



European Commission
Taxation and Customs Union

Customs

1- Implementation of the security amendment

2- MCC/MCCIP





1- Implementation of the security amendment

- End of transition period: 1/1/2011
- Grace period for penalties to be granted ad hoc by MS to traders that can prove their technical difficulties to link to national system: ENS - 1/7/2011
- Technically stable





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Import Control System Phase 1 (ICS)





Country	Phase 1 Start Date
AT	01/09/2009
BE	01/07/2010
BG	03/05/2010
CY	15/10/2010
CZ	30/06/2010
DE	27/06/2010
DK	05/01/2011
EE	01/07/2010
EL	03/01/2011
ES	02/07/2009
FI	14/12/2010
FR	05/10/2010
HU	01/12/2009
IE	14/06/2010
IT	28/12/2010
LT	30/04/2010
LU	01/01/2011
LV	01/07/2009
MT	03/08/2009
NL	05/12/2010
PL	17/05/2010
PT	02/07/2009
RO	01/10/2009
SE	01/05/2010
SI	01/12/2009
SK	01/07/2009
UK	01/12/2010

Technically system works well!

All 27 Member States in operation since 05.01.2011

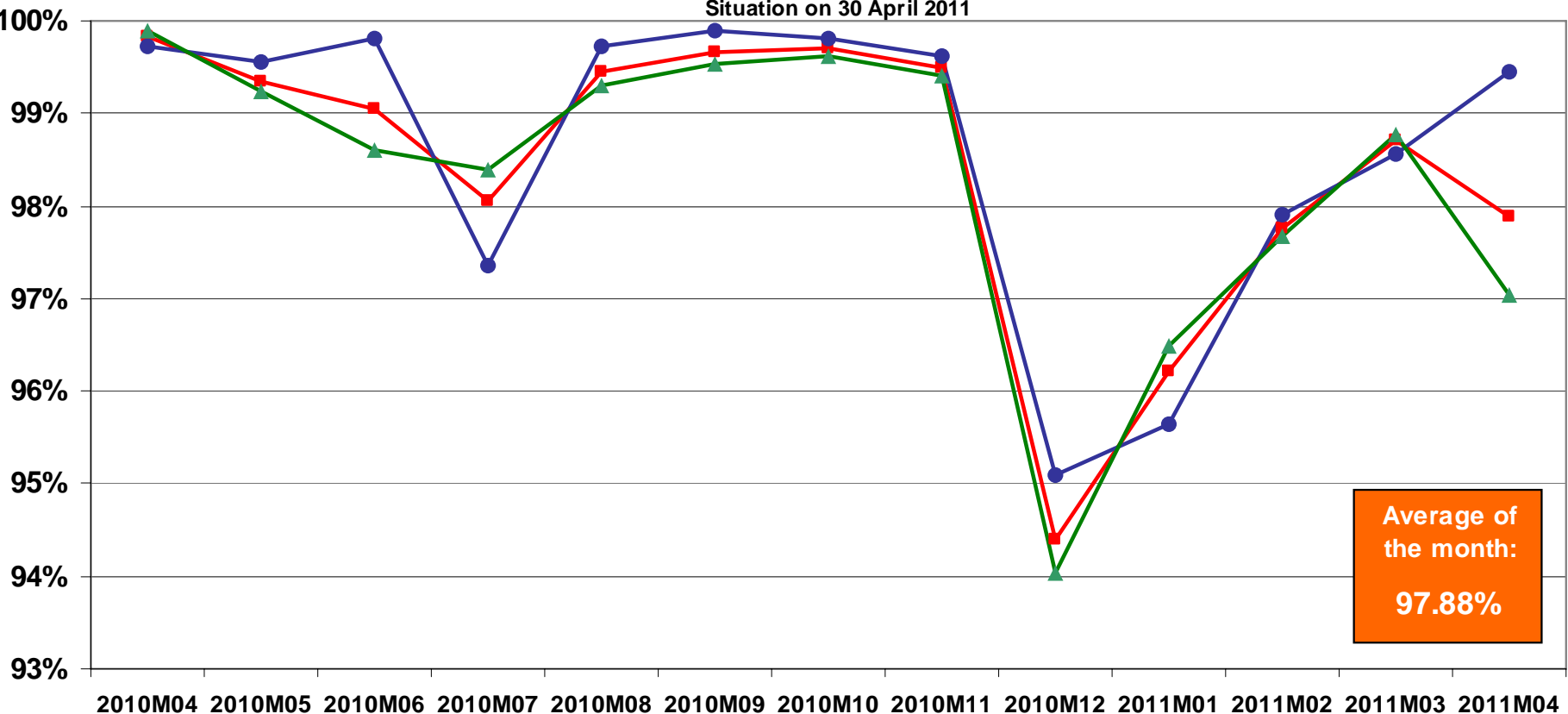




ICS – Availability report (April 2011)

ICS - Global availability rates in the last 13 month (%)

