6.5. E-Customs

ADVANCE ELECTRONIC INFORMATION (AEI) REQUIREMENTS
Most of the world's Customs administrations have endorsed the World Customs Organization (WCO) strategy to increase levels of global supply chain security and a large number of countries have now committed to implement the WCO SAFE Framework of Standards.

As part of the process of improving the security of global supply chains many countries in accordance with the WCO Framework of Standards have enacted legislation and require advance electronic data submission for goods passing their borders. The US (Air AMS) and Canada (ACI) are examples of countries that require advance cargo information to facilitate security risk assessments. The EU implemented similar processes for import, export and transit (EU Regulation 648/2005 and implementing provision 1875/2006). More and more countries may be planning to implement similar procedures.

What is the Advance Electronic Information (AEI)?
AEI is a legal requirement to transmit electronically and in advance to a regulatory body information related to a consignment for security risk assessment purposes. The objective of AEI is to improve detection of high-risk consignments, thereby ensuring better security against terrorism and other crimes. Such electronic information, in conjunction with automated targeting tools, allows regulators to identify shipments that are high-risk as early as possible in the supply chain. By increasing efficiencies of regulators, AEI also allows for more efficient international supply chain operations.

What is WCO SAFE Framework of Standards?
The WCO defined a standard for Advance Electronic Information for security risk assessment (who should send what information and where they should send it).

The WCO SAFE Framework of Standards is designed to assist Customs administrations move towards an international Customs model that supports harmonized and secure international trade based on partnership between Customs authorities and the global business community.

SAFE is based on four core elements: harmonization of the advance electronic cargo information requirements on inbound, outbound and transit shipments; employment of a consistent risk management approach to address security threats; out-bound inspection of high-risk containers and cargo on request of Customs in the receiving nation, preferably using non-intrusive detection equipment such as large scale x-ray machine and radiation detectors; and definition of benefits that Customs will provide to businesses that meet minimal supply chain security standards and best practices.

The exporter (or his agent) submits an advance electronic export goods declaration to Customs prior to the goods being loaded onto the means of transport and notifies the carrier.

The importer (or his agent) submits an advance electronic import goods declaration prior to arrival of the means of transport at the first Customs office. The carrier (or his agent) submits an advance electronic cargo declaration at export and/or at import. Recommended timelines for the submission of information are 'wheels up' for short haul and 4hrs prior to arrival for long haul.

Standard SAFE (AEI) data requirements
WCO recommends that Customs administrations would use the WCO Data model, which defines the electronic messages format and a maximum of data elements for the accomplishment of export and import formalities. The data elements are listed below and may be required in advance for risk assessment purpose.

Goods Declaration (house waybill level)

1. Exporter name and address or code
2. Consignor name and address or code
3. Airline name and ID
4. Importer name and address or code
5. Consignee name and address or code
6. Notify party name and address or code
7. Deliver to name and address
8. Country(ies) of routing, if known
9. Agent name and address or code
10. Commodity classification
11. Description of goods, if no classification
12. UNDG number if applicable
13. Type of packages identification
14. Number of packages
15. Total gross weight and unit of measure
16. Equipment ID number (if available)
17. Equipment size and type ID
18. Seal number if available
19. Total invoice amount & currency
20. Unique consignment reference number

Cargo Declaration (manifest level)

1. Airline identification or name if no ID
2. Nationality of the means of transport
3. Place of loading name or code
4. Equipment ID number if containerized
5. Equipment size/type id if containerized
6. Seal number if applicable
7. Conveyance reference number
8. Transport charges method of payment
9. Customs office of exit coded
10. First port of arrival coded
11. Country(ies) of routing, if known
12. Date and time of arrival at first port of arrival in Customs territory, coded
13. Brief cargo description
14. Unique consignment reference number

Countries that have signed the WCO Letter of Intent to implement the WCO SAFE Framework of Standards

