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“Short Sea Shipping” and customs

Short Sea Conference, Bilbao, 13 April 2011
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- The concerns that “*customs procedures create difficulties to the completion of the Internal market in maritime transport*” should be put into perspective





- In 1993, with the introduction of the Internal Market, goods transported from one point to another point in the EU, including those carried by sea were deemed to be Community goods (i.e. goods in free circulation).
- However, the shipping company had to fulfil reporting formalities between EU ports whenever:
 - the ship had called in a third country port or a free zone,
 - the ship carried goods loaded in a third country,
 - the ship carried export goods.
- Result was a difficult administrative environment leading to compliance risk where correct customs supervision could not be guaranteed.





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- Regulation No. 75/98 simplified the tasks both of economic operators and of customs administrations by making the distinction between regular shipping services and other maritime transport
- The Internal market presumption of free circulation was kept for regular shipping services
- Other maritime transport could submit proof of status for Community goods
- Result was a simpler and more reliable environment





Regular shipping service - main features

- A service which carries goods in vessels that ply only between ports situated in the customs territory of the Community (Internal market !)
- Goods do not need to be presented to customs
- Transit procedure required if goods carried are non-Community goods (which must be presented to customs)
- Shipping company must be first authorised and only the specific vessels in the predefined route that are pre-identified can benefit





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Commission Regulation No 177/2010

- Authorisation and vessel assignment in the regular shipping service is paper-based which reduces the operator's flexibility in changing vessels and routes

- Commission Regulation No 177/2010 introduced changes creating more flexibility:
 - The authorisation process will be done electronically
 - Registration in Economic Operator System (EOS)
 - Easier to change ports and vessels through advanced electronic notification of customs
 - Entry into force 1 January 2012 (to allow time to develop IT-application)





“Blue belt” concept

- “Blue belt” is the sea area surrounding the European Union, where intra-EU maritime transport can be operated with as little administrative burden as possible”
- “Blue belt” relies on the use of surveillance technology, in particular SafeSeaNet developed by EMSA
- Objective of « Blue Belt » is to examine the potential of modern surveillance technology in providing guarantees to customs and subsequently simplifying procedures
- The identification of goods remains a central issue





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Blue belt - SafeSeaNet and customs

- Surveillance technology could provide additional support to customs by offering guarantees on the exact route of the vessel and detecting any unusual behaviour
- Pilot project underway to gain experience
- Customs' user needs and benefits are to be further analysed and demonstrated





A few personal observations

- Can SafeSeaNet influence customs concepts when it does not provide complete information on goods (except dangerous goods) ?
- Blue belt proposes that customs enters information on goods in SafeSeanet (ports of call, status of goods, customs procedure references, etc.)
- The project will assess if any additional customs resources are needed and the benefits, requirements and risks for both operators and administrations
- The impact on operators is also to be assessed





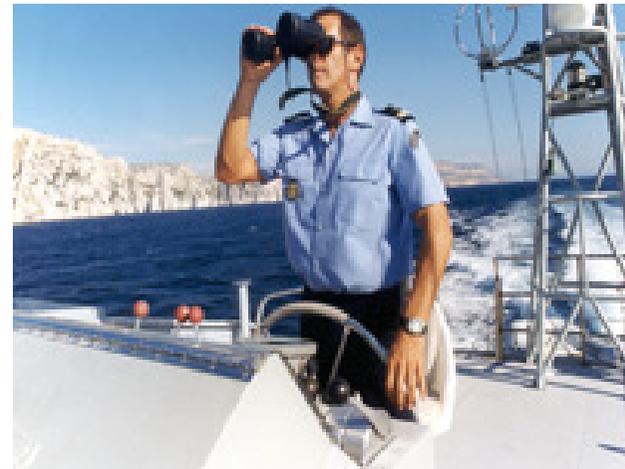
Should maritime transport follow the rules of air transport?

- The Internal Market presumption of Community status for goods loaded at one EU airport for consignment to another EU airport (under cover of an airway bill issued in a Member State)
- But : non-Community goods loaded or transhipped at an EU airport must be placed under transit
- Given the quantity of goods and the geography of ports, the transit procedure should be used more than is the case today in maritime transport





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■ Thank you for your attention.

