



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Federal Department of Finance FDF
Federal Customs Administration FCA

Implementation of National and Inter- national Transit procedures

WTO Trade Facilitation Committee
Geneva, 10.10.2018



Introduction

- Customs transit procedures allow the movement of goods under suspension of duties and taxes within or across customs territories
- For Switzerland as a landlocked country efficient transit procedures are crucial to ensure market access
- Given the geographical location of Switzerland at the centre of the European Union it is equally important to facilitate the movement of goods from/to European neighbours across its territory





Transit Procedures

- National transit procedure
- Regional transit procedure: Convention of 20 May 1987 on a common transit procedure (EU, EFTA, FYROM, Serbia, Turkey)
- Carnet TIR
- Carnet ATA
- Transit based on Manifest in the framework of the the Revised Rhine Navigation Act
- Transit of postal consignments based on the Universal Postal Union Constitution



Transit Procedures

- National transit procedure
- Regional transit procedure: Convention of 20 May 1987 on a common transit procedure (EU, EFTA, FYROM, Serbia, Turkey)
- Carnet TIR
- Carnet ATA
- Transit based on Manifest in the framework of the the Revised Rhine Navigation Act
- Transit of postal consignments based on the Universal Postal Union Constitution



National Transit Procedure

- Legal base: Article 49 of the Customs Law of 18. March 2005 (SR 631.0), Articles 152-155 of the Customs Ordinance of 1. November 2006 (SR 631.01) and Articles 42-46 of the Customs Ordinance of 4. April 2007 of the Federal Customs Administration (SR 631.013)
- Applied for goods moving across or between two locations within the customs territory, e.g.:
 - From a customs warehouse to an airport
 - From one customs office at the border to another

