Dedicated Session on assistance and capacity building

on 21 October

 C. THE SHARING OF EXPERIENCES AND INFORMATION ON ONGOING ASSISTANCE AND SUPPORT FOR CAPACITY BUILDING

 PRESENTATION BY THE EUROPEAN UNION

- Taking this opportunity, I would like to introduce Japan’s approach to assistance and support for capacity building.

- Every year, Japan provides a voluntary contribution to the Customs Cooperation Fund, CCF, which was established to pursue customs cooperation programs provided by the WCO. For 2019 and 2020, Japan made the biggest contribution amounting to about 31% of the total contribution to the Fund.

[Since 1989, the WCO has been utilizing the Fund to provide technical assistance, including by dispatching experts, by holding regional workshops or country-by-country seminars, and by implementing human resource development programs.]

- While Japan continues to contribute to the WCO’s activities, we have also been providing bilateral Customs cooperation since 1996. Since the TFA entered into force, Japan has also been providing assistances with a view to promoting the implementation of the TFA.

- Under the Covid-19 Pandemic, the technical assistance programs were continued online on request basis.

- I would like to touch upon our recent activities to support the implementation of the TFA.

- In April 2021, under WCO’s Mercator program, we held an online workshop targeted at the Asia-Pacific region utilizing the Fund, CCF/Japan. In the workshop, experiences related to trade facilitative measures under Covid-19 pandemic were shared, and Japan introduced its experiences about the AEO program including the engagement with the private sectors.

- As for the bilateral Customs cooperation, in March and May, we provided technical assistance programs online, targeted at Malaysian Customs.

The program was organized based on a request from Malaysian Customs for Japan to share its experiences and best practices regarding the implementation of TFA Article 7.1 on pre-arrival processing, and Article 7.8 on expedited shipments.

- In response to that request, we shared our practices for utilizing advanced data in selecting high-risk cargoes, as well as the risk control for expedited shipments.

- Throughout the course of the training sessions, many questions were asked and answered. We understand that these session, by making comparisons with their own systems, help the trainees to identify issues to address upon their return home.

- In this regard, we would like to congratulate Malaysia on its implementation of Article 7.8 on expedited shipments which was in category B and covered in the training session. Japan thanks again for the follow-up notification informing that the Article were fully implemented on 1 June, ahead of the initially notified date.