Situation on 30 April 2011



■ S+U total ● S+U Avail. within BH ▲ S+U Avail. Out of BH

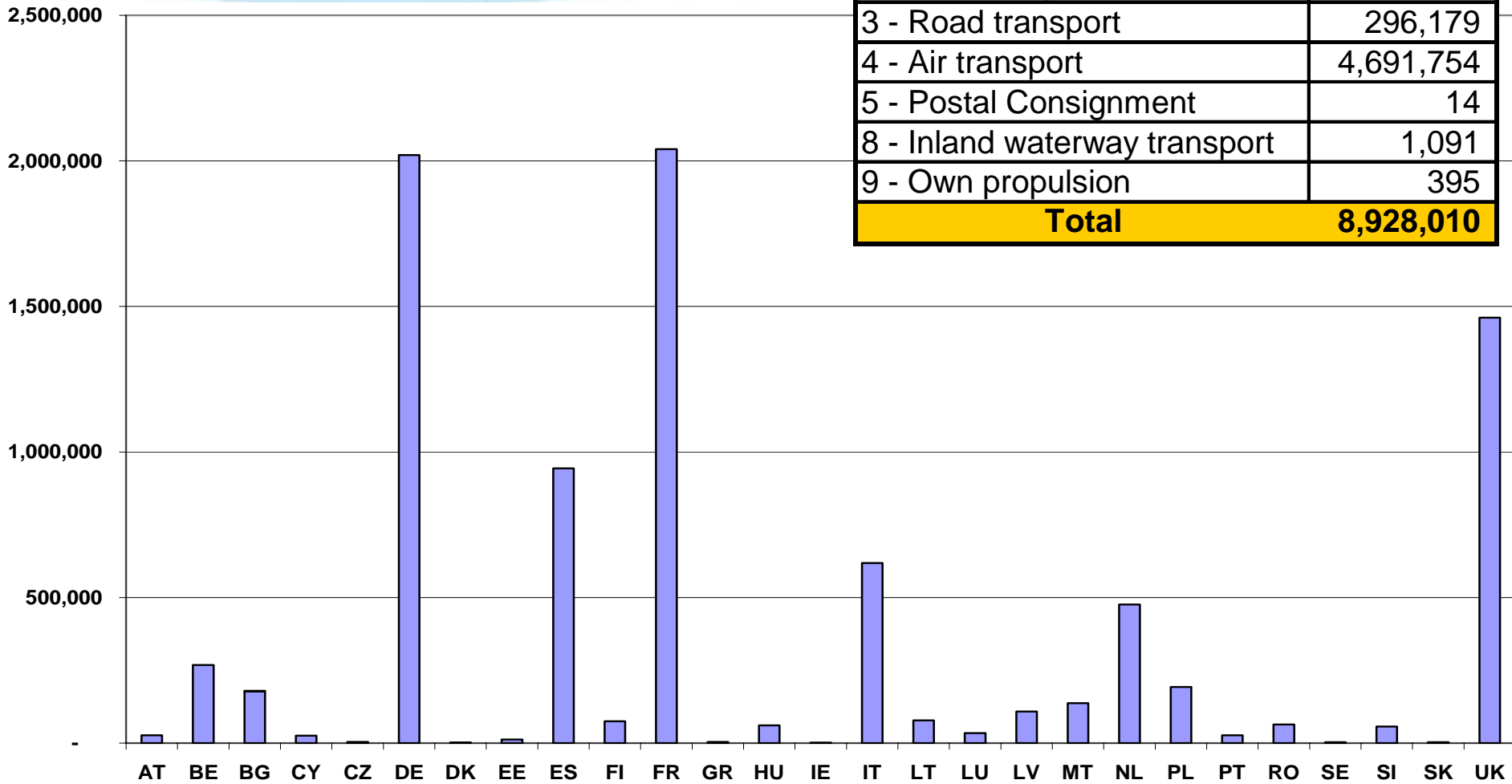


ICS – Number of ENS lodged between 01.01.2011 and 30.04.2011



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Number of ENS lodged:	
1 - Sea transport	3,645,099
2 - Rail transport	293,478
3 - Road transport	296,179
4 - Air transport	4,691,754
5 - Postal Consignment	14
8 - Inland waterway transport	1,091
9 - Own propulsion	395
Total	8,928,010

