

# Possibilities for cooperation between TCT and CELBET

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# CELBET is...

- Initiated by Estonia in 2015
- 11 MS agreement at the level of Directors-General
- Changing the way of thinking and attitude - working together
- Co-financed by the Customs 2020 program

# CELBET in numbers

- 9500 km of the external border of the European Union
- 172 border crossing points, 10 with third countries
- 7 teams and 37 experts from all participating MS
- Duration: CELBET 3: 36 months (€ 3,000,000)

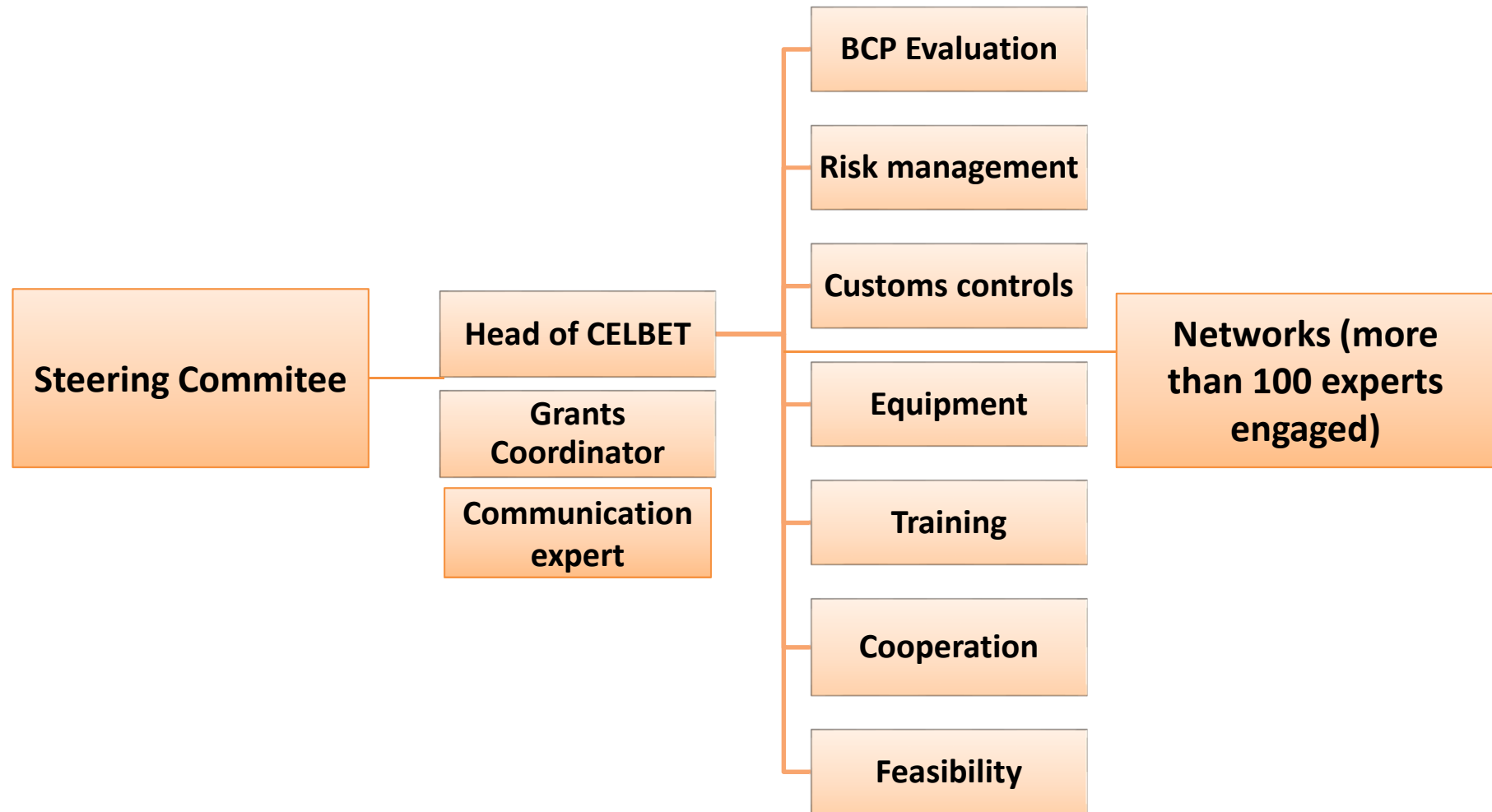
# Our Goal

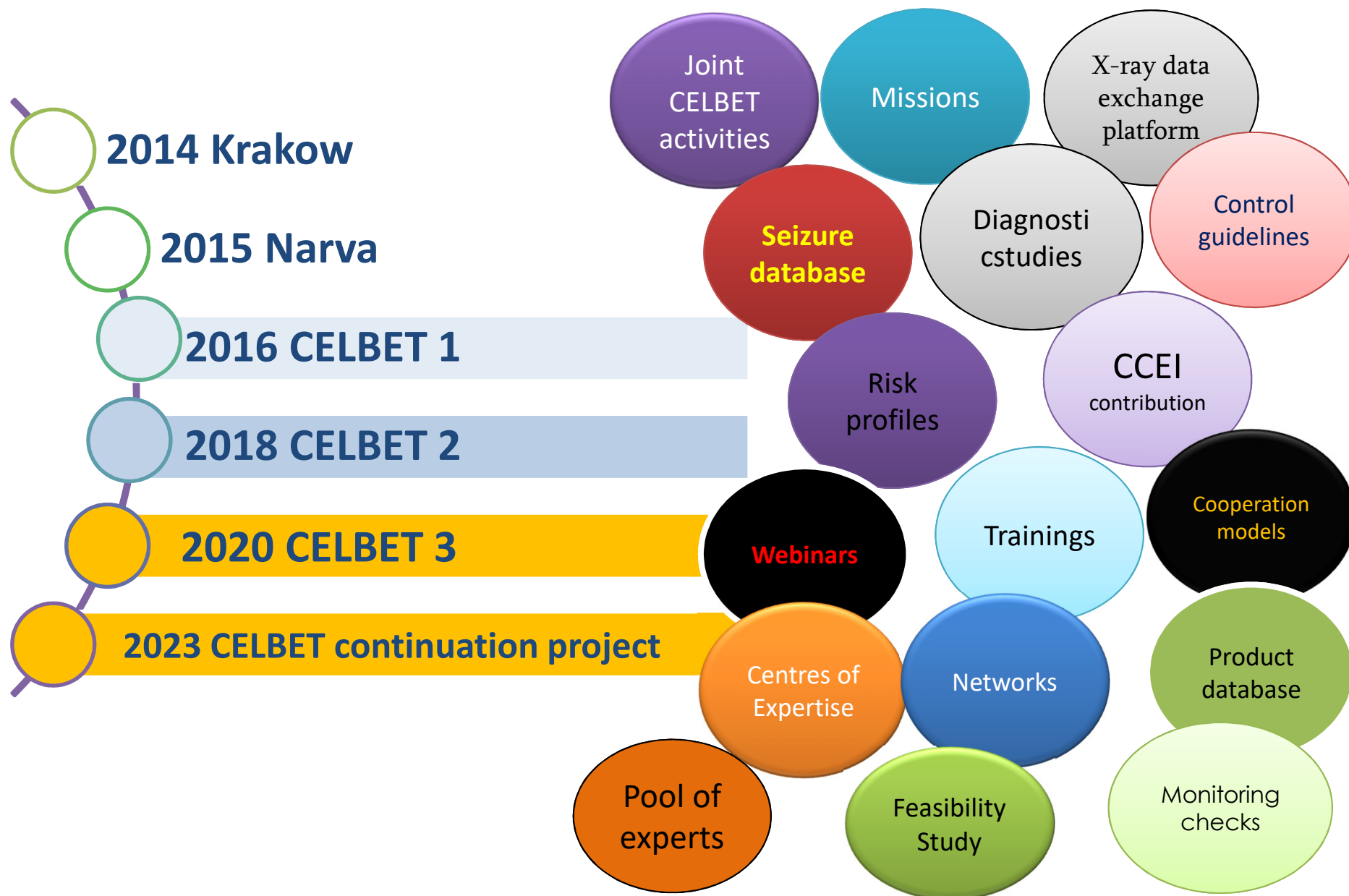
- The EU's eastern border works as one by:
  - Enhancing operational cooperation
  - Harmonization of customs controls
  - Sharing best practices and skills
  - The beneficiaries are all MSs



The chain is as strong as its weakest link

# Structure





# CELBET - Customs Agency by 20...?

- Central risk assessment and analysis
- ANPRS across the eastern border
- A single platform for exchanging X-ray images
- Common control standards
- Resource sharing
- Common competency models
- CELBET training centers
- Joint procurement of control equipment



# Shift leaders check list

- Easy to use check-list of shift leaders actions during the shift
- Agenda of BCP Shift Leader shall be optimized
- Development of cooperation between agencies
- Same principles for all shift leaders





