



EUROPEAN COMMISSION
DIRECTORATE-GENERAL
TAXATION AND CUSTOMS UNION
CUSTOMS POLICY, LEGISLATION, TARIFF
Customs policy

Brussels, 27 October **2014**

Working Doc nr. Taxud.a.1 (2014) **3014571**

FINAL REPORT
from the 35th (Special) Meeting of the
TRADE CONTACT GROUP (TCG)
on safety and security
Date: 03 July 2014

Agreed in the 37th (Plenary) TCG meeting of 27 October 2014

(1) Introduction and agenda

The Chair (Mr.Janssens DG TAXUD/A.3) welcomed the delegates to the 35th Special Trade Contact Group Meeting on safety and security.

The Chair (Ms.Cabral DG TAXUD/B.2) welcomed and informed the TCG members that the general framework of the work done in the area of risk management will be presented in the first part of the meeting and more specific items of narrower scope and discussions will follow.

(2) Follow-up to the Communication on Risk Management

(a) Draft Strategy and Action Plan

Mr Oven (DG TAXUD/B.2) presented slides on the EU Strategy and Action Plan for Customs risk management (available in [CIRCABC](#)). Regulation 648/2005 and its subsequent implementing provisions lead to the development and implementation of a common framework for risk management to protect the main interests of the EU and MSs. The Yemen incident has revealed the strengths and weaknesses of the common risk management framework and in particular the problems of the quality of data. Therefore, in response to incidents of this type, COM issued Communication on Customs Risk Management and Security of the Supply Chain (COM (2012) 793, on 08/01/2013). The High level Working Group in March 2013 reported on strengthening air cargo security and the following air cargo security initiative proposed coordinated risk-based measures to further reinforce existing aviation security rules. Following Council's conclusions on 18/06/2014, COM was called to develop coherent strategy on risk management supported by an action plan in cooperation with MSs. The Strategy and Action plan has been presented, agreed and supported at the Customs Policy Group (CPG) on 6 May 2014. COM will communicate the results to the Council to put in action the Strategy and Action Plan as agreed.

Mr Oven continued by presenting analytically the scope, the high level strategic objectives and the underpinned principles of the Strategy. The Strategy covers all the risks in the supply chain and its high level strategic objectives are fully in line with the EU Customs rules. The risk management of the supply chain has to be multi-layered, inclusive, effective and efficient. The concept of the multi-layered approach was explained by an example of the entry of goods. The role of the Action Plan is to support the implementation of specific strategic objectives in the context of the UCC and IT developments (2016-2020). Finally, Mr Oven (DG TAXUD/B.2) informed delegates on the 7 strategic objectives in terms of cooperation among customs and with stakeholders. The need for high quality of data and its proper availability and exploitation for risk management is the fundamental challenge (Objective 1 and 2).

Mr Oven continued in more details with the actions under the Strategic Objective VI addressing enhanced co-operation with Trade; the following actions have been identified: Strengthen and promote AEO programme by addressing any relevant weaknesses identified; Identify and develop enhanced benefits to AEO by customs; Improve knowledge of supply chain visibility, threats and vulnerabilities; Promote compliance management by customs administrations; Promote re-use of customs data submitted electronically by EO.

EEA (Mr Vaughan) commented on the Draft Strategy and Action Plan presentation (available on CIRCABC) on the “Multilayered approach”, slide 4. The Point 4 (Final destination: Early control not required e.g conformance with product safety rules, financial audits) should be rephrased to “early control not required, however, the controls need to be carried out”. Mr Oven (DG TAXUD/B.2) clarified that the specific wording is a matter of reading and interpretation, complemented by Ms Cabral (DG TAXUD/B.2) that the text can be improved

(b) Improving Data quality and data availability

[See section 2 and 3 of Work.Document with ref. note TAXUD (2014) 2103569] “Business process for ICS operations based on improved data quality, increased availability and further harmonised data requirements, needs and opportunities to complement it with a common data repository and a fully harmonised interface” - published in CIRCABC on 26/06/2014-

(bi) Analysis of impacted business models (air cargo, post, maritime, rail and road) and related customs business processes.