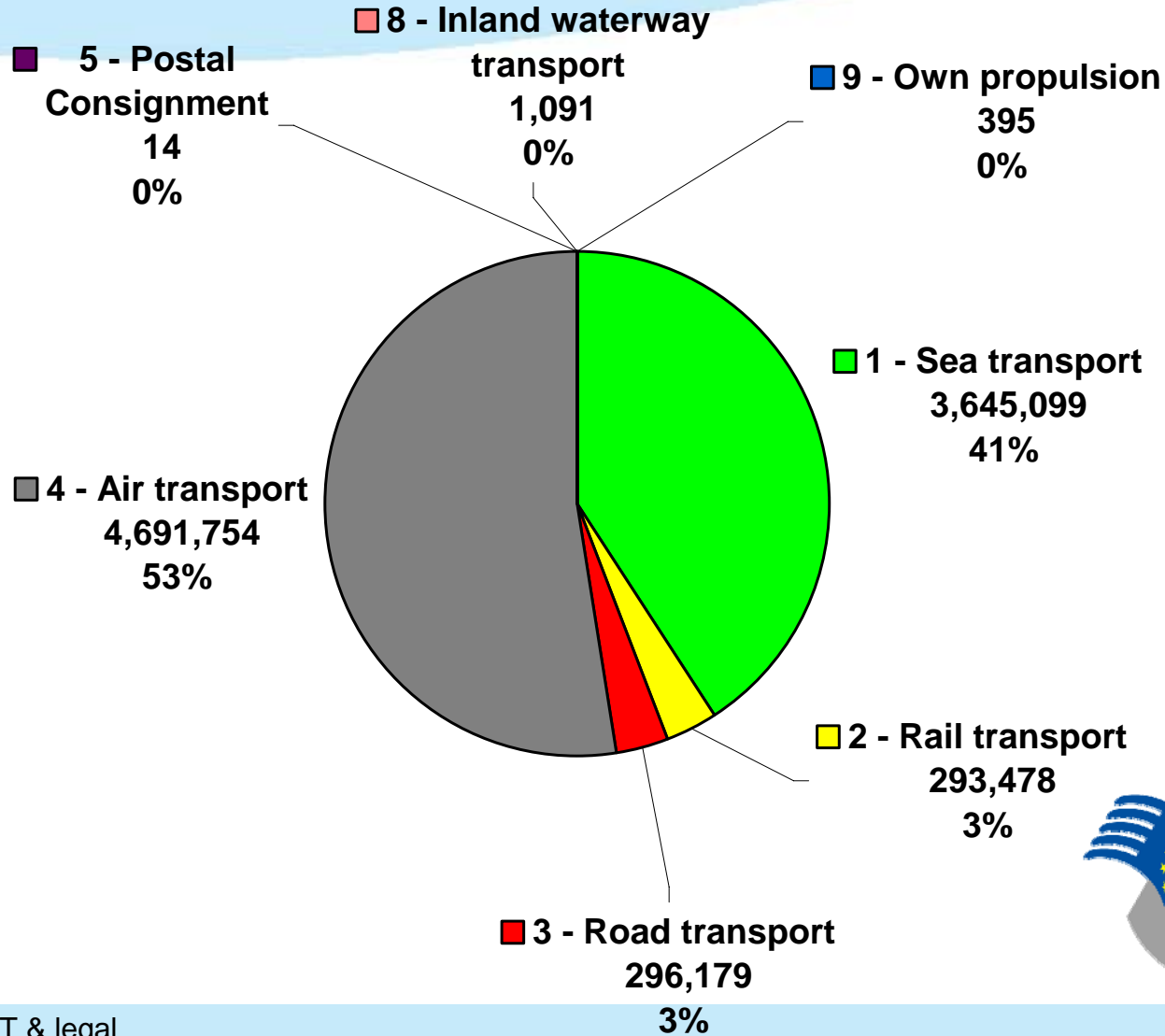


■ Number of ENSs lodged at an Office of first Entry. ■ Number of ENS lodged at an Office of Lodgement.



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ICS – Number of ENSs per mode of transport - 01.01.2011 and 30.04.2011

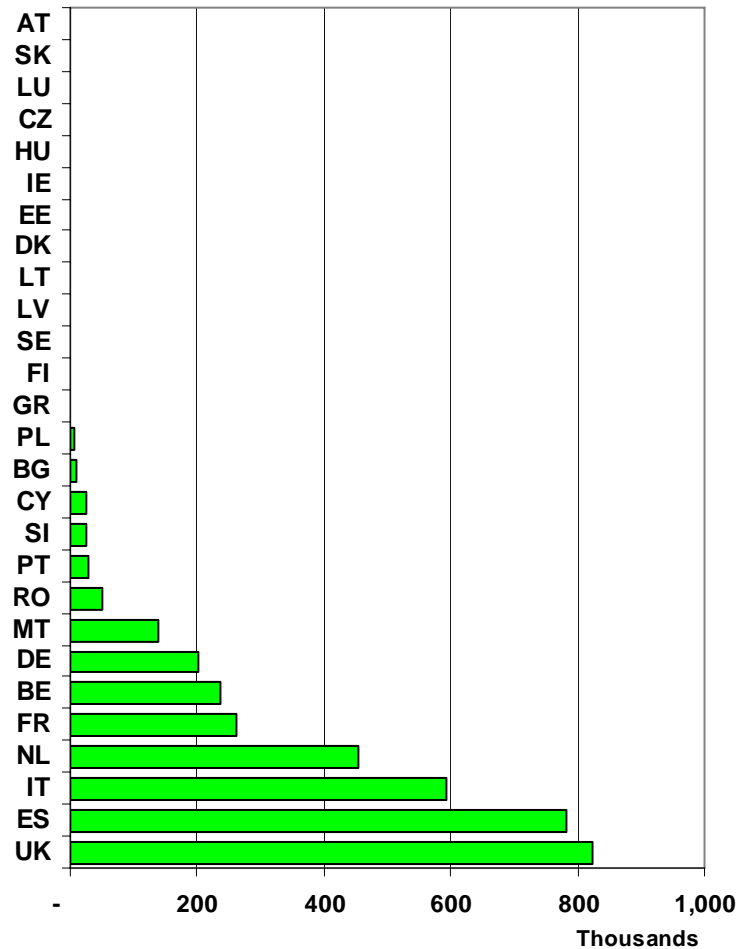


ICS – Number of ENSs per mode of transport and per MS - 01.01.2011 and 30.04.2011

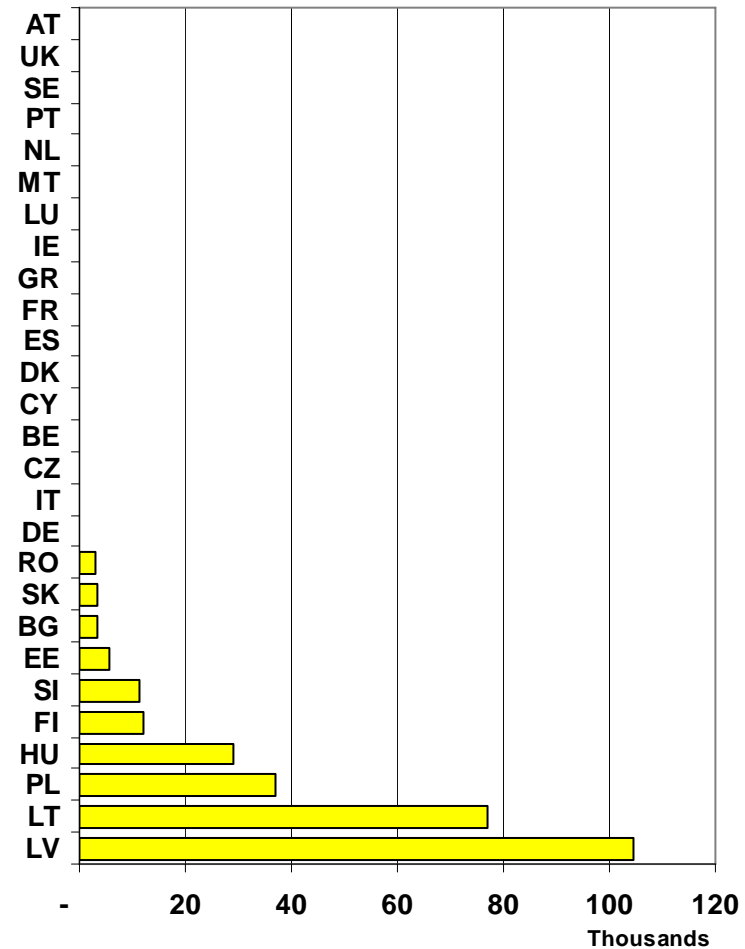


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Number of ENS (1-Sea transport)



Number of ENS (2-Rail transport)

