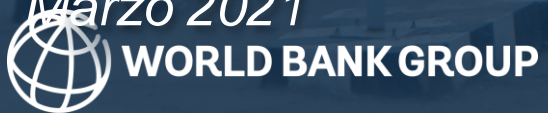




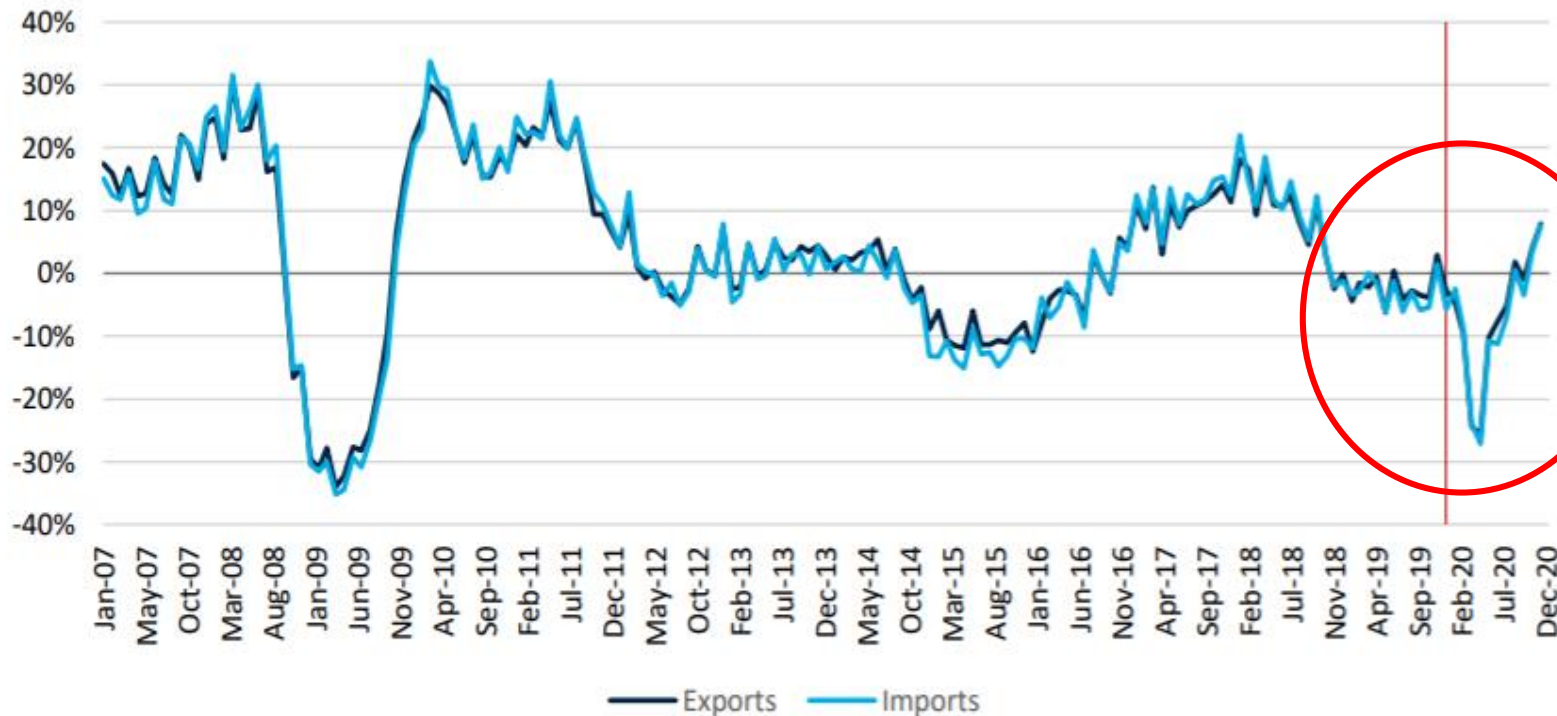
# Gestión Coordinada en Fronteras

Marzo 2021



# Contexto del Comercio Internacional – Trade Watch

Figure 2. Global aggregate monthly goods exports and imports, YoY percent change, Jan 2007 - Dec 2020



Source: World Bank staff estimates using Global Economic Monitor, data from World Trade Organization, IMF International Financial Statistics, OECD and official data from China, Eurostat, Japan, UK, and the United States. Note: Mirror data is used when Sep-Dec data are missing. Vertical line indicates January 2020.

