



**World Customs
Organization**

WCO SAFE FRAMEWORKS OF STANDARDS - SEA CONTAINERS CLEANLINESS

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- SAFE Framework of Standards was created after the 9/11 terrorism
 - *secures and facilitates global trade*
 - *provides overarching framework for the Security Programme*
- 172 WCO Members have signed letter of intention to implement SAFE FoS

Continued Evolution of SAFE FoS



2005



2007



2012



2015



2021

2005 - Adopted

2007 - AEO Requirements

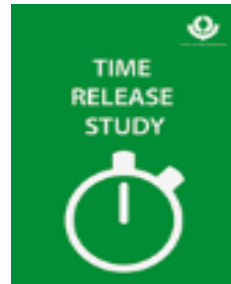
2010 - SAFE Package: Compilation of all relevant tools

2012 - Coordinated Border Management and PLACI

2015 - Pillar 3 (Customs-to-OGAs)

2021 - Regional Customs union AEO programmes and plurilateral MRAs, WCO-ICAO Guidelines on Alignment of the Customs AEO and Aviation Security Regulated Agent /Known Consignor programmes ect.

- Standards: supply chain security & facilitation
- SAFE is consistent with Revised Kyoto Convention and WTO Trade Facilitation Agreement (e.g. risk management, use of technology, partnership with trade)
- SAFE is applicable to all modes of transport



- **Pillar 1: Customs-to-Customs Cooperation**
(11 standards)
- **Pillar 2: Customs-to-Business Partnership**
(6 standards)
- **Pillar 3: Customs-to-Other Government and Inter-Government Agencies**
(12 standards)

Pillar 2: Customs - Business Partnership



Standard 1: Partnership

- Provides for the partnership program with **AEOs*** who will carry out a self-assessment to ensure security in their business model.



Standard 2 : Security

- Provides for the incorporation of pre-determined security best practice into the business practice of **AEOs**.



Standard 3 : Authorization

- provides for the validation and accreditation process of **AEOs**



Standard 4 : Technology

- provides for the encouraged use by **AEOs** of more advanced technologies to maintain cargo and container integrity



Standard 5 : Communication

- Provides for Customs-to-Business communication to promote security



Standard 6 : Facilitation

- Provides for the joint efforts of Customs and **AEOs** to maximize security and facilitation

Pillar 2: SAFE Authorized Economic Operator (AEO) Programme



Pillar 2 of the SAFE FoS sets out global standards for launching and maintaining an AEO Programme. The eligibility criteria for becoming an AEO should include:

- demonstrated compliance record;
- satisfactory system for management of commercial records;
- financial viability; and
- security (cargo, transport conveyance, premises, personnel, information, and trade partner security).



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Pillar II: Authorized Economic Operator (AEO)



- AEO is a party involved in the international movement of goods in whatever function that has been approved by or on behalf of a national Customs administration as complying with WCO or equivalent supply chain security standards.
- AEOs may include:
 - Manufacturers
 - Importers
 - Exporters
 - Brokers
 - Carriers
 - Consolidators
 - Intermediaries
 - Ports
 - Airports
 - Terminal operators
 - Integrated operators
 - Warehouses
 - Distributors
 - Freight forwarders

An AEO program is a Customs to Business partnership aimed at securing the supply chain and to facilitate legitimate low-risk trade. Led by Customs at the government level, the program is voluntary to the trade, and for those businesses certified as AEOs, Customs affords tangible BENEFITS.

Pillar II: SAFE Authorized Economic Operator Programme



The comprehensive list of benefits has been grouped into two broad categories, namely General Benefits and Operator-Specific Benefits, as set out in [Annex IV](#) to the SAFE FoS:

General Benefits

- Measures to expedite cargo release, reduce transit time and lower storage costs;
- Measures to facilitate post-release processes;
- Special measures relating to periods of trade disruption or elevated threat level;
- Participation in new trade facilitation programmes/initiatives;
- Benefits provided by other government agencies;
- Benefits under mutual recognition arrangements/agreements (MRAs);
- Providing access to information of value to AEO participants; and
- Indirect benefits.

Operator-Specific Benefits

- Exporters
- Importers
- Warehouse Operators
- Customs Brokers
- Logistics Operators
- Carriers/Transporters
- Port/Terminal Operators
- Manufacturers

81 Operational AEO Programmes

6 AEO Programmes under development

33 Operational Customs Compliance Programmes

4 Customs Compliance Programmes to be launched

99 Bilateral MRAs concluded

5 Plurilateral/Regional MRAs concluded

29 MRAs being negotiated

- SAFE Working Group reviews and forwards for adoption of proposals for amendments in the SAFE FoS
- Current review cycle is 2021-2025 (normally 3-year cycle)
- Proposals from Members, Observers and PSCG members.
- One proposal that could interest IPPC is under discussion – about implementing appropriate measures in accordance with the AEO’s business model, designed to prevent visible pest contamination to include compliance with Wood Packaging Materials (WPM) regulations.
- Next SAFE WG Meeting – 15 to 17 November 2023.