Region: North of Africa, near and Middle East			
1.	Bahrain	9.	Oman
2.	Egypt	10.	Qatar
3.	Iraq	11.	Saudi Arabia
4.	Jordan	12.	Syrian Arab Republic
5.	Kuwait	13.	Sudan
6.	Lebanon	14.	Tunisia
7.	Libya	15.	United Arab Emirates
8.	Morocco	16.	Yemen

Region: West and Central Africa			
1.	Benin	12.	Ghana
2.	Burkina Faso	13.	Guinea
3.	Cameroon	14.	Guinea-Bissau
4.	Cape Verde	15.	Liberia
5.	Central African Republic	16.	Mali
6.	Chad	17.	Mauritania
7.	Congo	18.	Niger
8.	Congo, Democratic Rep. of	19.	Nigeria
9.	Côte d'Ivoire	20.	Senegal
10.	Gabon	21.	Sierra Leone
11.	Gambia	22.	Togo

Region: East and Southern Africa			
1.	Angola	12.	Mozambique
2.	Botswana	13.	Namibia
3.	Burundi	14.	Rwanda
4.	Comoros	15.	Seychelles
5.	Djibouti	16.	South Africa
6.	Ethiopia	17.	Swaziland
7.	Kenya	18.	Tanzania
8.	Lesotho	19.	Uganda
9.	Madagascar	20.	Zambia
10.	Malawi	21.	Zimbabwe
11.	Mauritius		

Region: South America, North America, Central America and the Caribbean			
1.	Argentina	16.	El Salvador
2.	Aruba	17.	Guatemala
3.	Bahamas	18.	Haiti
4.	Bermuda	19.	Honduras
5.	Bolivia	20.	Jamaica
6.	Bonaire, St Eustatius, Saba	21.	Mexico
7.	Brazil	22.	Nicaragua
8.	Canada	23.	Panama
9.	Chile	24.	Paraguay
10.	Colombia	25.	Peru
11.	Costa Rica	26.	Saint Lucia
12.	Cuba	27.	Sint Maarten
13.	Curacao	28.	Trinidad & Tobago
14.	Dominican Republic	29.	United States
15.	Ecuador	30.	Uruguay

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6.5. E-Customs

Region: Europe			
1.	Albania	11.	Moldova
2.	Armenia	12.	Montenegro
3.	Azerbaijan	13.	Norway
4.	Belarus	14.	Russian Federation
5.	Georgia	15.	Serbia
6.	Iceland	16.	Tajikistan
7.	Israel	17.	Turkey
8.	Kazakhstan	18.	Ukraine
9.	Kyrgyzstan	19.	Uzbekistan
10.	Macedonia, FYROM	20-47	European Union - 28 Member States

Region: Far East, South and South East Asia, Australasia and the Pacific Islands			
1.	Afghanistan	16.	Macau, China
2.	Australia	17.	Malaysia
3.	Bangladesh	18.	Maldives
4.	Bhutan	19.	Mongolia
5.	Brunei Darussalam	20.	Myanmar
6.	Cambodia	21.	Nepal
7.	China	22.	New Zealand
8.	Fiji	23.	Pakistan
9.	Hong Kong, China	24.	Papua New Guinea
10.	India	25.	Philippines
11.	Indonesia	26.	Samoa
12.	Iran (Islamic Republic of)	27.	Singapore
13.	Japan	28.	Sri Lanka
14.	Korea (Republic of)	29.	Thailand
15.	Lao People's Democratic Republic	30.	Tonga
		31.	Vietnam

IATA Position Paper on Advance Electronic Information on Risk Assessment
The IATA Position Paper on Advance Electronic Information on Risk Assessment describes the procedures, the roles and the responsibilities for the provision of standard advance electronic information related to the goods and the cargo.

It is the product of meetings, surveys, consultations and work among industry experts from the airfreight supply chain. Although, the positions do not reflect the positions of all industry stakeholders, they do represent the concerns and approaches that IATA has determined would best serve the industry as a way forward in light of the many challenges facing the industry.

The Position Paper does not describe the physical screening information requirements which are part of another document: "IATA Electronic Cargo Security Declaration" functional specifications.

