



**World Customs  
Organization**

# **Advance Cargo Information Free zones**

**Workshop on strengthening the effective implementation  
and enforcement of the Montreal Protocol**

*Session I: Combatting illegal trade*  
Bangkok, 2 July 2023

# Advance Cargo Information

- **Advance Cargo Information (ACI):** generic term covering pre-loading and pre-arrival electronic information as set out in the [WCO SAFE Framework of Standards to Secure and Facilitate Global Trade](#)
- Required to be submitted to Customs based on the data formats set out in the [WCO Data Model](#) (universal language for cross border data exchange)
- [WCO Advance Cargo Information \(ACI\) Implementation Guidelines](#)

# Advance Cargo Information



## Benefits of ACI:

- Allows for mitigating security risks prior to loading, or prior to arrival of cargo
- Enables to separate cargo shipments into different categories: **High-Low risks** and allocate resources to the high-risk shipments that require the maximum intervention, whilst facilitating low risk consignments
- More informed decisions on prohibitions or restrictions pertaining to goods => more efficient and secure supply chains

# Submission of data



- **Goods Declaration** - a statement, by which importer / exporter or agent indicates the Customs procedure to be applied to the goods and provides the particulars which Customs require for its application - at export prior to the goods being loaded onto the means of transport or into the container being used for their exportation and at import prior to arrival of the means of transport at the first Customs office or, for maritime container shipments, prior to loading.
- **Cargo Declaration** - information submitted by the carrier or agent prior to, or on arrival or departure, of a means of transport for commercial use which provides the particulars required by Customs necessary to identify the goods and the means of transport. For maritime containerized shipments, the declaration should be lodged prior to the goods/container being loaded onto the vessel. For all other modes and shipments, it should be lodged prior to the arrival of the means of transport at the Customs office at export and/or import.
- **For security purposes, Customs should not require more than the details listed in the Annex II of SAFE.** Declarations may have to be followed by a supplementary declarations as stipulated by national law.

# Free Zones



- FZs attract not only legitimate business but also illicit activities that take advantage of regulatory exemptions in FZs and the lack of oversight therein
- Customs' failure to conduct risk-based checks on FZ tenant companies, compliance records and goods could become a significant enabling factor for illicit trade related to FZs
- [\*WCO Practical Guidance on Free Zones\*](#)

# Cross-cutting Issues

- **Need for a risk management approach**
- **Scope of data** that would enable efficient risk-based checks on substances controlled by the Montreal Protocol will depend on the type of identified risk, e.g.
  - Import of substances without or with a falsified license and/or outside quota
  - Import of mislabeled substances
  - Import of banned or restricted products and/or equipment
  - Import to Free Zones
  - Export of substances by unauthorized economic operators / without a license
  - Longstanding shipments under Customs supervision
  - Transshipments
- **Need for effective data exchange mechanisms**

# THANK YOU!

Anna KOBYLECKA  
ENVIRONMENT PROGRAMME  
MANAGER  
[anna.kobylecka@wcoomd.org](mailto:anna.kobylecka@wcoomd.org)