In relation to the need of high quality data of supply chain movements Mr Oven introduced Objectives 1 and 2 of the Strategy and talked about the three options under analysis on how to achieve appropriate sharing and exploitation of supply chain data, risk-relevant information and control results for risk management purposes (Objective 2).

Ms Cabral introduced the next point of the agenda on data quality and availability regarding the impacted business models. Ms Rohloff (DG TAXUD/B.2) continued with the presentation on the EU Air Cargo activities with the impacted business models (available in [CIRCABC](#)), notably the EU Express Pilot, the EU Postal Pilot and the EU Precise Study (reported to CPG of December 2013). Following the EU action plan on Air Cargo Security and the Yemen incident, EU conducted intense work to improve the quality of the data and testing the feasibility of data submission prior to loading in the different air cargo business models. .

The EU Pilot with Express courier services was conducted in 2012 and has set minimum key data elements sufficient for a first layer of security risk analysis and showed that the data can be sent as soon as available in their system, but at this point in time the office of first entry is not yet known. Another model for the improvement of data quality is the EU Postal Pilot, conducted for assessing electronic mail data transmission to implement the amended Article 9 UPU Convention. The specificity of the Postal business model was explained and a concept image of the advance electronic information flowchart was presented. The EU Precise study (acronym for "pre-loading consignment information for secure entry") dealt with the traditional air cargo business model where two main actors are involved, freight forwarders & air carriers. The EU Precise study examined the 3 filing options as indicated in other pilots (US – ACAS / Canada - PACT). The results were the basis for the development of joint principles in cooperation with Canada and USA and are reflected in first draft legal texts to implemented UCC & WCO SAFE Review.

Responding to a comment made by EC staff WSC (Mr Viccars) objected to the notion that aviation and maritime business models were sufficiently similar to automatically apply common principles.

Ms Cabral pointed out that the maritime business model is recognised as identified through consultation with maritime carriers, but not in detail as in the air cargo sector and reported on COM’s intention for further discussions and improvement.

**(bii) Legal impact in the context of the UCC implementation
(including data requirements)**

Mr Janssens informed delegates about the procedure of preparation of the preliminary draft Commission acts. The 1st Review Cycle (RC) of the DA & IA will be concluded in July 2014. One joint meeting with COM, MS and TCG is planned on 07-08-09/07/2014 after the end of the 1st RC in order clarification issues to be addressed. The revised draft UCC DA & IA will be published by the end of August 2014 and the 2nd RC will be held during September – December 2014. Further meetings with the stakeholders are provisionally planned for the 2nd round of discussions.

Mr Delcourt (DG TAXUD/A.3) stated that work on the implementation of the different scenarios and objectives as explained in the previous presentations has been started. This means that different actors and different timing to provide information are considered. The main objective is to provide customs with better and more accurate information of high quality at the minimum costs for the traders. The general structure in UCC Annex B entry summary declarations is 5 families which together comprise 12 columns; each family addresses a mode of transport. Within these families, specific datasets might be complementary in order for several data owners each to provide part of the overall dataset. The first document reflecting the above proposals distributed and presented to the DIH Committee on 08/05/2014. The feedback of the present meeting and of the ECCG meeting with MSs on 01/07/2014 will be reflected in the new version of the DIH documents distributed mid-July. The initiative endeavours to fully respect the international standards and not to work in isolation in particular when it comes to the exchange and flows of data and goods.

EEA (Mr Vaughan) queried when the APOs in response to EEA's comments on the preparation of the UCC Annex B will be available and stated that they would like to have some observations on the new version of the document "*Business process for ICS operations based on improved data quality, increased availability and further harmonised data requirements, –needs and opportunities to complement it with a common data repository and a fully harmonised interface*". COM confirmed that the APOs would be available before the next joint meeting with COM, MS and TCG on 07-08-09/07/2014 and a clarification email would be sent to EEA with more details on the APO's submission.

WSC asked for clarification why according to the data annexes the maritime sector on the column F1 is the only mode of transport for which *buyer* and **seller** data is required whereas in aviation only 'lowest house bill data is requested? This raised grave concerns for WSC about whether there is sufficient clarity as to what data is needed. The WSC has always advocated a methodical and constructive approach; first identify what information is wanted, who has the data and what is the best way to obtain it.