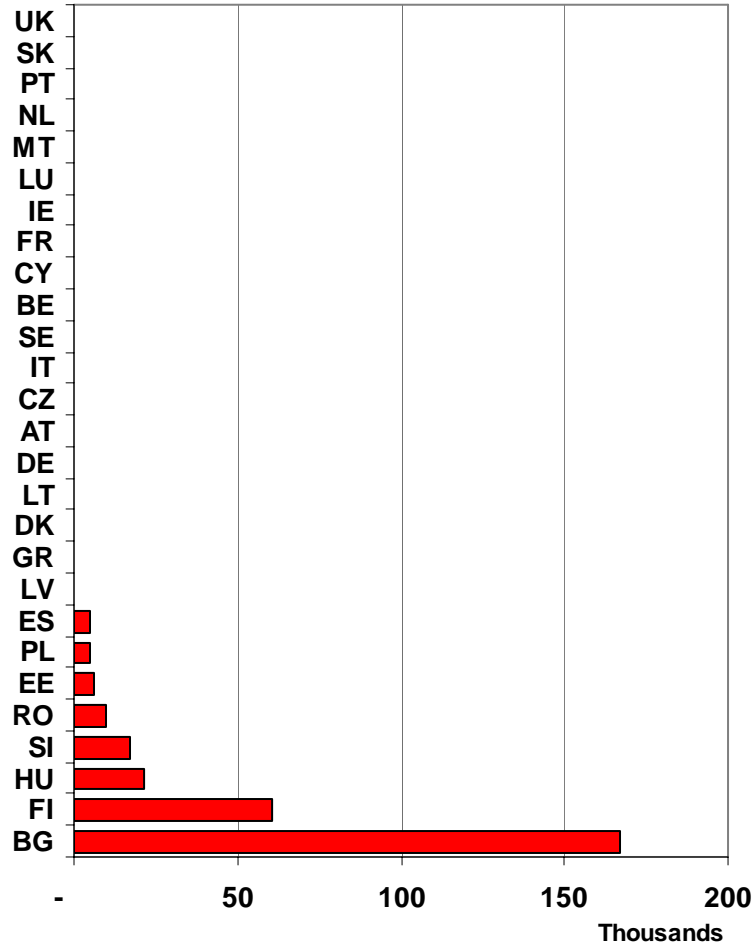


ICS – Number of ENSs per mode of transport and per MS - 01.01.2011 and 30.04.2011

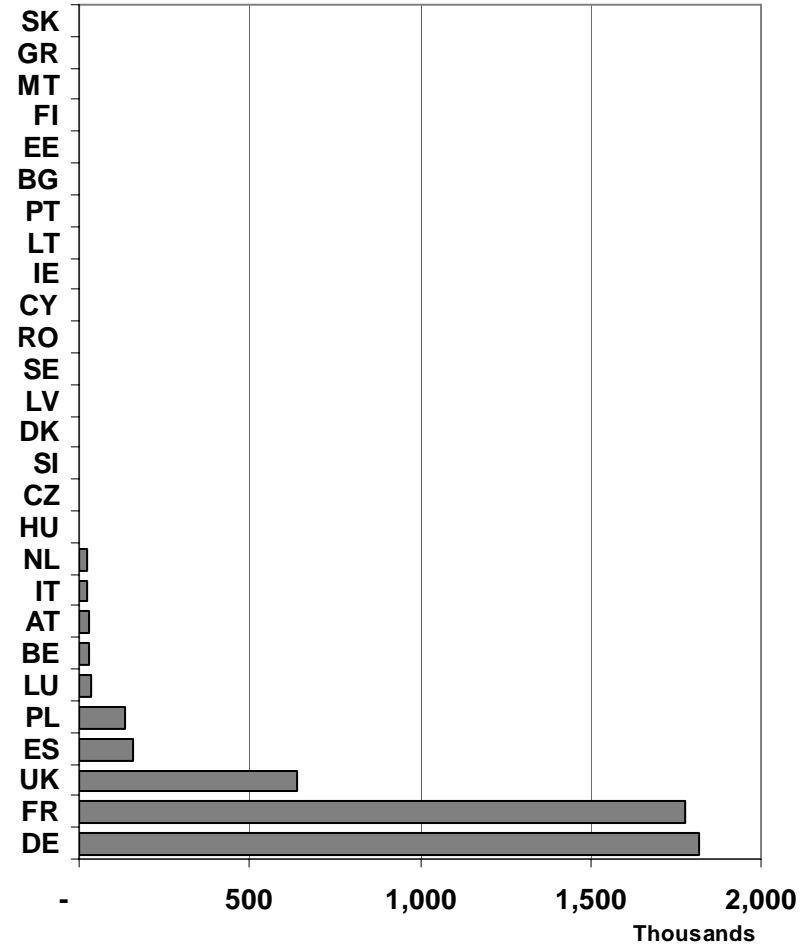


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Number of ENS (3-Road transport)