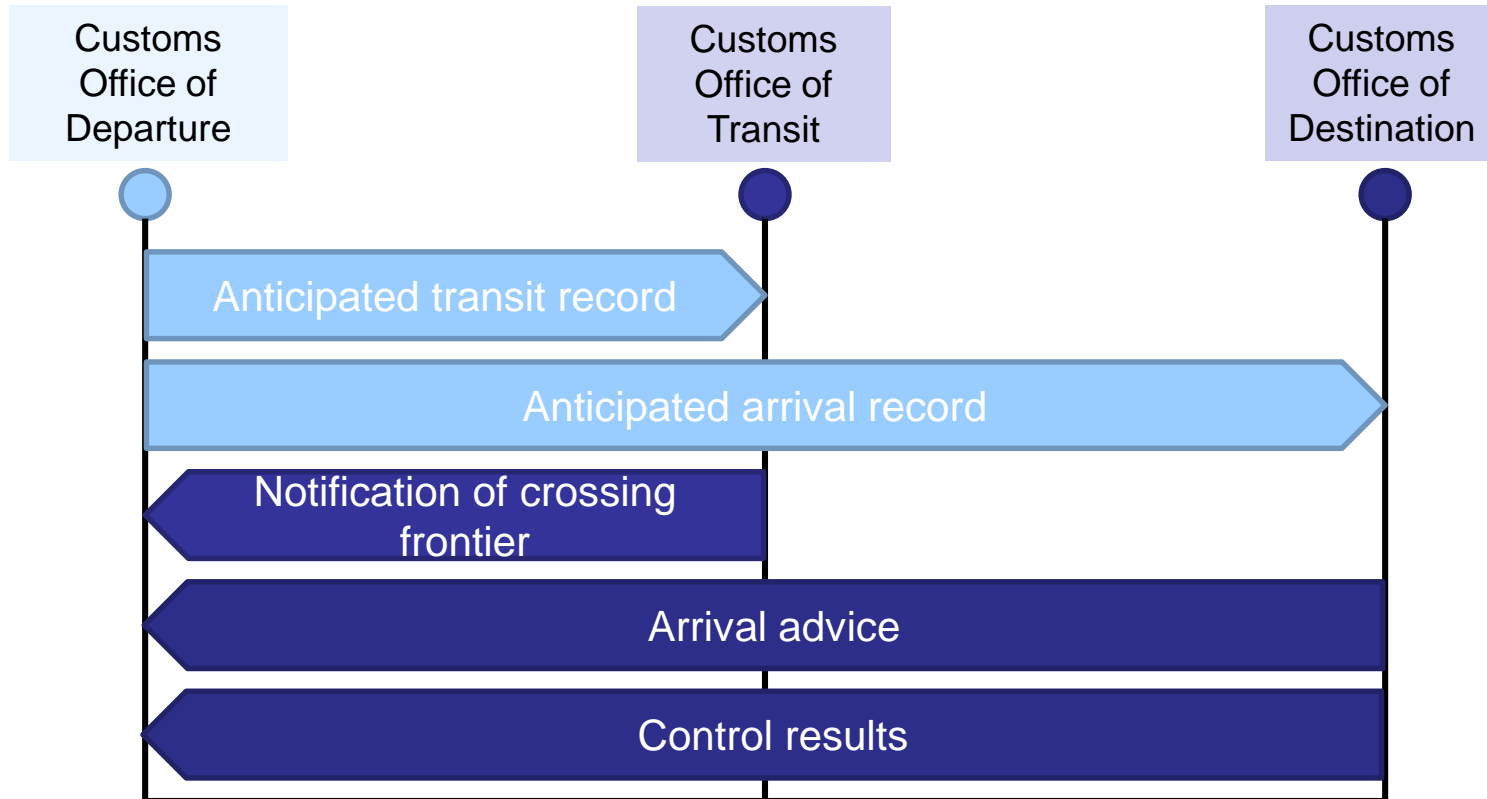


Convention of 20 May 1987 on a common transit procedure

- Legal basis: Convention of 20 May 1987 on a common transit procedure (amended on 5. December 2017 by the EU/EFTA Joint Committee) and national legislation
- Applicable for the transit of goods by road, rail, air and sea between EU, EFTA, FYROM, Serbia and Turkey
- Proof of Union Goods (goods produced or released for free circulation in the EU) when transiting non-EU countries
- Fully automated transit procedure using the New Computerized Transit System (NCTS)



Transit procedure





Guarantee and security measures (national and common transit)

- As a general principle the integrity of the consignment is secured by means of customs seals. No customs seal is needed where the identity of the goods can be secured by other means (e.g. detailed description including weight)
- Guarantee of duties and taxes (managed electronically within the NCTS)
- Time limit and predefined route to present the goods at the office of destination



Simplifications

- Status of Authorized Consigner/Consignee; Companies are granted permission to effectuate import/export/transit operations in house without presentation of the goods at a customs office (approx. 90% of all transit operations in Switzerland)
- Comprehensive guarantee adjusted to risk criteria (100%, 50%, 30% or waiver)
- Lanes reserved for vehicles moving goods in transit at border crossings (drivers remain in vehicle resulting in clearance time reduced by 50%)
- No guarantee needed for transit of goods on the Rhine river, using pipe lines, carried by rail or air (paperbased procedure only) and for national transit of goods produced or released for free circulation in Switzerland



Learning experiences / best practices

- The NCTS provides a robust IT infrastructure to enable both national and international Transit (more than 3 million transit operations p.a. in Switzerland, system availability >99%)
- The integrated management of guarantees and electronic data transmission allows efficient monitoring and risk assessment thereby minimizing irregularities (approx. 0.4%)
- Combination of Authorized Consignor/Consignee allowed to open/close transit procedures in the inland and dedicated transit lanes at the border considerably reduce traffic at the border and save resources



Conclusions

- The transit procedures currently applied follow relevant GATT and TFA standards and are being aligned with the WCO Data Model
- Close cooperation and coordination with neighbours and the region as a key enabler for efficient transit procedures
- Maximize the use of existing and new technologies (technology can not only speed up procedures but may also render some obsolete)