Ms Cabral informed that COM was very careful with the maritime sector and information was collected by the White paper submitted by the WSC in 2011 and by informal meetings with WSC. Secondly, Ms Cabral clarified that, COM's objective was to make clear how to improve the data quality and the good quality description of goods.

Regarding the question for *buyer* and *seller*, Ms Cabral replied that this applies not only in the maritime, but also in road and in rail sectors. COM tried to translate the multi-layered approach on Annex B and is open for discussions to see the reactions from the Trade.

WSC (Mr Viccars) posed the question whether the discrepancy in data requirements between air and sea was a consequence of the indepth analysis of the former mode's business model undertaken through Precise and other projects that revealed what data was and what was not

available? The maritime sector requests the same level of careful consideration. Without this WSC cannot accept that a model developed for other modes can be taken forward for maritime. The legal provisions are advancing but WSC would like to have the same level of scrutiny and understanding of the maritime sector before moving forward the process.

Ms Cabral suggested continuing with the presentations in order TCG members to be better informed and invited Trade representatives to a positive discussion afterwards.

(3) Outcome of the cost-benefit analysis & executive summary

Mr Oven presented slides (available in [CIRCABC](#)) on the outcome of the cost-benefit analysis (CBA) covering the following points: Scope and process; Strategic approaches; Outcome of the CBA; State of play and next steps.

A study has been carried out by an independent contractor, PricewaterhouseCoopers. 16 MSs and COM were involved through the Project Group on Strategy and Action plan (September 2013-April 2014). The first step was to define the Strategic Approaches to be evaluated. This allowed the cost and benefits structure to be identified for analysis and enabled questionnaires to be developed and tested for Trade and for MSs. The CBA combines a quantitative part (financial and economic costs and benefits), and a qualitative part (which focused on the strategic assessment). The CBA report was discussed in the CCC-CRM and finally presented to the CPG on 06/05/2014.

The CBA examined all Strategic Objective areas but the core foundation for strategic progress in strengthening customs risk management and supply chain security is laid in Objectives 1 and 2 of the Strategy and Action Plan. The CBA was done from the bottom up where different options for filing and availability were considered across the Air Express, Air Postal, Air general Cargo, and Maritime business models. The key feature of the analysis was the changed filing requirements. Namely, various options for submitting ENS were analysed and more filers (Forwarders, Posts as well as carriers) to enable crucial data to be submitted as early as possible for advance risk analysis were examined. 19 business models were produced for CBA purposes through the CBA questionnaire Annexes. When all these factors were considered together, three strategic approaches emerged. Approach 1 is an extension of the current national ICS with no "common gateway". Approach 2 adds a Common Repository to support effective sharing and collaboration on the data and approach 3 adds a common external interface for the submission of data by trade.

The CBA outcome is the following:

- The Common Repository in Approach 2 provides a strong foundation for strategic progress and for improving the effectiveness and efficiency of customs risk management and strengthening supply chain security at all stages of the risk management cycle;
- Approach 3 provides very significant cost savings for economic operators;
- Approach 1 impedes the strategic progress, limits the benefits for risk management, generates the highest net costs, adds administrative complexity and entails potential signal overload.

Finally, Mr Oven concluded with the ranking across all stakeholders. Approach 1 is the highest on net costs and the lowest risk management benefits. Approach 2 is second on net costs and on risk management benefits and finally Approach 3 is the lowest on costs and the highest on risk management benefits. Operational costs for economic operators significantly outweigh costs for MSs and COM combined in all Approaches. Regarding the state of play and next steps, COM is in the process of revising the filing requirements (additional filers, revised datasets) in the context of UCC Delegated/Implementing Acts processes). The outcome of the last CPG in May was that further details have to be analysed (particularly BPMs, organisational, financial, legal and IT

issues) in order to move forward (without definitively excluding options at this point). The decision should be taken by the end of the year with a necessity to bring the final outcome to the CPG of December 2014.

