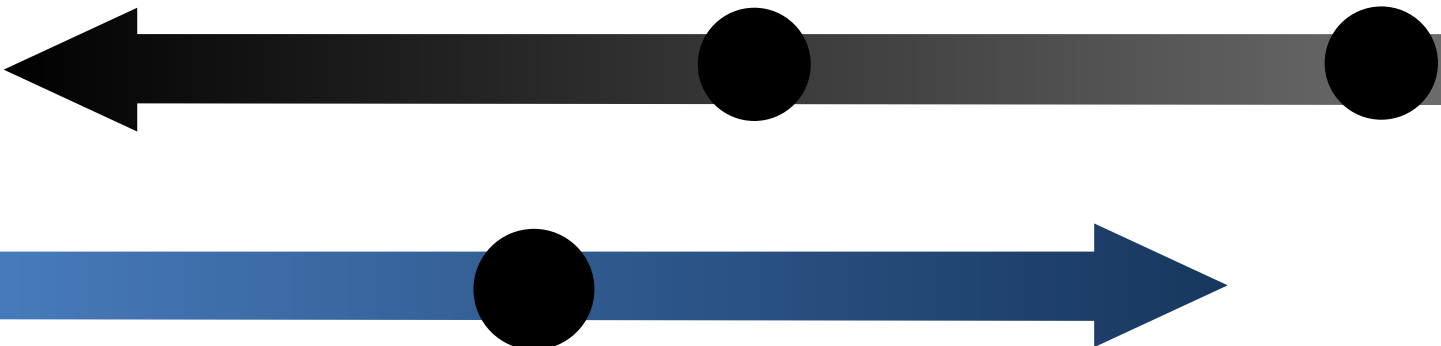


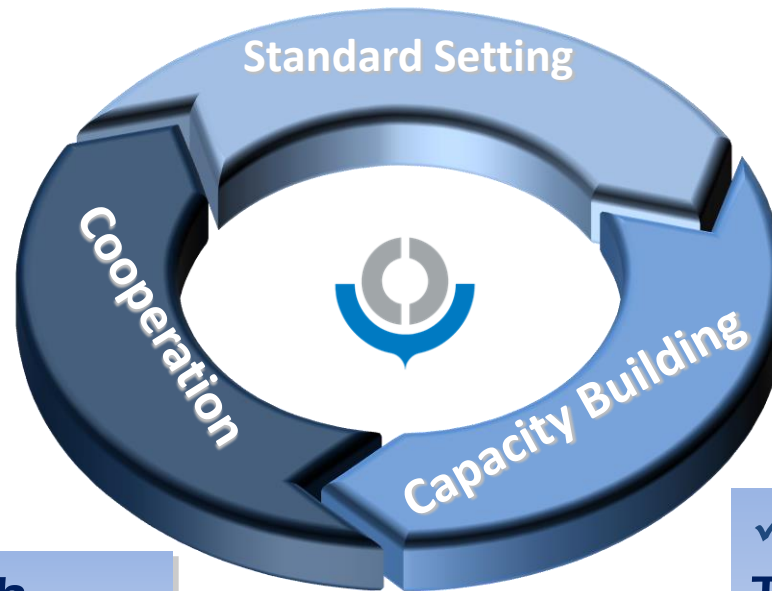
# **WCO Transit Guidelines**

A decorative graphic consisting of two horizontal arrows. The top arrow is black and points to the left, with two black dots on its shaft. The bottom arrow is blue and points to the right, with two black dots on its shaft.

