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Changes and expectations of sea traffic, Customs Code

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- COM/2005/608 (the proposal for a Regulation to modernise the Customs Code)
 - MCC Simplifies and streamlines the customs processes and procedures
- COM/2005/609 (The proposal for a Decision promoting electronic customs)
 - Contains actions to make Member States electronic systems compatible with each other
 - Introduces EU-wide electronic risk analysis and information exchange mechanism between frontier control authorities
 - Makes electronic declarations the rule
 - Introduces a centralised customs clearance arrangement



- The modernised Customs Code (MCC) aims to increase the competitiveness of companies doing business in Europe, reduce compliance costs and improve EU security



Modernised Customs Code, the Proposal

- The MCC would simplify legislation and administration procedures from the point of view of customs authorities and traders
- It would
 - Simplify the structure and provide more coherent terminology, with fewer provisions and simpler rules
 - Provide for radical reform of customs import and export procedures to reduce their number and make it easier to keep track of goods
 - Rationalise the customs guarantee system
 - Extend the use of single authorisations (whereby an authorisation for a procedure issued by one Member State would be valid throughout the Community)



- The proposal for MCC incorporates the amendments provided for in the Regulation to improve the security and safety of goods crossing Community borders (The so called Security Amendment of Customs Code, Regulation (EC) No 648/2005 of the European Parliament and of the Council, with its implementing provisions, Commission Regulation (EC) No. 1875/2006)



The Security Amendment of Customs Code (SACC), main elements

- A risk management framework
 - Already in effect
- An Authorised Economic Operator (AEO)
 - Certificate will be granted to reliable economic operators from 1.1.2008
 - An AEO may benefit from facilitations with regard to customs controls relating to security and safety or from simplifications provided for in accordance with the Community customs legislation
- Advance information on goods brought into, or out of, the EC provided must be given by traders to customs authorities
 - Effective from 1 July 2009
- Export control system
 - Customs authorities will be required to exchange information electronically on exports between the customs offices involved in the procedure from 30 June 2007



- Authorised Regular Shipping Service
 - Works like a bridge between two EU ports.
 - There is no need for presenting or informing of the goods in the ports.
 - All goods are expected to be Community goods.

- Other Traffic
 - By other traffic is meant all other sea traffic than ARSS traffic.
 - It can be either traffic between the Community ports or traffic between EU port and third country port.
 - Goods must be presented and information given of goods to Customs in the port, and the possible Community status must be proved



Customs Code changes, implications on sea traffic on SACC level

- Authorised Regular Shipping Service
 - No primary implications
- Other traffic
 - Direct traffic from a third country to a community port/from a community port to a third country
 - » Obligation to give advance information of goods
 - Goods loaded in an EU port to be unloaded in another EU port
 - » Obligation to give information of goods latest when the goods leave the port of loading/arrive in the port of unloading
 - Goods remaining on board of the vessel
 - » Advance information obligatory only in the first EU port, in the subsequent EU ports it is needed to inform Customs only of the goods unloaded there by using the MRN



- All customs and trade transactions are to be handled electronically
 - For example applying for an authorisation for ARSS, proving the Community status on goods etc.
- The widespread use of AEO-status
 - Shippers, road hauliers, forwarding agencies terminal operators, maritime companies, consignees apply to become authorised operators
 - The list of AEO authorised companies is made public, and the information of AEO companies can be utilised by the trading community
- The goods can be declared to free circulation at the point of first entry (centralised clearance concept available for the AEO:s), which will simplify customs formalities also in the sea traffic