Shift phase	Time of the shift	activity	Check box
Taking over the duties from the predecessor	15min before beginning of the shift	Getting acquainted with the situation at the BCP (both sides)	
		Taking over the procedures initiated by the previous shift	
		Exchanging information on specific control results	
		Getting acquainted with current commands and information	
Briefing for shift officers	0 – 15min	Checking the number and preparedness of present officers	
		Providing information on actual risks	
		Providing information on the current and anticipated incidents influencing traffic	
		Providing information on special actions planned during the shift	
		Providing additional guidelines and instructions	
		Allocation of officers to working positions	
Arrangements between CA/BG at the beginning of the shift	0-1 <sup>th</sup> h	Exchange of information with BGs shift leader on the planned officers allocation and its adjustment	
		Arrangements on usage and sharing equipment	
		CA/BG information exchange on current traffic	
		Exchange information on current risks	
		Joint arrangements of control actions and tactics	
Activities during the shift	1-3 <sup>th</sup> h	Interview of travellers and drivers (incl. client satisfaction survey)	
		Checking the effectiveness and correctness of the activities	
		Adjusting the staffing at the service posts to current needs	
	3 <sup>th</sup> h	Visiting service positions together with the BGs Shift Leader at ¼ of the shift (or ½ and/or ¾ of the shift)	
	4 <sup>th</sup> h	Analyses of data collected on: work efficiency / productivity: number of cleared persons / vehicles, control results, performance of benchmarks / standards, waiting times, effectiveness of control / Risk Analysis	
	4 <sup>th</sup> h	Consultation of the analysis conclusions with BGs and implementation of relevant actions	
	2-10 <sup>th</sup> h	Partial / total reallocation of officers in service positions in response to current situation (in case of need or in certain intervals, e.g. at ½ of the shift) – (in consultation with BGs when needed)	
	7 <sup>th</sup> h	Providing rest breaks to officers (in period between ½-2/3 of the shift – in consultation with BGs when needed)	
Closure of shift	8-9 <sup>th</sup> h	Supervising selected control activities	
	10 <sup>th</sup> h	Preparation of shift's reports (control results, traffic statistics, extraordinary events, results of cooperation with BGs)	
	11 <sup>th</sup> 45min	Arrangement of transfer of service positions to the upcoming shift avoid the gap between shifts and ensure continuation of customs control processes	

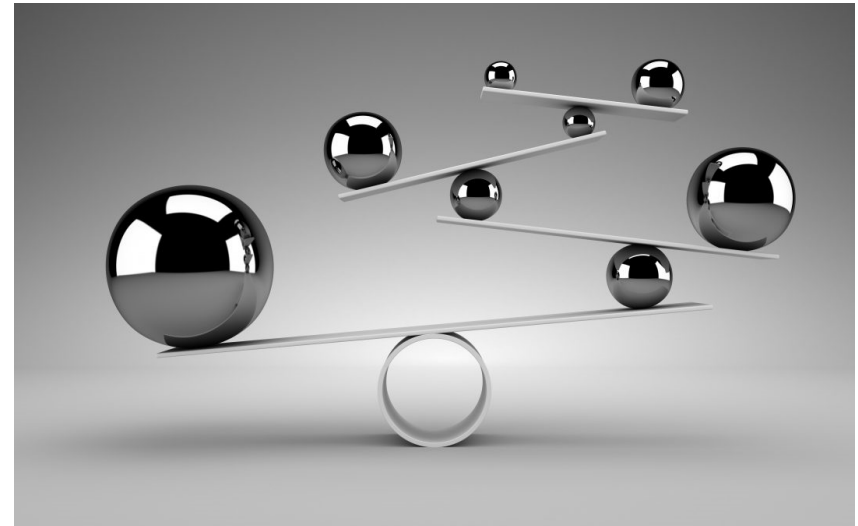
# Synchronized checks and one stop controls

- What is one-stop and SC
- Benefits
- Role of Cooperation team
- Achievements
- Lithuanian pilot



# Balanced development of BCPs

- Compare BCPs capacity
- Special methodology
- Performed actions
- Data collection
- Benchmarking
- Conclusions



# Contingency procedure

- Definition
- Objective
- Three modules of the agreements
- Pilots in GR and LV
- Model quadrilateral agreement



# Joint CELBET Activities

- Broader and more operational cooperation
- Targeted controls
- Cooperation
- Objectives in three levels
- Intensification of controls
- Results of the last JCA



# Trainings

- Training catalog contains more than 20 trainings
- Co-financed by CLEP
- High standards
- Practice-oriented
- Train-the-Trainer

# Evaluations of BCPs

- Diagnostic study tool
- How the BCP could function in the most effective and efficient way
- 7 areas
- Level of compliance with best practices

Country	BCP		BCP Type	Date
	PASSENGER TRAFFIC		CARGO TRAFFIC	
	ENTRY	EXIT	ENTRY	EXIT
INFRASTRUCTURE				
EQUIPMENT				
CUSTOMS CONTROLS				
RISK MANAGEMENT				
TRAINING				
COOPERATION				
MANAGEMENT				



# CELBET missions

- Sharing resources where appropriate
- Deployment of customs officers at the hot spots
- Mission process
- Feedback of mission participants





# Cooperation with TCT

- Motivation of national administrations
- Change management
- Assistance for national administrations
- Contact point for CELBET
- Consultations for both sides
- Feedback provider

# Contact us

**CELBET website: [www.celbet.eu](http://www.celbet.eu)**



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# Thank You



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