

Handbook on Best Practices at Border Crossing Points

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Chapter 5: Risk Management and selectivity

Risk Management issues

- ⑩ Scanning each container is not managing risk
- ⑩ Carrying out cargo physical inspection on the basis of “it might have contraband” is not managing risk
- ⑩ Not having information about the truck driver, the trucking company, importer and exporter and cargo types is not managing risk



Chapter 5: Risk Management and selectivity (2)

Chapter 10 content outline:

Getting risk based inspections

1. Customs risk and Customs risk management explained
2. The risk management process: risk management context; risk analysis described; risk profiling; selectivity; and how to treat risks
3. Developing and implementing risk management: preparing for risk management; cultural and rule changes; preparing a risk management strategy; creating a risk management structure and organization issues; training risk management staffs and managers

Examples from Australia Customs Service, Bosnia & Herzegovina, Denmark, France, Georgia, Jordan Customs Department, Montenegro and Serbia

Chapter 5: Risk Management and selectivity (2)

Key messages (1)

1. Traditional control and inspect method does not give protection
2. One size fits all no longer acceptable if a country wants to increase trade, increase exports and increase foreign direct investment
3. Agency mandate culture getting in the way to developing combined border management and risk management by all border control agencies; Customs is not the only agency – phyto sanitary, standards, and other agencies must modernise and exchange info
4. Using Customs truck convoys/escorts does not guarantee protection

Chapter 5: Risk Management and selectivity (3)

Key messages (2)

5. Need for Customs and other border control agencies to focus on information
6. Use trader compliance programmes: Customs low risk due diligence such as Jordan Golden List and the WCO model Authorised Economic Operator
7. Formal trade partnership
8. Electronic Single Window System (this is not the single stop shop)
9. Use compliance methods not control methods
10. Is there a Trade Competitiveness Strategy?

Next Chapter 6 Border Crossing Point design options