(4) Requirements for implementation of improvement and Proposals for a future ICS business architecture including a common data repository (based on the results of the CBA)

[See section 4 of Working Document with ref. note TAXUD (2014) 2103569, published in CIRCABC on 26/6/2014]

- (a) Forwarding and merging of parties with and without central repository**
- (b) Submission of parties**

Mr Wesp (DG TAXUD/A.3) made a presentation (available on [CIRCABC](#)) on the forwarding and merging of parties with and without central repository. The new requirements, the current situation of ICS, the challenges with existing ICS business architecture and the capabilities of existing architecture were presented analytically. Mr Wesp continued the presentation on the submission of parts. The opportunities for improvement in relation to Approach 2 and Approach 3 were presented.

CLECAT (Mr Van De Perre) thanked COM for the detailed analysis and commented on the terminology '*partial ENS data*' used in slide 3 of the presentation. For the reasons of consistency CLECAT proposed to make a clear distinction between different data sets when it comes to the links between various submissions (e.g. the pre-loading 7+1 data in air and the partial declaration at the house waybill level). COM agreed with the observations made by CLECAT and said that the terminology has not yet been finally defined, therefore, all suggestions are welcomed. Nevertheless, in Article 127 of the UCC it is indicated that the ENS could be lodged in parts and all parts together form the ENS as it is legally defined, therefore everything what is not a complete ENS should be considered as a partial ENS. However, COM admitted that there should be a better distinction defined at the business process.

IATA (Mr Piaget) shared the same concerns as CLECAT. With regard to a partial ENS, Mr Piaget wondered what the link between several partial ENSs would be. IATA would not support the idea of using an MRN as a merger and wondered how COM foresees the merging elements to be used. COM explained that the unique key data for a potential merger of fragments has not yet been defined and further analysis is required. Thus, COM invited the traders to provide their expertise and knowledge in this area.

EEA (Mr Vaughan) expressed their view that a unique reference that can be used as the link is the waybill number or a similar type of number and IATA suggested the use of transport documents as the first step and discussing the details later.

WSC (Mr Viccars) shared their preference on the master bill to be used as the unique reference link for the maritime sector. WSC asked whether the system architecture would envisage a communication back to the carrier or to the freight-forwarder. In addition, WSC shared their experience and confirmed that a freight forwarder can be informed at a booking stage of where the First Customs Office of Entry would be.

Mr Wesp replied that regarding the communication channel it is clear that the carrier has an interest to know the status of the arrival and especially this is needed if more than one persons are involved. For the moment this is still in the definition stage of the functional requirements. WSC

welcomed the idea that a competent authority could inform the carrier about the status of the filings. WSC would appreciate a suitable representation of the different existing modes of transport in the working documents.

EEA (Mr Vaughan) is looking forward to the discussions and stated that under ICS there is no possibility for cancellation. COM should consider the need to retain the reference to single transport contract in the legal text, that a unique reference number will cover all modes of transport.

EurTradeNet (Mr Palsterman) pointed out that the most important part that should be studied very well is the modifications; who is the responsible party for the modifications and until which point. COM confirmed that cancellation has not been introduced at the moment and is part of the study.

ESC (Mr Heijnen) requested for clarification who is legally responsible for submitting a complete and correct ENS data. Furthermore in case of a mismatch of the data, ESC queried who is responsible to amend the data. COM informed that this remark has been also made by several MSs.

(5) Exchange of views on the proposed business architecture and identification of possible options for their implementation –discussion-

[See section 4 of Working Document with ref. note TAXUD (2014) 2103569]

Mr Janssens invited the members of the TCG to share their opinions and preferences on the Approaches for ICS improvements.

IATA (Mr Piaget) said that they were looking forward to seeing how the selected solution would be concretely reflected in the legislation and specifications. IATA prefers approach 3 – a Single Access Point for economic operators with the Central Repository at the back – because, in their opinion, it would cost less and would be more convenient having everything in one place rather than dealing with 28 different systems.

