

FEPORT is the European representation of maritime terminals and stevedores. As such, in view of the ongoing discussions on MCCIP, it would like to elaborate on following concept and underlying IT embedding to the Commission and the different member states of the European Union.

Introduction

Regulation 450/2008 Art.2 sets out the mission of the Customs Authorities. In each member state Customs Authorities have the objective to secure the outer border of the EU, by means of:

- (a) protecting the financial interests of the Community and its Member States;
- (b) protecting the Community from unfair and illegal trade while supporting legitimate business activity;
- (c) ensuring the security and safety of the Community and its residents, and the protection of the environment, where appropriate in close cooperation with other authorities;

Inspection responsibilities coinciding in ports

Generally it can be said that Customs is responsible for border protection. The public safety can be endangered when weapons of mass destruction are brought into the Community. Customs authorities are also engaged to collect fiscal duties and VAT for all goods brought into the Union.

Not only Customs bear responsibility, also veterinary and phyto-sanitary checks have to be performed, environmental inspections to prevent import of waste, immigration inspections, etc ... Numerous official bodies play their role in controlling of compliance with public law.

*FEPORT pleads for a **single window approach** where the Customs Authorities would have a coordinating function and would supply the different public entities with the necessary information and means to either block or release a container for entry into the EU.*

System Objectives

The Member States customs applications are all based on three declarations for imports of goods. In all three declarations the notion of CONTAINERNUMBER is included.

1. The ENS entry summary declaration for ICS

The first declaration is source for risk analysis and can lead to a blocking of the container immediately after discharge of the vessel on the terminal yard. This is a blocking for security reasons.

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2. The summary declaration for temporary storage

The second declaration leads to an automatic blocking of the container by the terminal operator for fiscal reasons. No container may leave the yard unless a customs destination has been given.

3. The declaration of customs destination (NCTS, SAD)

The third declaration supplies the Customs with additional information to perform risk analysis both for security as for fiscal purpose and can lead to a blocking of the container for further inspection, scanning or physical verification.

Our proposal

Only the summary declaration for temporary storage would lead to an automatic blocking of all discharged containers. This is a blocking for fiscal reasons. All other blockings are initiated by Customs or other public entities for safety or security reasons and should be communicated to the terminal operator with an EDI message system to system. A container with two blockings cannot leave the yard unless a Customs Container Release Message has been received by the terminal operator.

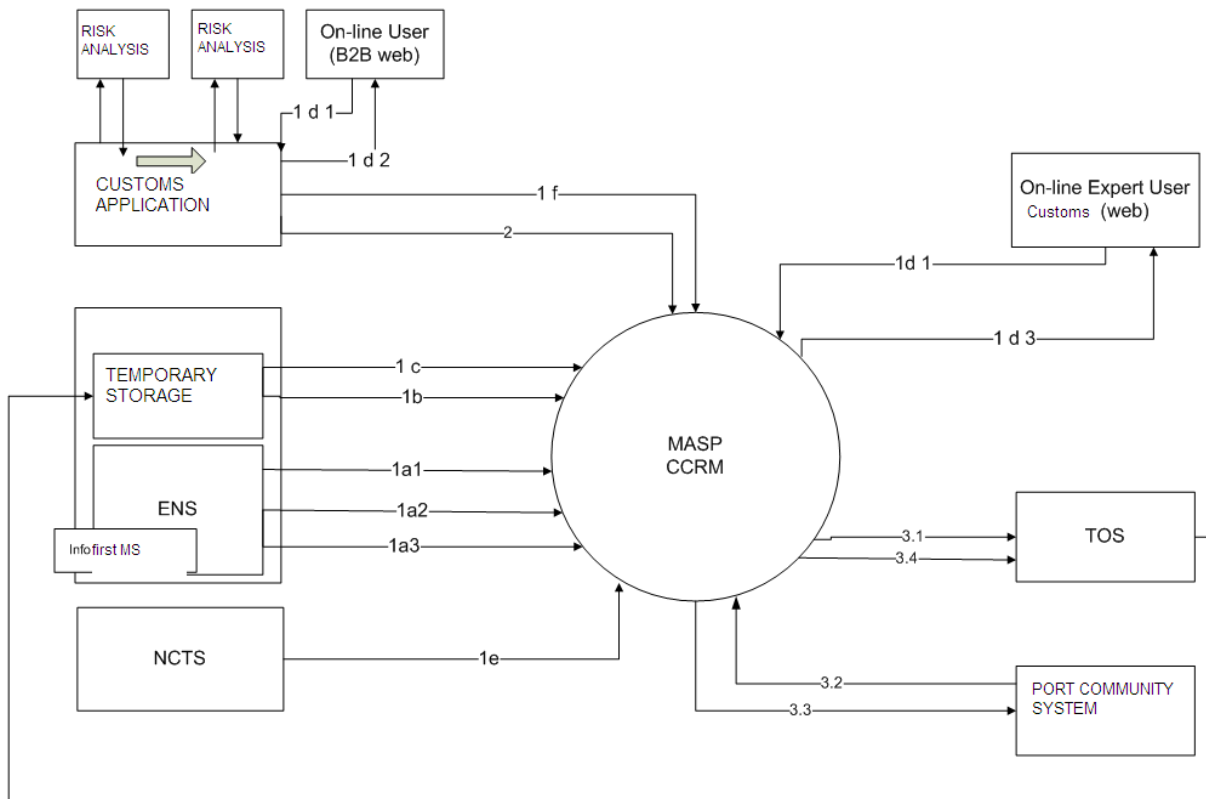
A container discharged from an ocean vessel and blocked under temporary storage can be loaded on an outgoing ocean vessel if there is no blocking for safety or security. In this case of ocean-ocean transshipment the blocking for temporary storage may be overruled by the terminal operator.

The terminal operator will send an electronic outturn report of vessel discharge to the Customs application. Customs can automatically compare the ENS and the summary declaration for temporary storage with the actual discharged containers. Any discrepancies can be reported to the carrier.

Besides electronic communication between systems the project foresees manual intervention in the system. A web-based application interface will allow expert Customs officers or civil servants from other authorities to perform manual blocking or releases of containers.

The CCRM database makes it possible to consolidate all customs declarations on container level. Only when all cargo items of a container in the entry summary declaration for temporary storage are customs cleared and no other blocking for safety or security reasons are registered in the system, the CCRM will send a release message to the terminal operator.

System Model



- ENS – Entry Summary Declaration for security cfr Import Control System
- NCTS – New Computerized Transit System
- MASP CCRM – Multi Annual Strategic Plan Customs Container Release Management
- TOS – Terminal Operating System