Submission of data
All countries requiring advance security information for risk assessment should utilize the World Customs Organization SAFE Framework of Standards, to allow harmonisation along the airfreight supply chain.

Under this document the terms "export goods declaration" and "import goods declaration" are used as per the connotation as defined in the WCO SAFE Framework of standards.

Goods declaration
The exporter or his or her agent has to submit an advance electronic export goods declaration to Customs at export prior to the goods being loaded onto the means of transport or into the container being used for their exportation (1) and prior to tendering goods to the carrier (airline). For security purposes, Customs should not require the advance export Goods declaration to contain more than the details listed below.

The importer or his/her agent has to submit an advance electronic import goods declaration to Customs at import prior to arrival of the means of transport at the first Customs office. For security purposes, Customs should not require more than the details listed below.

- Exporter name and address or code
- Consignor name and address or code (if different from exporter)
- Airline identification, or name if no ID
- Importer name and address or code
- Consignee name and address or code (if different from importer)
- Notify party name and address or code (if no code)
- Delivery destination, if different from importer's or consignee's address
- Country(ies) of routing, coded, to the extent known
- Agent, name and address or code if applicable
- Tariff code number (Customs)
- Description of goods, if no tariff code
- UNDG Number (Dangerous Goods Code), if applicable
- Type of packages identification
- Number of Packages
- Total gross Weight (incl. Measure unit qualifier)
- Equipment identification number, if containerized and available
- Equipment size and type identification
- Seal number, if applicable and available
- Total invoice amount (incl. currency, coded)
- Unique consignment reference number

Cargo declaration (2)
The airline or his/her agent has to submit an electronic cargo declaration to Customs at export and/or at import. For the air mode and shipments, it should be lodged prior to arrival of the means of transport at the Customs office at export and/or import. For security purposes, Customs should not require more than the details listed below.

- Place of loading name or code
- Airline identification or name if no ID
- Equipment identification number, if containerized
- Equipment size and type identification, if containerized
- Seal number, if applicable
- Conveyance reference number
- Transport charges method of payment, coded
- Customs office of exit, coded
- First port of arrival, coded
- Country(ies) of routing, coded, to the extent known pre-loading
- Date and time of arrival at first port of arrival in Customs territory, coded
- Brief cargo description
- Unique consignment reference number

Note: Identification and nationality of means of transport crossing the border of the Customs territory for air mode are not usually collected as separate data elements e.g. air mode does not have names for planes by country. However this could be determined by aircraft registration.

IATA recommends that Advance electronic information for security purposes should only become mandatory when the relevant authority:

- Has the capability to receive the submission electronically;
- Has the capability to respond electronically with control and release messages;
- Does not require the same information to be re-sent in another format or in paper copy.

Notes
1. In the air mode this shall be done prior tendering goods to the carrier (airline)
2. As resulting from the WCO Safe Framework of Standards June 2012

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6.5. E-Customs

An implementation example: The European Union
With the aim to standardize the 28 countries of the European Union and facilitate international trade, the European Commission introduced two new regulations:

- EC Regulation 648/2005 amending Council Regulation (EEC) 2913/92 establishing the Community Customs Code
- EC Regulation 1875/2006 amending Regulation (EEC) 2454/93 laying down provisions for the implementation of Council Regulation (EEC) 2913/92 establishing the Community Customs Code.

According to the EC 648/2005 and its implementing provisions “it is necessary to establish an equivalent level of protection in customs controls for goods brought into or out of the Customs territory of the Community”

Since 1 July 2009, the relevant security data has to be provided before goods enter or exit the EU Customs territory. The security data has to be sent electronically by economic operators with the possibility of exchanging this information with the administrations of member states.

The Commission granted a Transition Period until December 31 2010. Since January 1 2011, the relevant security data have to be sent before the arrival of the goods in the EU Customs territory.

If safety and security data were not sent in advance, then goods have to be declared immediately on arrival at the border, which can delay the Customs clearance of consignments at the border pending the results of risk analysis for safety and security purposes.

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