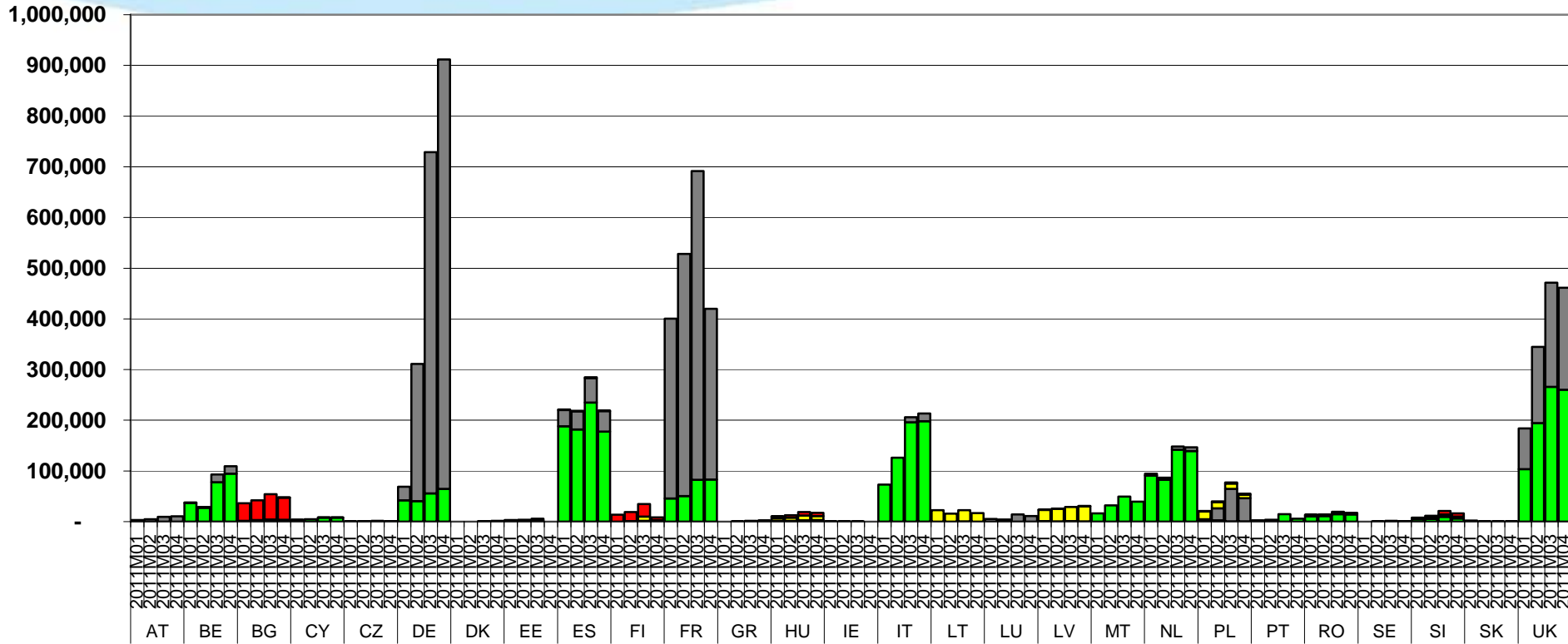
Number of ENS (4-Air transport)





ICS – Number of ENSs per MS, per month and per mode of transport

01.01.2011 and 30.04.2011



Data

ENS (1 - Sea transport)	ENS (4 - Air transport)	ENS (2 - Rail transport)	ENS (3 - Road transport)
ENS (5 - Postal Consignment)	ENS (8 - Inland waterway transport)	ENS (9 - Own propulsion)	

Country | Period





Verification of the lodgement of Entry summary declaration

- The moment of presentation of goods is the last moment when an Entry summary declaration can be provided but such cases should be really exceptional and the time limits stipulated by the legislation have to be kept.
- A systematic verification if Entry summary declarations were lodged for all the goods entering the EU territory to be implemented by and performed by all the Member States.





Quality of Entry summary declarations' data

- National administrations indicate low quality of the content of some data elements provided by traders. E.g.:
 - No commodity code is provided in Entry summary declaration combined with a description of goods containing only general statements such as: "Consolidated, packed, etc."
Improved results for subsequent automated risk analysis can only be obtained by changing the status of the commodity code from optional to mandatory (at least 4 positions of the combined nomenclature)
 - Several Member States reported also low quality of the content in relation to the 'consignee' and 'consignor' data. *Significant proportion of FF to FF data* (e.g. air +65%, maritime +55%) instead of real consignors/consignees prevents effective electronic risk analysis





Quality of Entry summary declarations' data

- For issues regulated by legislation: National administrations should cooperate with traders, to motivate them to improve the quality of Entry Summary declarations.
Minimum quality standards are required before validation!

- Issues not covered by legal obligations: need to be considered for changing legislation but evaluation to be done first



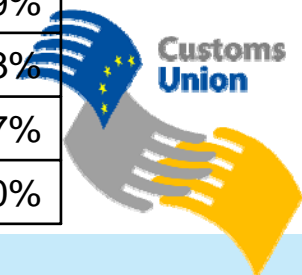


Example: Description of goods ~ HS code – the current content of ENSs

■ Commodity code

- NL (May 2011):
 - Sea transport: presented in 58,36% (from this 51% for 4 positions, 40% 6 positions)
 - Air transport: presented in 0,02%
- IT (April 2011): presented in 62,25% (from this 77% for 4 positions, 23% 6 positions)
- BE (May 2011):

Mode of transport	GIVES CC	NUMBER OF EO	GOODS ITEMS	Pct
1	always	16	15241	10,3%
1	never	29	1148	0,8%
1	sometimes	16	131035	88,9%
4	always	1	64	0,3%
4	never	9	19070	99,7%
4	sometimes	0	0	0,0%