Pillar 3: Customs to Other Government and Inter-Government Agencies



Standard 1 - Mutual Cooperation

Standard 2 - Cooperative Arrangements/Procedures

Standard 3 - Alignment of security programmes

Standard 4 - Harmonization of national control measures

Standard 5 - Development of continuity and resumptions measures

Standard 6 – Harmonization of data filing requirements

Standard 7 - Mutual Cooperation

Standard 8 - Development of Cooperative Arrangements or Protocols

Standard 9 - Harmonization of security programmes

Standard 10 - Harmonization of cross-border control measures

Standard 11 - Establishment of Mutual Cooperation

Standard 12 - Development of cooperative arrangements or protocols

- Refers to **coordinated approach by border control agencies**, both domestic and international, in the context of seeking greater efficiencies over managing trade and travel flows, while maintaining a balance with compliance requirements.
- Emphasizes the need for alignment between the functions of the various cross-border regulatory agencies (CBRAs) through the 2 key CBM areas – the **physical movement of goods**, and the **flow of information** in order to maximize the value proposition of border regulatory functions.

Key principles: Coordinated flow of data

Regulatory transparency:

- transparent requirements;
- Clear rules on who, when, how and why provides information;
- Avoid inefficiency and bottlenecks

Streamlined submission:

- Essential information required
- Duplications eliminated;
- Data can be submitted along the process

Information sharing:

- Relevant trade data shared amongst cross-border regulatory agencies;
- Efficient risk management;
- Coordinated decision-making.

Information protection:

- Clear rules for information sharing;
- Maintain confidence between regulatory agencies and trading community

Key principles: Physical flow coordination

Streamlined clearance:

- clear procedures
- multiply agencies control done at the same time
- could also be conducted at designated inland locations

Congestions Management:

- physical infrastructures should be organized
- efforts must be undertaken to identify potential sources of bottlenecks

Manpower availability:

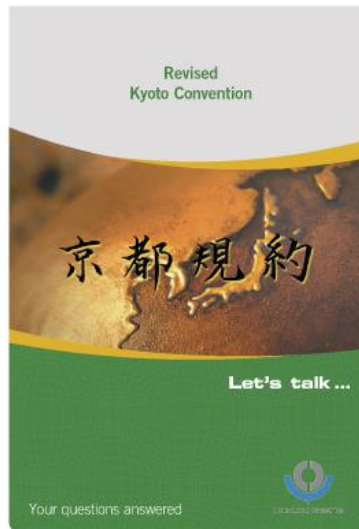
- to conduct the necessary controls;
- cross-training to undertake checks on behalf of other agencies
- co-ordinate working hours
- shift-change timings

Infrastructural Availability:

- agencies should be equipped with the necessary equipment
- sharing the equipment
- office space, parking lots, inspection bays and inspection equipment could be better utilized



WCO tools to support CBM implementation

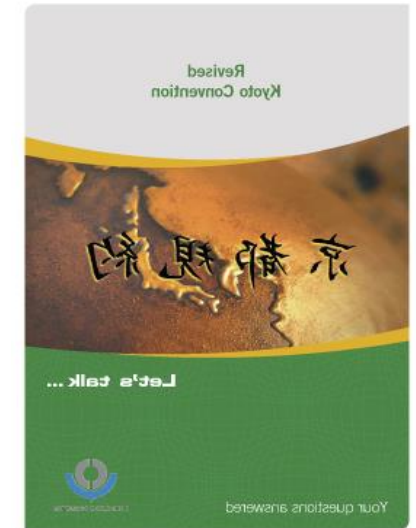


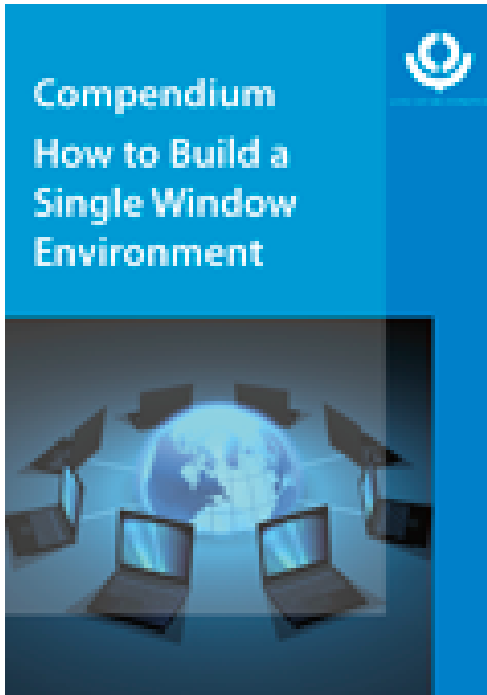
3.35 lays down the principle that Customs inspection of goods should take place in coordination with other competent authorities.

3.3. Where Customs offices are located at a common border crossing, the Customs administrations concerned shall correlate the business hours and the competence of those offices.

3.4. At common border crossings, the Customs administrations concerned shall, whenever possible, operate joint controls.

3.5. Where the Customs intend to establish a new Customs office or to convert an existing one at a common border crossing, they shall, wherever possible, co-operate with the neighboring Customs to establish a juxtaposed Customs office to facilitate joint controls





Single Trade Windows simplify traders' interactions with the border.

The World Customs Organisation (WCO) defines Single Windows as 'a facility that allows parties involved in trade and transport to lodge standardised information and documents with a single entry point to fulfil all import, export, and transit related regulatory requirements'.

A Single Trade Window, at its core, ensures a **single entry point** for border data, which results in reduced duplication for users. The WCO sets out a number of key principles and features regarding data:

The Single Trade Window allows the trader or intermediary to submit all border data needed in a standardised format. This would mean **submitting only once** to border authorities through a single portal.

The Single Trade Window puts the onus on government to facilitate **data sharing amongst border authorities** and agencies to then receive the information they need.

This therefore eliminates the need for the user to submit the same data to different border authorities or agencies, via multiple different portals.



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Thank you!

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