NEW COMPUTERIZED TRANSIT SYSTEM

HA NOI, SOCIALIST REPUBLIC OF VIET NAM

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Implementation of Guarantee Management System (GMS)

- During 2011 were made the first changes of customs regulations in the part of guarantee for the transit of goods
- On January 1\textsuperscript{st} 2012 began the use of Comprehensive Guarantee, parallel with the use of the „old“ system of guarantee in transit
- From January 1\textsuperscript{st} 2013 is in use only Comprehensive Guarantee
- The use of Comprehensive Guarantee in the Republic of Serbia started before of the implementation of the NCTS System (please consider this possibility)!
The implementation began in December 2012

- In January and February 2013 was completed the Inception phase (CAS accepted the Functional Specifications - *very important document!*)
- In March 2013 with the assistance of DG TAXUD experts was drafted the National Project Plan - NPP (*very important document!*), which is from CAS formally adopted
- In April 2013 CAS began to send reports to DG TAXUD on the implementation of the NPP (reports were sent at the beginning of the every month – till the end of Project, 1st March 2015!)
- In April 2013 the CAS Director General made an official decision which has formed the Internal Working Group (*very important decision, document and Group!*)
- In May 2013 CAS established the Trade Contact Group (*very important decision and Group!*)

IMPLEMENTATION OF NCTS (IPA 2011) 1.
THE IMPLEMENTATION OF NCTS (IPA 2011) 2.

- In June 2014 CAS has created a test environment for National Transit Aplication (NTA)
- In August 2014 CAS has adopted a plan for the pilot phase of the national implementation of NCTS system (list of all BCP with other offices with dates of there inclusion in the NTA)
- On September 23\textsuperscript{rd} 2014 CAS began pilot phase of the national implementation of the NCTS system, a parallel was the use of the OTS!
- In October 2014 Pre Monitoring Mission of DG TAXUD visited the CAS – very important mission, why?
- In December 2014 all BCP with other offices were included in the NTA
- In December 2014 was adopted last necessary changes in customs legislation
- On 25\textsuperscript{th} January 2015 began National implementation (use) of the NCTS system, as an obligatory transit procedure in RS (continued use of the TIR and ATA – Istanbul Conventions), no longer use the OTS!
IMPLEMENTATION OF NCTS (IPA 2011) 3.

- In March 2015 Monitoring Mission of the DG TAXUD visited the CAS – very important mission, why?
- In June 2015 Serbian Parliament adopted a law on the ratification of the CTS and SAD Conventions, very important legislative decision!
- In September 2015 Evaluation Mission of DG TAXUD visited the CAS, they gave the green light to begin technical testing of NTA, very important signal!
- In September 2015 the CAS began testing MOD 1, MOD 2 and MOD 3 of NTA
- Testing is done with neighboring countries, countries with which a large number of messages exchanged, DG TAXUD and OLAF, very important testing!
- On December 7th 2015 the government of the Republic of Serbia lodged the instruments for access to the CTC and SAD Conventions
- On December 21st 2015 EC adopted a Note of accession of the Republic of Serbia to the CTC and SAD Conventions
- **On February 1st 2016 the Republic of Serbia acceded to the CTC and SAD Conventions and began operational use of the common NCTS!**
The new procedures after February 1st 2016:

- **T1** – the movement of goods between EU and EFTA countries or between EFTA countries
- **T2** – the movement of goods which has the status of goods from EU
- **T** – the mixed consignments of goods (T1+T2)

Continuing with the use of:

- **NT** – national transit (national NCTS)
- **NTTIR** – TIR carnet thru NCTS system
- **NTATA** – ATA carnet thru NCTS system
- **NTCIM** – transit of goods by rail thru NCTS system
The National Project Plan (NPP)

- One of the most important document in implementation phase
- Purpose of the NPP is to provide information to all Member States (via DG TAXUD) on the integration of NTA in the common transit system
- NPP is a list of obligations which should be implemented within certain time frame
- NPP includes three distinct domains of responsibility:
  - Common Domain (CD) – interconnection between CAS and the EC
  - National Domain (ND) – interconnection within NTA system
  - External Domain (ED) – interconnection between the NTA and our traders
- DG TAXUD use NPP for monitor the implementation of the NCTS system in one country
- If that country changed something in NPP, DG TAXUD should be informed on time!

STRONG RECOMMENDATION TO ADOPT SUCH PLAN!
Internal Working Group (WG) 1.

- Internal WG was established by the decision of CAS Director General
- WG consisted of 36 experts from different areas of customs operations
- WG represented the list of names of customs experts with specific obligations and responsibility!
- The basic roles (responsibilities) in the WG were:
  - the Head of WG – coordinates all members and all activities
  - the Project Manager - coordinates the Project to be in line with the NPP
  - the member of the WG responsible for the IT matters
  - the member of the WG responsible for quality of Project
the member of WG responsible for proposing amendments to customs legal regulations

the member of WG responsible for GMS

the member of WG responsible for Risk Management System

the member of WG responsible for Authorization Management System and

all others members as a support of specific customs matters

**STRONG RECOMMENDATION TO ADOPT SUCH WG!**
TRADE CONTACT GROUP (TCG)

TCG was established in May 2013, just after the start of implementation phase of NCTS.

The members of TCG are the representatives of the most important traders in the country (transit, export, import, but banks and insurance companies as well ...)

Every year 3 or 4 meetings, depending on the needs.

During the meeting they received all news and necessary information about implementation of NCTS System (currently and in the future).

Between meetings they received all news and necessary information about implementation of NCTS System thru emails, web site, portals ...

Regularly meeting continue after the implementation of common transit

STRONG RECOMMENDATION TO ADOPT SUCH G.
ORGANIZATION

During the implementation of NCTS we established the Transit Department in HQ – within Legal Division (8 experts + Head)

This Department has a role of Central transit desk, and they are responsible for legal issues too

Also we established the Help Desk in HQ – within IT Division (10 experts + Head)

They are responsible to support traders and customs officers for business and IT matters, also for communication with all others help desks and experts from DG TAXUD

We established also the system of Regional Coordination's Group

They are usually the Assistant of the Head of Customs Houses

They are responsible to share the information about NCTS in Region

STRONG RECOMMENDATION TO ADOPT SUCH ORGANIZATION!
SIMPLIFICATION ON TRANSIT PROCEDURE

- Use of comprehensive guarantee or guarantee waiver
- Use of special lists of consignment
- Use of special seals
- Violation of binding itinerary
- Authorized Consignor status
- Authorized Consignee status
- Simplified procedures characteristic for the goods:
  - carried by rail or in big containers
  - carried by air
  - carried by sea
  - carried by pipelines
BENEFITS FROM THE IMPLEMENTATION OF NCTS

AFTER THE ONLY FIRST YEAR OF USING THE SYSTEM OF NCTS WE NOTED:

- **INCREASE** IN THE TOTAL NUMBER OF VEHICLES IN TRANSIT FROM **9%**!

- **INCREASE** IN THE NUMBER OF TRANSIT DECLARATIONS FROM **13%**!

- **INCREASE** IN PAYMENTS TO THE BUDGET OF THE BASIS OF TRANSIT IN THE AMOUNT OF **5 MILION EUROS**!
THANK YOU FOR YOUR ATTENTION!

Questions?

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