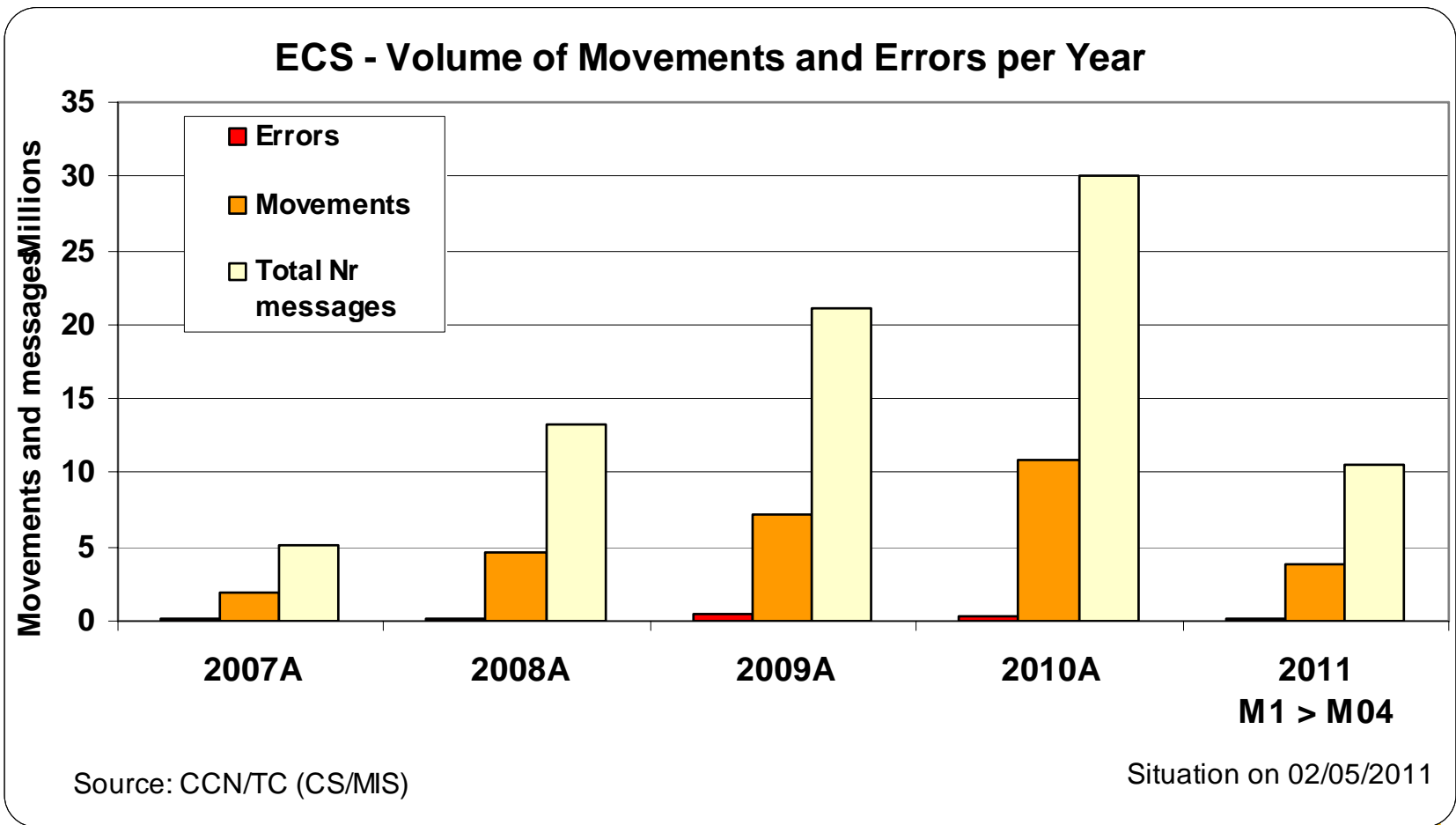
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Export Control System Phase 2 (ECS)



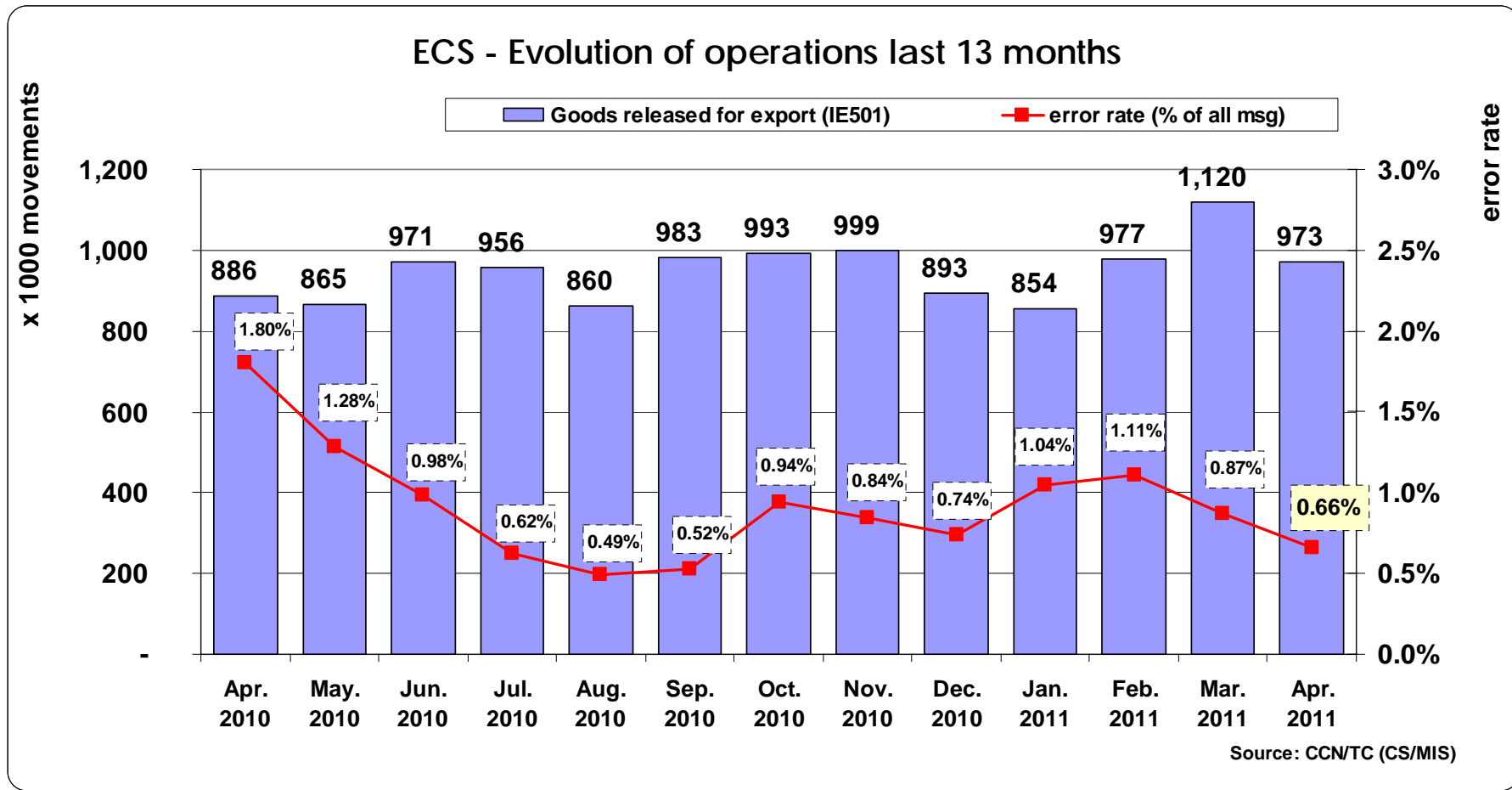


ECS Operations (long-term evolution)