**4<sup>th</sup> WCO AEO Global Conference  
Kampala, Uganda, 15 March 2018**

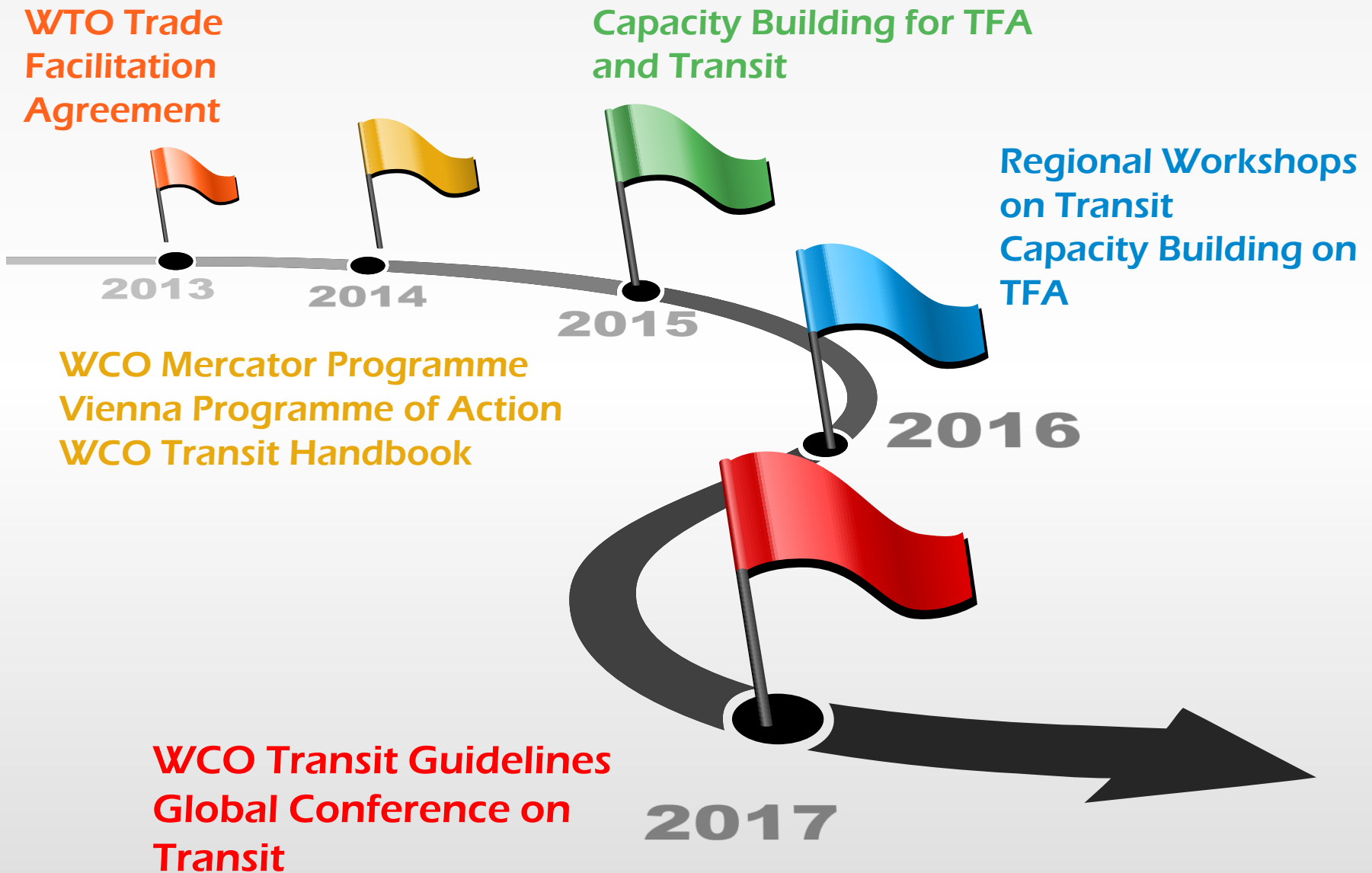
# Key functions of the WCO

- ✓ Capability and responsibility for global standard setting for Customs

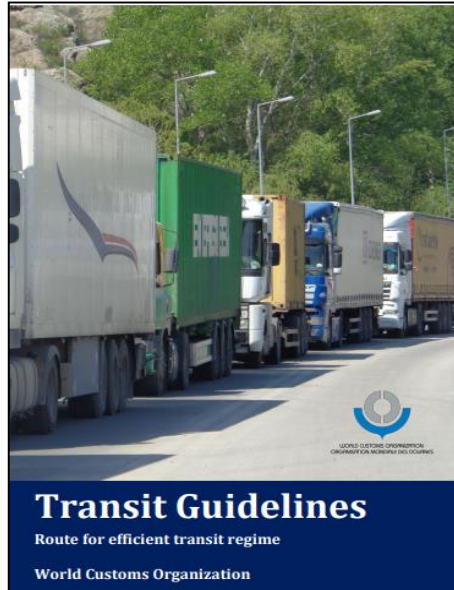


- ✓ Cooperation with other international organizations and other agencies

- ✓ Capacity Building / Technical Assistance delivery
- ✓ Network of accredited experts from Customs Administrations
- ✓ Donor engagement



# WCO Transit Guidelines



- Launched at the Global Transit Conference, 10-11 July 2017, WCO Headquarters in Brussels
  - Conference attended by over 200 delegates from more than 80 countries
- Supplement the Transit Handbook released by the WCO in 2014
- The Transit Guidelines contain 150 guiding principles
- Organized in 13 sections
- Available in four languages - English, French, Spanish and Russian at <http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/tools/transit-guidelines.aspx>

