminals
- Measurement of Results (MoR) – information sent to the European Commission

13. Senegal

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public agencies	Relevant private Agencies	WCO Tools	Actions
International transit	Road	Mali	<ul style="list-style-type: none"> - Economic Community of West African States (ECOWAS) - West African Economic and Monetary Union (UEMOA) 	<ul style="list-style-type: none"> - Land Transport Directorate - Hauliers, approved Customs brokers, freight forwarders 	<ul style="list-style-type: none"> - Dakar Chamber of Commerce, Industry and Agriculture 		<ul style="list-style-type: none"> - Information-sharing - Guarantee systems - Border infrastructure designed for transit - Application of Information Technology

(Impact of initiatives/practices)

This initiative is expected to result in an improved flow of goods transport along the Dakar-Bamako corridor, with fewer control points, and goods movements based on a single Customs document.

14. Serbia (Simplified procedures and TIR)

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit	Road		<ul style="list-style-type: none"> - TIR Convention; - European Union standards on trade facilitation 		<ul style="list-style-type: none"> - Chamber of Commerce - Freight forwarding - Transport groups 	<ul style="list-style-type: none"> - WCO trade facilitation tools; - SAFE - TRS 	<ul style="list-style-type: none"> - Guarantee systems - Pre-arrival information - Operators with high compliance - Border infrastructure designed for transit - Application of Information Technology - Performance Measurement

(Impact of initiatives/practices)

Simplified procedures allowing for in-house Customs clearance and clearance at the border for certain types of goods, facilitating the transit procedure.

(Description of initiatives/practices)

TIR transit procedure:

- January 1st 2012, a general guarantee system was introduced for TIR shipments.

- January 4th 2012, the TIR EPD (Electronic Pre-Declaration) was introduced, allowing for pre-arrival information for TIR consignments.
- February 2012, guarantee limit for TIR consignments in Serbia raised from USD 50,000 to EURO 60,000.
- In November 2012, special exit and entry lanes for TIR consignments were introduced at the main Serbia-Bulgaria border crossing point.

15. Switzerland (“Transito” in conjunction with the “New Computerized Transit System” (NCTS))

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit National transit	Road	Germany (Italy, France and Austria are about to follow)		- Federal Roads Office (FEDRO)	- All transport companies using respective “Transito” border crossing posts for transit consignments		- Information-sharing - Guarantee systems - Pre-arrival information - Operators with high compliance - Border infrastructure designed for transit - Application of Information Technology - Performance Measurement

(Impact of initiatives/practices)

Reduction of dangerous and economically costly traffic jams on the motorway

- Faster clearance of transit consignments (it is expected that clearance time per truck in transit will drop by 50 %!)
- Less parking space needed for trucks with transit consignments (they no longer need to park)
- Possibility of reallocation of available human resources (because fewer Customs staff are occupied with the issuing of transit documents at the border)

(Description of initiatives/practices)

- “Transito” is a NCTS-based Customs transit initiative, implemented at the (EU-external) border between Switzerland and Germany. The goal of its implementation is that transit documents will no longer have to be issued at the border, as they will already have been issued before (inland), in order to speed up the transit procedure (and respective clearance times) at the border. When transit documents have already been issued beforehand, truck drivers are now able to use the dedicated “transit lanes” and to remain in their vehicles (similar to a “drive-in” desk) while the necessary documentation handling (transit clearance for “import” and “export”) is carried out by both (Swiss and German) Customs services.
- The first Transito site (see attached photo) has just recently (January 2013) been opened in the North-South direction (opening of South-North will follow in 2014) at the Swiss/German BCP Basel/Weil am Rhein-Motorway. If a truck driver with an already issued and valid (NCTS) transit document approaches the border, he will first perform (EU-) transit “export” clearance with German Customs at the German “Transito” booth, and afterwards he will drive to the Swiss “Transito” booth (approx. 100 m further down the lane), where the Swiss transit “import” procedure takes place.
- In the “old” system, truck drivers had to park their vehicles in all cases, in order to get their transit documents Customs-cleared by Swiss and German Customs in the stationary Customs office called the Transit Import/Export Building.

16. The United Kingdom

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
International transit National transit	Air Railways Road Sea		- European Commission - UNECE	UK Border Force	Road Haulage Association and Freight Transport Association		- Information-sharing - Guarantee systems - Pre-arrival information - Operators with high compliance - Border infrastructure designed for transit - Application of Information Technology - Performance Measurement

(Description of initiatives/practices)

The Member States of the EU apply an internal and external transit procedure as set out in Article 91 and Article 163 of the Community Customs Code (Reg. (EEC No 2913/92 of 12 October 1992)). Within this concept, international conventions dealing with transit of goods are applied, such as the TIR or ATA Conventions. The EU also applies the Convention of May 1987 on a common transit procedure with EFTA countries, and with Croatia and Turkey.

17. The United States (Air Cargo Advance Screening (ACAS))

Type of Transit	Type of Transportation	Countries Involved	Supporting IOs or Frameworks	Relevant Public Agencies	Relevant Private Agencies	WCO Tools	Actions
- International Transit - Transshipment	Air		- WCO - ICAO	Transportation Security Administration (TSA)	- Express Consignment Carriers, - Freight Forwarders, Passenger Air Carriers, - Heavy All-Cargo Carriers	SAFE	- Information-sharing (Please note that this is information-sharing between the Private Sector and the U.S. Government. ACAS is not about sharing data elements with foreign governments.) - Pre-arrival information - Application of Information Technology - Performance Measurement - Targeting and Risk Management)

(Impact of initiatives/practices)

While the ACAS pilot is still underway, the pilot has demonstrated that select data elements are available early in the supply chain, at least prior to the loading of an aircraft at the last foreign port of departure, for international inbound air cargo. Moreover, the value of understanding the business practices of various Trade stakeholders has facilitated the implementation of a cargo regime that does not unduly disrupt the flow of air cargo.

(Description of initiatives/practices)

- In October 2010, the global counterterrorism community disrupted a potential terrorist attack when concealed explosive devices were discovered in cargo on board aircraft destined for the United States. This incident demonstrated the significance of advance information in identifying and disrupting the attempts of terrorists to exploit the global supply chain. In response, CBP, TSA, and the private sector quickly came together as partners with an urgent purpose to protect air cargo shipments destined for the United States.
- This partnership became the ACAS pilot which was launched in December 2010. The objective has been to enhance cargo security without unduly burdening the private sector by identifying strategies to strengthen air cargo supply chain security, including developing a mechanism to collect cargo information at the earliest point practicable in the supply chain. Through the pilot, CBP is now receiving advance air cargo information from all air cargo stakeholders, and targeting and mitigating high-risk shipments prior to the loading of aircraft no later than the last foreign port of departure to the United States.