Coordinated Border Management (CBM)  
FINLAND

2019 INLAND TRANSPORT SECURITY DISCUSSION FORUM

Workshop - Strengthening Security on Inland Freight Routes

Geneva, Switzerland, 3 September 2019

Finnish Customs/Mika Poutiainen 3/9/2019
Why CBM?

Changing border context
- Volume of goods
- Resource limitation
- New challenges

Reality
- Duplication of inspections
- Silo mentality
- Poor co-ordination and organization of border control processes

Results
- Slow clearance times
- Delays
- Increased non-compliance
- Increased costs to Trade

Solution
= Coordinated Border Management
WTO TFA

Section I – **12 articles** regarding Trade Facilitation and Customs Cooperation,

Section II – **10 articles** on special and differential treatment for developing, countries and least-developed countries in

Section III – **2 articles** on institutional arrangements and final provisions.

The TFA deals almost entirely with Customs-related topics

**Section I**
- Art.1 Publication and availability of information
- Art.2 Consultation
- Art.3 Advance ruling
- Art.4 Appeal/Review procedures
- Art.5 Other measures for transparency etc.
- Art.6 Fee and Charges
- Art.7 Release and Clearance of goods
  - **Art.8 Border Agency Cooperation**
- Art.9 Movement of goods intended for import
- Art.10 Formalities
- Art.11 Transit
- Art.12 Customs cooperation

**Section II**
Special and Differential Treatment for Developing Countries and Least Developed Countries
- Rules about Categories A, B and C
- Assistance for Capacity Building
- Information to be submitted to the TF Committee
- Final provision

**Section III**
Institutional arrangements and final provisions
- Committee on Trade Facilitation
- National Committee on Trade Facilitation
- Final provisions
Coordinated Border Management

Drivers
- Increased trade volumes
- Increased security threats
- Society demand
- Fiscal constraint
- Etc.

Success Factors
- Political will
- Legal basis
- Private sector buy-in
- Organizational will

Benefits
- Enhanced risk management
- Resource efficiencies
- Internal and external policy cohesion
- Increased accountability / transparency
Background

- Legal background already since 1927
- Current legal base: Act and Government Decree on Cooperation between PCB-authorities (2009)
- Agreements
- PCB strategy 2018 – 2021
SHARED COMPETENCE

POLICE
- Public order and safety
- Traffic control
- Control of aliens and patrolling related to public order and safety

CUSTOMS
- Customs security
- Customs control and border checks

BORDER GUARD
- Border security

Exclusive powers
Primary/secondary powers
Overlapping powers
PCB cooperation in general matters

• Common ICT-solutions
  – National investigation database
  – Access to each others databases
  – Common criminal analyses tools

• Purchasing of material together

• Education & training
  – Common education and right to study in each others courses
Different forms of cooperation

• Passport control at
  – airports and
  – Harbors

• Customs duties at temporary border posts

• Police duties at BCPs
Border cooperation between Norway, Sweden and Finland the national border authorities of each country are allowed to provide services and exercise legal powers not only on behalf of their home state, but that of their neighbouring states as well.
Finnish – Norwegian Border

- Already from 1969
- Both countries are members of the Schengen Area
- Only Finland is a EU Member
- The BCPs are shared between the two countries
- Import and export procedures can be carried out by either Finnish or Norwegian officers, depending who is in the shift
Swedish – Norwegian Border

- Already from 1959
- Both countries are members of the Schengen Area
- Only Sweden is a EU Member
- Export from Sweden and Import to Norway are done by Norwegian Customs
- Import to Sweden and export from Norway are done by Swedish Customs
<table>
<thead>
<tr>
<th>Ministry</th>
<th>Tax Administration</th>
<th>Export controls, corporate audits, grey economy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior</td>
<td>Police</td>
<td>Crime prevention, LIPRE</td>
</tr>
<tr>
<td></td>
<td>Border Guard</td>
<td>Passport controls, weapons, cash</td>
</tr>
<tr>
<td>Transport and Communications</td>
<td>Finnish Transport Safety Agency (Trafi)</td>
<td>Controls of heavy traffic</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Safety measures at ports</td>
</tr>
<tr>
<td>Agriculture and Forestry</td>
<td>Food Safety Authority (Evira)</td>
<td>FEOGA, food products</td>
</tr>
<tr>
<td></td>
<td>Agency for Rural Affairs (Mavi)</td>
<td>Plant and animal diseases</td>
</tr>
<tr>
<td>Foreign Affairs</td>
<td>Department for External Economic Relations, Political Department</td>
<td>Dual use products including weapons of mass destruction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>International trade regulations, e.g. customs value and provenance</td>
</tr>
<tr>
<td>Social Affairs and Health</td>
<td>Medicines Agency (Fimea)</td>
<td>Medicines</td>
</tr>
<tr>
<td></td>
<td>Supervisory Authority for Welfare and Health (Valvira)</td>
<td>Alcohol, tobacco</td>
</tr>
<tr>
<td></td>
<td>Radiation Safety Authority (STUK)</td>
<td>Radioactive materials</td>
</tr>
<tr>
<td>Education</td>
<td>Copyright organisations</td>
<td>Copyrights</td>
</tr>
<tr>
<td></td>
<td>Board of Antiquities</td>
<td>Objects of cultural value</td>
</tr>
<tr>
<td>Environment</td>
<td>Environmental Administration (SYKE)</td>
<td>Waste, chemicals, CITES</td>
</tr>
<tr>
<td></td>
<td>Oil Pollution Compensation Fund</td>
<td>Oil damage duty</td>
</tr>
<tr>
<td>Employment and the Economy</td>
<td>Safety Technology Authority (Tukes)</td>
<td>Chemicals, consumer goods, explosives</td>
</tr>
<tr>
<td></td>
<td>Board of Patents and Registration</td>
<td>Intellectual property rights</td>
</tr>
<tr>
<td>Defence</td>
<td>Ministry of Defence</td>
<td>Defence materiel</td>
</tr>
</tbody>
</table>
The Nuija Model
Vaalimaa BCP

1. Cargo traffic
2. Passenger traffic
3. X-ray
4. Inspection hall
5. Parking area for trucks
The Nuija Model

• What the model means in practice?

• Further training for both authorities

• Sharing equipment, databases and facilities

• Common briefing in the beginning of each shift

• Customs perform passport checks in cargo terminals

• Border Guards perform customs control tasks in passenger terminals
  – Border Guards perform checks of invoices and tax free cheques, insurances of the vehicles and animals

• Joint teams and responsibilities
The Nuija Model

• Innovative distribution of tasks between Customs and Border Guard in Finland;
• Pilot Project operational at Nuijamaa since 5.1.2010;
• Phase II was introduced in 2012
• Expansion to Vaalimaa and Imatra BCP’s in December 2014
• Verified in Schengen Evaluation in 2011 and 2018;
“The EvalCom appreciates the Nuija Model since the combination of Customs and Border Checks in one step speeds up the total process and increases productivity of the total available staff. It is also a good practical example of functional IBM concept at the local level.”
Mika Poutiainen

Enforcement Department, International Affairs
Finnish Customs

mika.poutiainen@tulli.fi
www.tulli.fi/en