# WCO Transit Guidelines

Through a number of regional workshops, more than 100 transit experts from Customs administrations and international and regional organisations (WTO, UNECE, IRU, UNCTAD, UN-OHRLLS, WB, JICA, ADB, AfDB) contributed to the development of the Guidelines



**27 June to 1 July 2016,  
Abidjan, Cote d'Ivoire**



**31 October to 4 November 2016,  
Lusaka, Zambia**



**23 to 27 January 2017,  
La Paz, Bolivia**

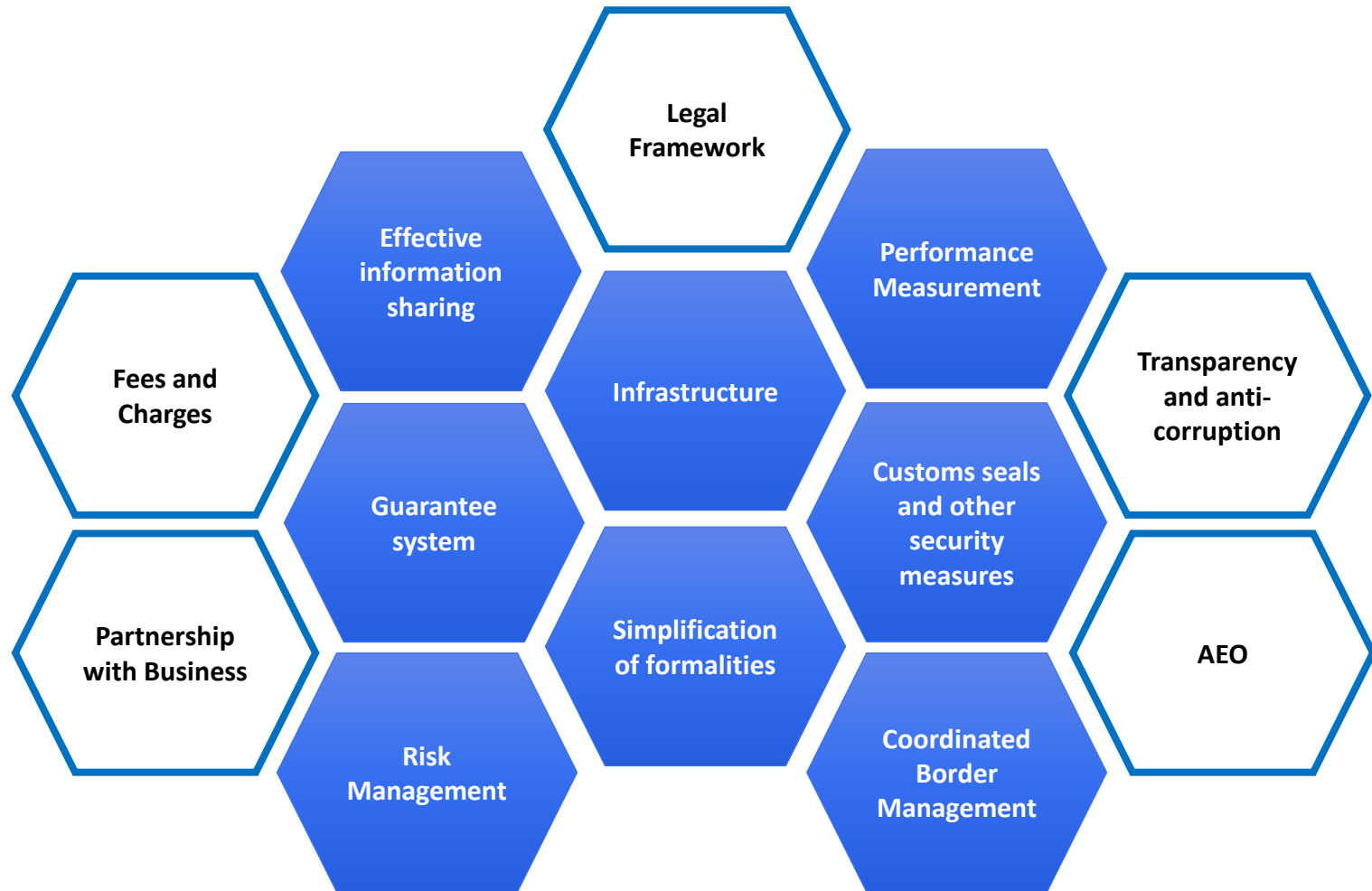


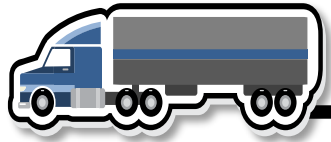
**24 to 27 April 2017,  
Tbilisi, Georgia**