ECS operations (monthly evolution)





ECS in April 2011

- Since the start of ECS (January 2007), 70 millions messages were exchanged on the Common Domain (25 mio. movements).
- The number of movements released per week (~255.000) keeps increasing slightly (+6% compared to October 2010) .
- The average error rate (0.63%) is improving, and could be lower if some punctual errors with no business impact could be avoided.
- The availability of the ECS remains above 98% in Feb 2011.





ECS & Exit summary declarations (EXS)

■ In operations for 24 MS

■ Coming soon:

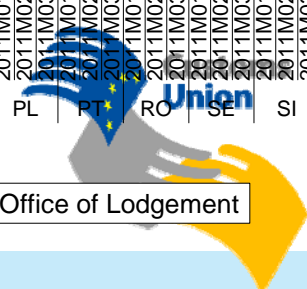
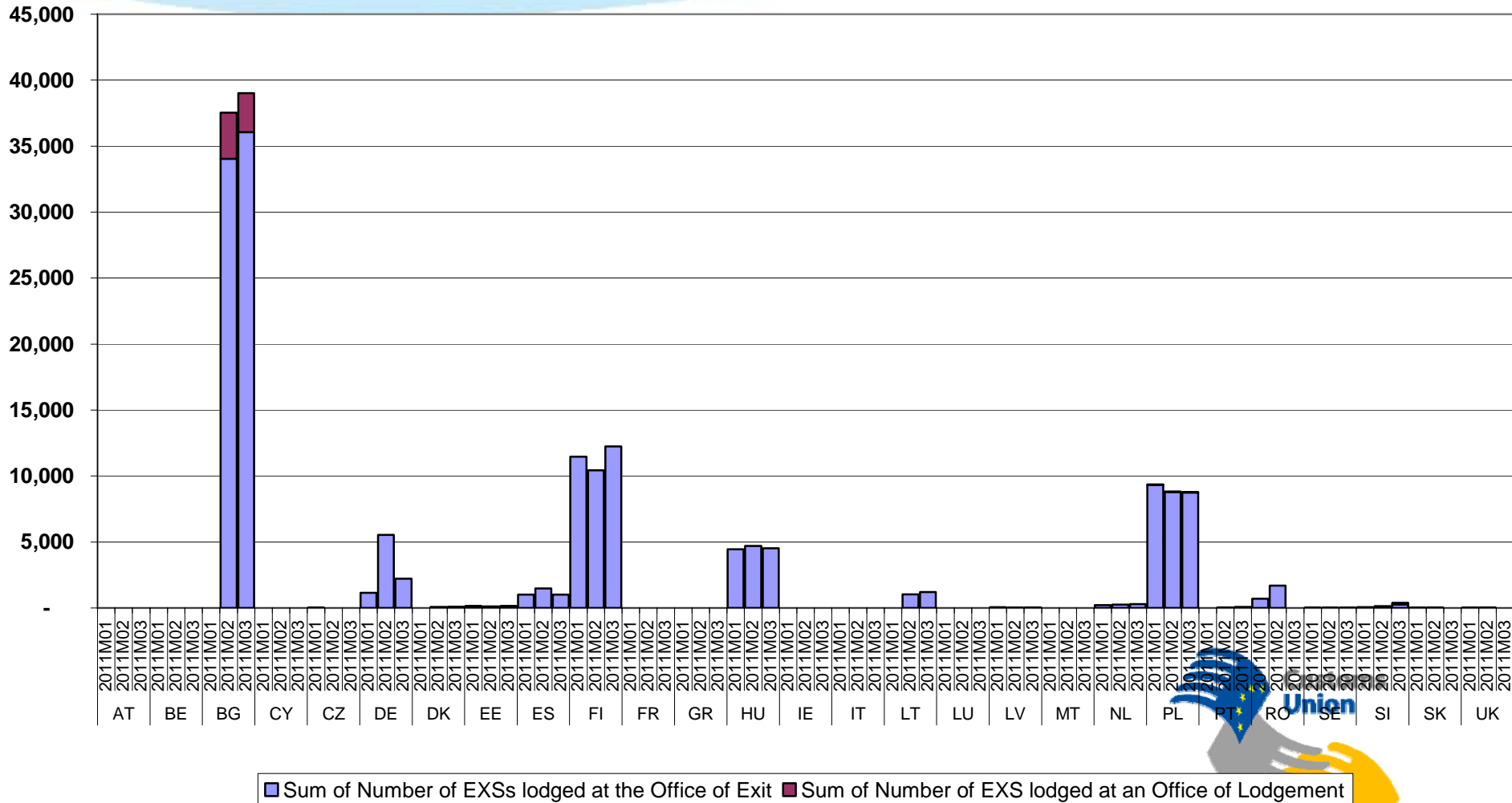
- LU (2011Q2)
- EL (2011Q4)

■ No business case: IE.