WSC (Mr Viccars) pointed out that before proceeding to discuss architecture it is still necessary to have a discussion on first principles and what the required data is, which party has it and how to obtain that data. WSC doubted strongly whether *buyer* and *seller* information should be included in the ENS and objected to it being asked from the carrier in single filing system that ultimately the carrier appears responsible for. This is contrary to the WCO Safe Framework of Standards which carefully defines which party should submit what data.

Mr Viccars suggested that improving data quality necessitates obtaining the information from the party who has it in a normal course of business. A transport operator does not have a *buyer* and *seller* information – this information would be essentially held by the importer. WSC advocated a genuine dual filing system where the carrier is responsible for submitting the information that they have in the normal course of their business and thought that a separate filing with a separate liability filed by a freight forwarder should be in place to provide the house bill information. WSC referred to the practise in the United States where data is obtained directly from parties who hold the data. Moreover, in the proposed EU partial filing approach the carrier could not bear liability for an incomplete ENS filing if an NOVCC holding house bill information chose not to file nor make that information known to the carrier. In Europe where there is no regulation of NVOCCs it would be impossible for carriers to check the capacity in which an NVOCC is contracting with them and carriers cannot be obliged to police whether a house bill exists or not. WSC highlighted a risk of repeating previous mistakes if careful analysis of the maritime business model did not take place.

COM understood WSC concerns, however, pointed out that there were two main reasons for extensive consultations with air cargo: i) changing the time to present the information and ii) excluding the waivers, which exist today normally in the sector of air and not so much in the maritime.

Ms Cabral explained that the American model cannot be taken as an example because of two principle differences: i) the USA have chosen the dual filing from the beginning; ii) in the USA the import declaration can be presented and processed before the arrival of the goods. The goal is to create a solution that would be compatible with the EU customs process model. In terms of practical details and responsibilities from the risk management point of view, everyone who submits declarations should be responsible for the accuracy of the provided data. At the moment there is no possibility to have two or three partial ENSs, however, e.g. another person is allowed to file on behalf of the carrier. Regarding the partial filing it is necessary to envisage how to ensure that everything has been declared and how to give the information back to the person who filed the declaration.

WSC expressed their intention to support the main goals that COM has defined to improve risk analysis, however, WSC stressed that it is highly important to have something that actually works.

WSC (Mr Viccars) still wanted to know why a distinction has been made between different modes of transport, i.e. the *seller* and *buyer* information is requested in cases of maritime, road and rail transport but not in the case of air transport when presumably the same degree of transparency about those motivating the transport was required for all modes equally.

COM indicated that it is ready to continue discussions provided that there is a full content of the UCC-DA/IA Annex B with full data elements. COM informed about the intention to organise a number of meetings with MSs and associate the traders as well. Some meetings would be dedicated to the horizontal issues and other would be organised per transport mode where more details could be discussed.

EEA (Mr Vaughan) also thought that more discussions on the issue of responsibility for the accuracy of information are needed, however, were concerned about the tight time frame and therefore were hoping that the meetings are organized as soon as possible. Additionally, EEA rated the different approaches and indicated that Approach 1 (*Increasing peer-to-peer information exchange*) is medium risk, Approach 2 (*Creating a common repository that allows flexible use*) is the least workable, and Approach 3 (*Common repository and harmonised external interface for the trade*) is the only alternative that is workable.

CLECAT (Mr Van De Perre) also advocated for Business Architecture 3 and Approach 3. Furthermore, CLECAT pointed out that it is very important for the carrier to receive some assurance (with the help of electronic messages) regarding the fulfilment of compliance with the obligations and wondered whether it should be laid down in the legislation defining where the responsibilities of the carrier start and end. COM agreed that this should be inscribed not only in the BPMs but also in the legal provisions in order to avoid disputes. Mr Van De Perre later added that in the guidelines there is a clarification on the liability of the carrier in the context of single filing for the accuracy of the submitted data: the person lodging the declaration cannot be responsible beyond his responsibility to fill in the data as received. The concept of responsibility – the clarification of Article 199 of the CCIP – should be taken into account while defining responsibility in a proper way.