# **Structure of the Transit Guidelines**

- I. Introduction - including definitions**
- II. Transit Guidelines - in 13 sections**
- III. The List of Guidelines**
- IV. International Legal Framework - GATT Article V, TFA, RKC (Chapter 5 of the GA and SA E1), TIR Convention (Body), Harmonisation Convention (Body), Container Convention (Body), Vienna Programme of Action for LLDCs**

# Scope of the Transit Guidelines





## **3. Guarantee system**

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# **Guarantee system**

**8 sub-sections:**

- 1) Calculation of guarantee amount – 2 guidelines**
- 2) Guarantee according to risk level and guarantee waiver – 6 guidelines**
- 3) Forms of guarantee – 3 guidelines**
- 4) Comprehensive guarantees – 9 guidelines**
- 5) End of procedure and discharge of guarantee – 2 guidelines**
- 6) Use of Customs convoys and Customs escorts together with transit guarantees – 1 guideline**
- 7) International/regional guarantee systems – 3 guidelines**
- 8) Guarantor – 5 guidelines**

# **Guarantee system**

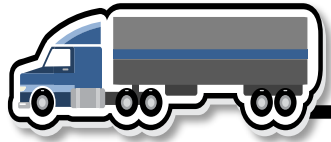
- **The sub-sections contain extracts from relevant international agreements and standards. Some sub-sections contain links to WCO tools.**
- **The section contains**
  - **Example of international guarantee system - The TIR Convention**
  - **Members' practices – 1) Comprehensive Guarantees in Brazil and 2) Regional Customs Transit Guarantee in the Common Market for Eastern and Southern Africa (COMESA)**

# Guarantee system

- 36.** The guarantee amount for transit should be **as low as possible** and not exceed the sum of the highest import duties and charges that would be imposed on goods imported into the transit Customs territory.
- 38.** Customs administrations are encouraged to set the guarantee amount according to **the risk level of transit operators**.
- 44.** Customs administrations should accept **any form of guarantee**. The possible types of guarantee may include, but not be limited to:
- a) cash deposits (national or foreign currency);
  - b) temporary placement of funds on the Customs administration's bank account;
  - c) tradable securities;
  - d) movable property (e.g. means of transport) pledge agreement;
  - e) non-movable property (e.g. office or production premises) pledge agreement;
  - f) bank guarantee;
  - g) insurance policy;
  - h) surety contract;
  - i) international guarantees;
  - j) regional guarantees.

# Guarantee system

- 50.** Customs administrations are encouraged to **reduce the amount of the comprehensive guarantee** (e.g. by 25%, 50%, or 100% (guarantee waiver)), taking into account sound finances, sufficient experience and/or other relevant factors relating to the transit operators.
- 56.** The guarantee should be **discharged immediately** once the corresponding transit operation is terminated.
- 58.** Customs administrations **should not apply Customs convoys or Customs escorts** for revenue purposes when their revenue concerns are sufficiently covered by the guarantee.
- 61.** Governments are encouraged to establish conditions for **mutual recognition of guarantees**.
- 64.** Governments are encouraged to approve **entities other than banks** and insurance companies as guarantors, in line with national legislation or regional/international agreements.



## **4. Fees and charges**

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# Fees and charges

**67.** Customs administrations **should not collect any fees or charges for transit except charges for administrative expenses** related to transit or charges for services rendered. Administrative expenses may include the following fees and charges (which should be kept to a minimum):

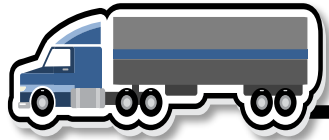
- a) special fees for work outside normal working hours;
- b) special fees for work outside Customs facilities;
- c) special fees for the use of extra facilities (for example for oversized goods);
- d) charges for storage;
- e) charges for special measures, procedures or services at the request of the transit operator (for example, a Customs convoy or Customs escort requested by the operator).

# Fees and Charges

**69.** When Customs administrations do not impose fees or charges for the above administrative expenses on **import or export, or in other Customs procedures**, they should not impose such fees or charges on transit.

