Possibilities for cooperation between TCT and CELBET

Nikolai Voronin
CELBET Cooperation team expert
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

Steering Committee

Head of CELBET
- Grants Coordinator
- Communication expert

- BCP Evaluation
- Risk management
- Customs controls
- Equipment
- Training
- Cooperation
- Feasibility

Networks (more than 100 experts engaged)
 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
<table>
<thead>
<tr>
<th>Shift phase</th>
<th>Time of the shift</th>
<th>activity</th>
<th>Check box</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taking over the duties from the predecessor</td>
<td>15min before</td>
<td>Getting acquainted with the situation at the BCP (both sides)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>beginning of the</td>
<td>Taking over the procedures initiated by the previous shift</td>
<td></td>
</tr>
<tr>
<td></td>
<td>shift</td>
<td>Exchanging information on specific control results</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Getting acquainted with current commands and information</td>
<td></td>
</tr>
<tr>
<td>Briefing for shift officers</td>
<td>0 – 15min</td>
<td>Checking the number and preparedness of present officers</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Providing information on actual risks</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Providing information on the current and anticipated incidents</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Influencing traffic</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Providing information on special actions planned during the shift</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Providing additional guidelines and instructions</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Allocation of officers to working positions</td>
<td></td>
</tr>
<tr>
<td>Arrangements between CA/BG at the beginning of the shift</td>
<td>0-1⁹h</td>
<td>Exchange of information with BGs shift leader on the planned officers allocation and its adjustment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Arrangements on usage and sharing equipment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CA/BG information exchange on current traffic</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exchange information on current risks</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Joint arrangements of control actions and tactics</td>
<td></td>
</tr>
<tr>
<td>Activities during the shift</td>
<td>1-3⁹h</td>
<td>Interview of travellers and drivers (incl. client satisfaction survey)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Checking the effectiveness and correctness of the activities</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Adjusting the staffing at the service posts to current needs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3⁹h</td>
<td>Visiting service positions together with the BGs Shift Leader at ⅓ of the shift (or ⅓ and/or ⅓ of</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>the shift)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4⁹h</td>
<td>Analyses of data collected on: work efficiency / productivity; number of cleared persons / vehicles,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>control results, performance of benchmarks / standards, waiting times, effectiveness of control /</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Risk Analysis</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4⁹h</td>
<td>Consultation of the analysis conclusions with BGs and implementation of relevant actions</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2-10⁹h</td>
<td>Partial / total reallocation of officers in service positions in response to current situation</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(in case of need or in certain intervals, e.g. at ⅓ of the shift) – (in consultation with BGs</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>when needed)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7⁹h</td>
<td>Providing rest breaks to officers (in period between ⅓-2/3 of the shift – in consultation with</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>BGs when needed)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8-9⁹h</td>
<td>Supervising selected control activities</td>
<td></td>
</tr>
<tr>
<td>Closure of shift</td>
<td>10⁹h</td>
<td>Preparation of shift’s reports (control results, traffic statistics, extraordinary events, results</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>of cooperation with BGs)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>11⁹h</td>
<td>Arrangement of transfer of service positions to the upcoming shift avoid the gap between shifts and</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ensure continuation of customs control processes</td>
<td></td>
</tr>
</tbody>
</table>
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
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](https://twitter.com/CELBET3)

- Head of CELBET: bartha.andras@nav.gov.hu
- Cooperation team leader: aneta.lomanska-grzegorzak@mf.gov.pl
Thank You