IATA (Mr Piaget) echoed what has been said by the previous speakers that the legal provision on the liabilities are missing and added that it is important to have certain provisions on liabilities in case the provided information is not accurate. IATA expects this to be spelled out clearly in the legal text. Additionally, Mr Piaget observed that the provisions on the pre-loading information and partial ENS that currently are in the implementing acts are not enough, therefore, the discussions and decisions should be not only reflected in the BPMs but they should be also taken into consideration during the process of reviewing current implementing and delegated acts. COM agreed that it is possible to foresee in the law for which data elements which player is responsible. The issue of the quality of data still needs to be discussed. Nevertheless, the business partner who provided the information should also be responsible for it.

AMCHAM EU (Mr Verschueren) informed that they are in favour of the Single Access Point Gateway. Regarding the cost-benefit analysis (CBA) the delegation wondered whether the requirements for additional data elements have been taken into consideration, specifically for the introduction of the 6-digit HS code in the ENS will have big cost impact for the business, i.e. as *de minimis* has been abolished, all shipments below 22 EUR and weighting more than 250 g would need a 6-digit HS code, which is not required for fiscal reasons but for the security reasons. Having said that for the transit shipments the 6-digit HS code would also be required, Mr E. Verschueren queried who would provide it and at what cost. As regards the multilayered approach and the pre-loading requirements, Mr E. Verschueren wanted to know which risks should be identified at the First Point of Entry and at the place of unloading when they cannot be identified based on description.

Ms Cabral explained that a part of it was integrated in the questionnaire since this question was raised in the communication of 2013. As for the multilayered approach, the idea behind it is to execute controls as far away as possible in the supply chain in order not to disrupt the transport and to effectively prevent any possible threats. The types of risks could be: 1) imminent threats that might occur at pre-loading; 2) the ones that need an immediate intervention at the border; 3) common risks at the time of customs declaration.

EEA (Mr Vaughan) agreed with COM, however, suggested thinking about the creation of a data field that takes into account the improvement of security at the origin of the movement of goods as well as the access to imaged invoices in ICS, i.e. if experts doing risk analysis are able to access the documents related to the shipment, it resolves 90 percent of questions. COM agreed that the access to documents simplifies the risk analysis, however, this cannot be applied to all modes of transport.

EurTradeNet (Ms Miret) expressed the disappointment of not being involved in the activity of the questionnaire and wondered how the COM fulfilled the specific section of the questionnaire for technical service providers and how the COM has foreseen to involve the technical service providers in the future consultations. EurTradeNet offered their support in discussions regarding different transport modes and expected to be involved in the future communications. COM agreed that the involvement of the technical service providers in the forthcoming technical discussions would be valuable. Additionally, COM would set up a number of meetings and seek for the interest of participants from the TCG.

EEA (Mr Vaughan) wondered whether the COM intended to release a summary with the headline figures of the CBA, since many trade associations have contributed to it. Ms Cabral (DG TAXUD/B2) admitted that the main concern related to the CBA is the sensitivity of the information, however, agreed to try to consider the possibilities to inform the TCG about the outcomes of the CBA.

POSTEUROP (Mr Fisher) pointed out that their main concern is the frame of time and the planning what would come first – the regulations or the analysis. POSTEUROP also stated that the most cost effective approach would be their preference and thought that there should be a fair division of burden and responsibilities between economic operators and Customs Administrations in relation to big investments. The delegation would appreciate a sufficient commitment from the MSs Customs Administrations as well as further discussions and consultations on different aspects of the subject. COM welcomed the cooperation with the postal sector and mentioned that MSs Administrations are willing to cooperate with each other and together with the COM and that the share of the burden from the side of Administrations is recognisable.

CLECAT (Mr Van De Perre) suggested looking again at the definition of the data elements and the terminology as in some circumstances, e.g. in case of the *warehouse-to-warehouse* movements, there are no such elements as *buyer* or *seller*. Therefore, it is necessary to carefully reflect on the definitions used and the consistency in regard to different means of transport. COM informed that it is working on the updated version of the data elements documentation and it is expected to share it with the TCG at the end of July 2014. A review cycle of the next versions of the documents (UCC DA/IA) would be launched and a meeting could be organized in October 2014. The discussion on Data Information and Harmonisation should cover not only the security issues but also other items, such as, e.g. UCC – ANNEX B-IA/DA and etc.