**70.** Customs administrations may set a flat-rate amount to be paid for administrative expenses or services related to transit. The amount to be paid **should not depend on the value of the transit goods.**

## **8. Customs seals and other security measures**





# **Customs seals and other security measures**

**7 sub-sections:**

- 1) General principles for the use of Customs seals and other security measures – 7 guidelines**
- 2) Specific provisions for Customs seals – 3 guidelines**
- 3) Electronic Customs seals – 3 guidelines**
- 4) Security measures for loading units – 3 guidelines**
- 5) Prescribed time limit and itinerary – 7 guidelines**
- 6) Customs escorts and convoys – 3 guidelines**
- 7) Road checkpoints – 1 guideline**

# **Customs seals and other security measures**

- **The sub-sections contain references to relevant international agreements and standards.**
- **The section contains**
  - **a Member's practice - Regional Electronic Cargo Tracking System implemented by Uganda, Kenya and Rwanda**
  - **Information on the UNECE online register of customs sealing devices and customs stamps**

# Customs seals – general principles

- 93.** Once the office of departure affixes Customs seals or applies other security measures to transit goods, **other offices en routes should not impose any additional restrictions** on the goods.
- 95.** Seals affixed by consignors, shippers, transporters can be recognised as Customs seals in case these **seals are approved by Customs administrations.**
- 96.** The office of departure, in principle, should use Customs seals **to ensure the integrity of the transit goods.** Other security measures should be used only in cases in which Customs seals are not sufficient to ensure the integrity of the transit goods.



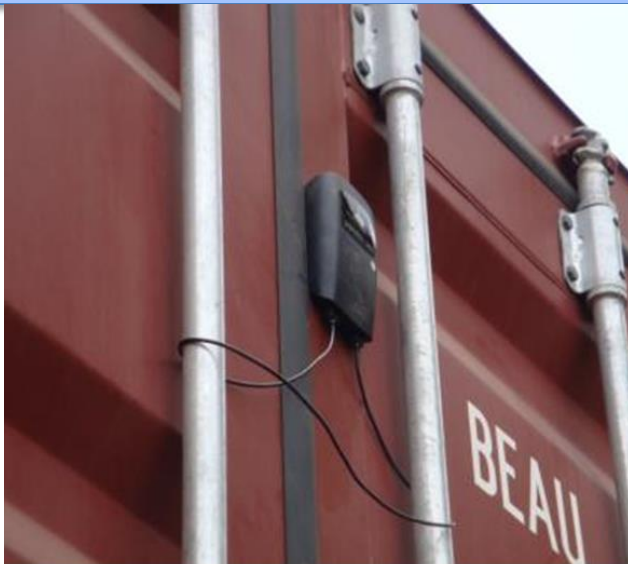
# Electronic seals

**103.** Customs administrations **should not oblige** transit operators to affix an electronic Customs seal, except in cases in which ordinary Customs seals are not sufficient to ensure the integrity of the transit goods.

**104.** When Customs administrations oblige transit operators to affix an electronic Customs seal, **Customs should not collect administrative/ processing fees for the use of the seal**, apart from the cost of the seal itself. When an electronic seal is requested by the transit operator, Customs administrations may collect fees for it from the operator.

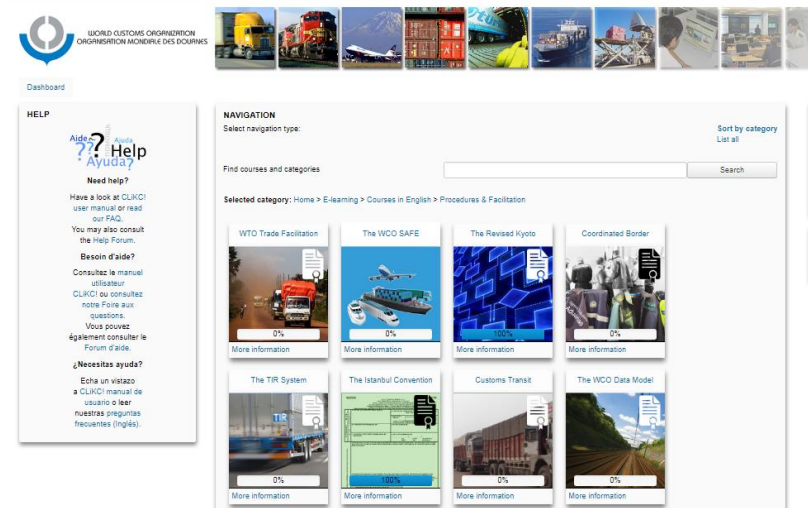
# Electronic seals

105. Customs administrations are encouraged to develop **regional electronic Customs seals** to be used for transit operations in the region, as replacing the electronic Customs seal with another seal at the border could give rise to delays.



# Capacity Building portfolio

- Transit Handbook and Transit Guidelines
- Pool of accredited experts from Member Customs administrations – Technical and Operational Advisors on Transit
- E-learning courses



# The way forward

- Regional workshops to promote the implementation of the Transit Guidelines
- Publication of best practices
- Second Global Conference on Transit





# **Thank you for your kind attention!**

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