MS	Specifications provided to Traders	Possibility for traders to send EXS (msg IE615) (since ...)
AT	YES	YES - 01/09/2009
BE	YES	YES
BG	YES	YES - 01/07/2009
CY	YES	YES (end 2010)
CZ	YES	YES - 01/07/2009
DE	YES	YES - 27/06/2010
DK	YES	YES
EE	YES	YES - 01/07/2009
EL	YES	2011 Q4
ES	YES	YES - 15/12/2010
FI	YES	YES - 14/12/2009
FR	YES	YES - 31/12/2010 for EDI (DTI later)
HU	YES	YES - 29/10/2009
IE	NO	NO
IT	YES	YES - 31/12/2010
LT	YES	YES - 30/04/2010
LU	YES	First half 2011
LV	YES	YES - 01/07/2009
MT	YES	YES - 31/10/2010
NL	YES	YES - 31/01/2010
PL	YES	YES - 08/11/2010
PT	YES	YES - 01/06/2010
RO	NO	YES for EXS (but not as IE615)
SE	YES	YES
SI	YES	YES - 22/12/2010
SK	YES	YES
UK	YES	YES - 01/07/2009



Number of EXS per month, per MS (Ext. Domain)





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Economic Operators' System (EOS)





EOS-EORI: Status on 27.04.2011

- 2.718.000 EORI records
- 175.000 EORI request via web service (*Mar 2010*)
- 51.000 new EORI records (*Mar 2010*)

- 8.900 AEO Applications in total
- 5.900 AEO Certificates in total
- 459 mandatory consultation started
- 74 prejudicial information sent in total



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2- MCC/MCCIP

■ Where are we?





Challenges

**MCC
Implementation**

Air cargo security

Comitology
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Crisis

Delegation
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Scarcity of resources

Legal deadlines

Developments
of IT by
stakeholders

Possible
inconsistencies
between
processes and
provisions



OPTION 1

Application of MCC/MCCIP in June 2013 without new IT systems

OPTION 2

Amendment of MCC to align it on the Lisbon Treaty correct it and postpone its application

For a number of reasons, there seems to be a consensus around option 2



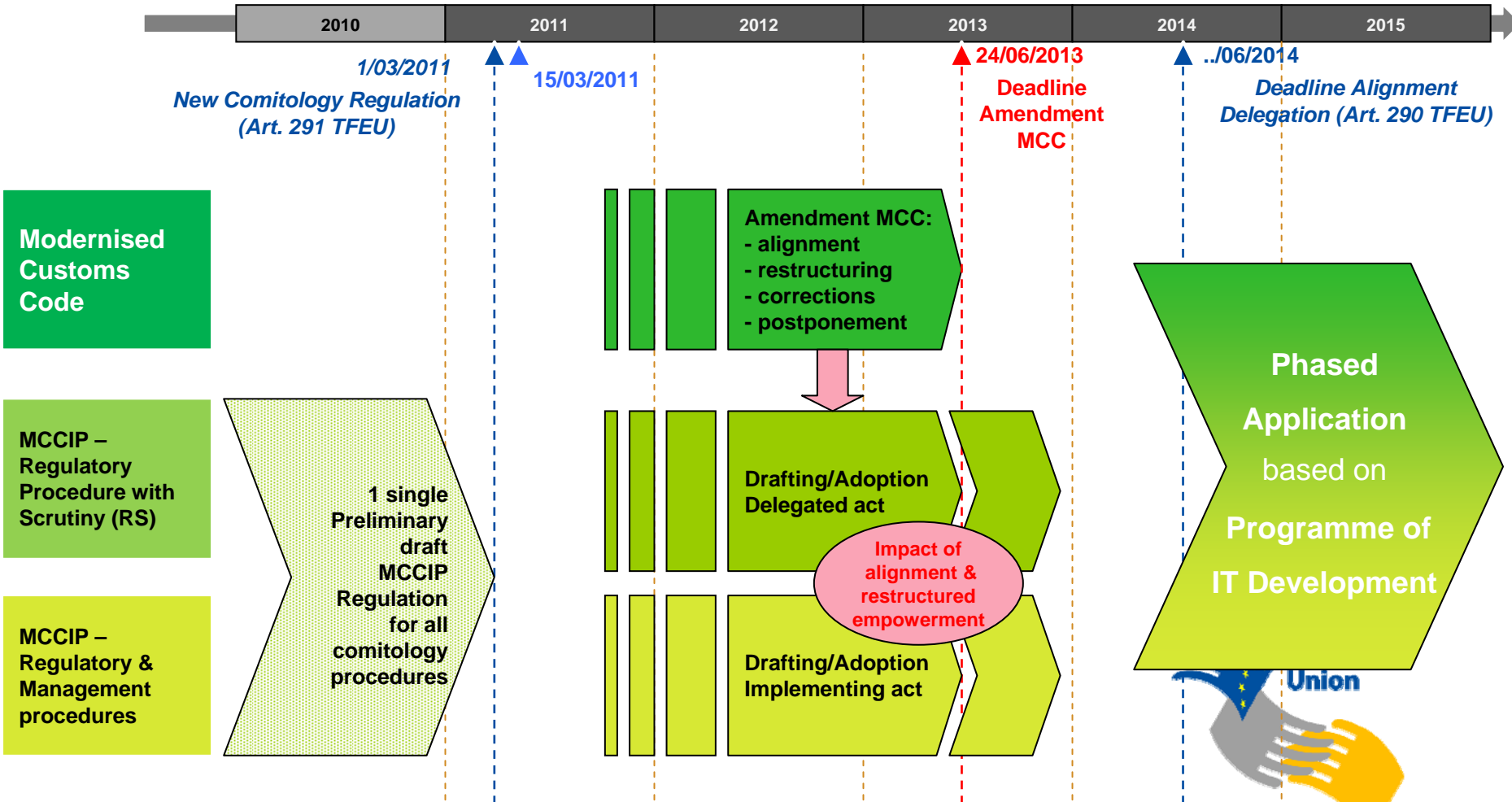


- Continuation of the current work on BPM and on the substance of the provisions
- Submission (before end of 2011) to the EP and Council of a proposal to amend the MCC before 24.6.2013 in order:
 - To introduce new procedures for adoption and restructure MCC in order to allow a split of MCCIP between delegated and implementing acts
 - To correct, where appropriate, some provisions
 - To fix new deadline(s), depending on the processes to be computerised or conditions for application
- Such postponement should be supported by a comprehensive programme of IT development
- Production of guidelines





Legal Planning





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■ Questions???