WSC (Mr Viccars) asked whether it would be possible to have the revised annexes on time in order to make appropriate comments alongside the corresponding DAs and IAs. Mr Delcourt (DG TAXUD A3) informed that the next versions of the documents of UCC – ANNEX B-IA/DA (DIH 14/003 and DIH 14/004) should be issued preliminary in the second half of July 2014.

(6) Conclusions

Mr Janssens announced that it will proceed with further organisation and continuation of the progress and informed the TCG members about the intention to create a working group where TCG members could contribute in the areas of their expertise. COM targets to have a final selection of the approach for improvements of ICS by the end of 2014.

(7) Any other business

There was no subject discussed under Any Other Business.

Annex I: Final Agenda

Annex II: Attendance list

Report drafted by: Bogiati K. (DG TAXUD/A.1)

FINAL AGENDA
35th (SPECIAL) TRADE CONTACT GROUP MEETING
on safety and security
Date: 03 July 2014

*(Venue: Brussels, **BERLAYMONT**, Meeting room **Jean REY**, Level: 1)
- from 10h00 to 18h00 –*

- (1) Introduction and agenda
- (2) Follow-up to the Communication on Risk Management – for information -
 - (a) Draft Strategy and Action Plan
 - (b) Improving Data quality and data availability

*[See section 2 and 3 of Working Document with ref. note TAXUD (2014) 2103569]
“Business process for ICS operations based on improved data quality, increased availability and further harmonised data requirements, needs and opportunities to complement it with a common data repository and a fully harmonised interface” published in CIRCABC on 26/6/2014]*
 - (bi) Analysis of impacted business models (air cargo, post, maritime, rail and road) and related customs business processes.
 - (bii) Legal impact in the context of the UCC implementation (including data requirements)
- (3) Outcome of the cost-benefit analysis & executive summary -for information -
- (4) Requirements for implementation of improvement and Proposals for a future ICS business architecture including a common data repository (based on the results of the CBA) - for information -

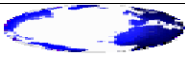


[See section 4 and 4 of Working Document with ref. note TAXUD (2014) 2103569 published in CIRCABC on 26/6/2014]

 - (a) Forwarding and merging of parties with and without central repository
 - (b) Submission of parties
- (5) Exchange of views on the proposed business architecture and identification of possible options for their implementation - discussion -

[See section 4 of Working Document with ref. note TAXUD (2014) 2103569, published in CIRCABC on 26/6/2014]
- (6) Conclusions
- (7) Any other business

ANNEX II

 35th (SPECIAL) TRADE CONTACT GROUP MEETING <u>on safety and security</u>	
Date: 03 July 2014	
Place: BERLAYMONT - J-Rey, level: 1	
ATTENDANCE LIST of TCG Representatives	
	ASSOCIATION
1	 A E A
2	 AMCHAM EU
3	 C L E C A T
4	 DIGITALEUROPE
5	 E E A
6	 E E C A – E S I A
7	 E S C
8	 E U R A T E X
9	 E U R O C H A M B R E S
10	 E u r T r a d e N e t
11	 I A T A
12	 I R U
13	 O C E A N

14		POSTEUROP
15		T I A C A
16		W S C

ATTENDANCE LIST of EUROPEAN COMMISSION Representatives	
Name	Unit
Mr Frank JANSSENS	TAXUD/A.3 - Head of Unit
Ms Sophie DE COSTER	TAXUD/A.3
Mr Stefan WESP	TAXUD/A.3
Ms Nancy ROYEMANS	TAXUD/A.3
Ms Maria Manuela CABRAL	TAXUD/B.2 - Head of Unit
Mr Klemen OVEN	TAXUD/B.2
Ms Suzanne STAUFFER	TAXUD/B.2
Mr Paul Herve THEUNISSEN	TAXUD/R.5 - Head of Unit
Mr Guido DE JAEGHER	TAXUD/R.5
Ms Dora GASPAS	TAXUD/R.5
Ms Fotini PAPADOPOULOU	ITSM2
Ms Ingrida BAGDANAVICIUTE	ITSM2