Monitoring and Operation Services for Motorways of the Sea (MOS4MOS)

Electronic intra-Community Freight Formalities – eT2L

**Key Words:**
Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; IT-technologies and solutions (for management and administration); Communication between authorities: cooperation, procedures, legal frameworks; Communication between businesses and authorities: coordination, consultation; working and implementation guidelines.

**Case logo or picture**

**Description**
The electronic T2L developed as part of the MOS4MOS project is a viable solution for the accreditation of the EC status of goods using systems of electronic transmissions of customs data instead of paper documents. It has been one of the 22 proposals contained in the Agreement of the Council of Ministers of 16 September 2011, approving measures for reducing administrative burden affecting both citizens and businesses. The deployed prototype has been built exclusively for demonstration purposes as the real solution must be created by Customs Authorities.

**Benefits**
Make intra-Community sea transport as simple as intra-Community road transport is; Facilitate and simplify Customs controls at ports while enhancing security; Improve, promote and simplify the use of multimodal SSS services; Reduce existing bottlenecks and delays inherent to manual processes; Eliminate the risks, latency and quality issues common to manual verification of documents at customs control.

**Success factors**
The eT2L solution is highly demanded by maritime operators managing shipments of goods with Community status between European Ports. It is based on experiences that have been developed by the Customs in Belgium and Estonia. The implementation is supported by the European Commission who is interested in the promotion of the Motorways of the Sea. It has been recently included by the Spanish Ministry as a measure for reducing administrative burden and bureaucracy.

**Supported strategic targets**
Efficient public spending, competitive logistics and transport system, highest safety and security, increased efficiency and productivity of logistics processes, increased competitiveness, increased safety and security, paperless communication and electronic verification processes for an effective European Maritime Space without barriers.

**Starting point/objectives/motivation**
Currently in most EU ports advanced electronic processes exist that allow for a quick and not administratively burdened flow of extra-Community goods. Non-Community goods or goods in transit can leave the port without needing to present any papers as these procedures are completely electronic and automated. However, in the case of Community goods, the application of automatic procedures is much lower and in many cases requires the physical presentation of a paper T2L document for the appropriate Customs agents to sign and seal, and therewith granting Community status to the goods, and with it, the corresponding tax and customs regulations. The presentation of original documents also implies that these documents shall be transferred from origin to destination in parallel with the transfer of goods. These manual and paper-based mechanisms involve extensive use of office resources, paperwork, costs and delays in intra-Community sea transport. This increased administrative complexity of maritime transport is a serious obstacle to the development of SSS.

**Solution**
The Electronic Intra-Community Customs Freight Formalities initiative facilitates and simplifies transport operators compliance of European regulations by proving the Community status of the goods transported by sea through electronic means; and allows Customs to make a more efficient management of the T2L, contributing also to the start-up of other innovative integrated transport solutions.
The electronic T2L pilot has pursued the objective of adopting a feasible solution to accredit the Community status of goods through electronic data transmission systems instead of using paper documents. This pilot has demonstrated how the application of emerging and existing technologies sustained by efficient communication procedures and collaborative information exchanges among public and private stakeholders improves, promotes and simplifies the use of multimodal short-sea services by using MoS. The solution allows electronic declaration of the T2L at the point of origin, electronic endorsement of the T2L by the Customs at origin, identification of the T2L document (MRN and Control Validation Number), control and traceability of the shipment of goods with notifications to involved parties, security amendment (exit and entry summary declaration), submission of the eT2L in order to prove the Community status and verification of the T2L document by the Customs at destination through electronic means (web query). The implementation of the initiative in Spain acc. to estimates could save approximately 38 million euros, in addition to the enhancement of the development of the MoS and the contribution to the emergence of new and innovative intermodal transport solutions in Europe.

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Main actors involved
• Spanish Customs authorities
• Maritime carriers
• Shipping agencies
• Neutral freight consolidators
• Customs brokers
• Consignors and consignees
• Port authorities

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