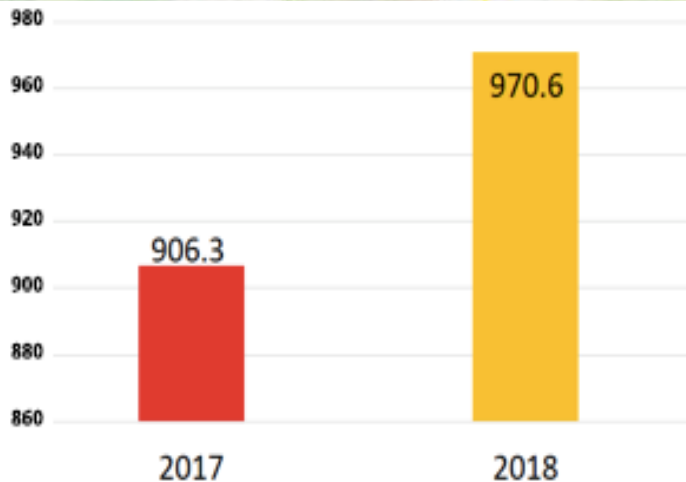
Fuente: <https://www.worldbank.org/en/topic/trade/brief/trade-watch>

- *Señales de Recuperación*
- *Transporte marítimo de contenedores recuperó hasta Septiembre y se encuentra bajo presión*
- *Reposicionamiento de contenedores y logística*
- *Comercio internacional fundamental para participación en C G V y para recuperación económica*

# *Facilitación del comercio y integración económica*

- *Dos estrategias complementarias:*
  - *Reducción o eliminación de controles de frontera mediante Acuerdos profundos de comercio*
    - *Harmonización de requerimientos para acceso a mercados*
      - *Tarifas, Medidas no tarifarias, P adrones y estándares para consumo, requisitos sanitarios y fitosanitarios, de salud, y otros*
    - *Temas de interés ( transporte y conectividad, migración)*
    - *Libre circulación de mercancías y medios de transporte*
  - *Modernización y transformación de controles de frontera*

# Integración Honduras - Guatemala



**7.1%**

Growth in  
Bilateral  
Trade

- *75 % del comercio con libre circulación*
- *Resultados preliminares:*
  - *Reducción de tiempo de cruce de 10 h para 6 min*
  - *7 % de crecimiento del comercio bilateral ( USD 64 million)*

# Modernización y Transformación en la gestión de controles de fronteras

## # Acelerar reformas #

### Abordaje Tradicional

Prioridad de control de trámites  
Reformas aisladas  
Alto grado de inspecciones físicas  
Foco en las mercancías  
Foco en la identificación de incumplimiento  
Poco incentivo al cumplimiento  
Mismo trato a todos los operadores  
Poco uso de TCI  
Relación de confrontación con operadores  
Competencia entre agencias  
Cooperación limitada con vecinos – socios comerciales  
Reportes gerenciales y estadísticos limitados  
Control transaccional de operaciones

### Abordaje Moderna

Equilibrio entre Facilitación y Control  
Mejoras continuas  
Inspección por excepción (gestión de riesgo)  
Foco en información (inteligencia)  
Foco: cumplimiento & incumplimiento  
Incentivos al cumplimiento  
Diferenciación de trato conforme perfil de cliente  
Uso intensivo de TCI  
Relación constructiva entre sociedad con operadores  
Cooperación y coordinación entre agencias  
Cooperación internacional  
Indicadores y gestión de desempeño  
Control sistémico basado en auditoría

Importación, exportación y tránsito de mercancías de manera rápida, justa, previsible y transparente

# 5 Temas Principales

**Gestión Coordinada  
de Fronteras**

**Gestión de  
Cumplimiento  
basada en  
Inteligencia y  
Riesgo**

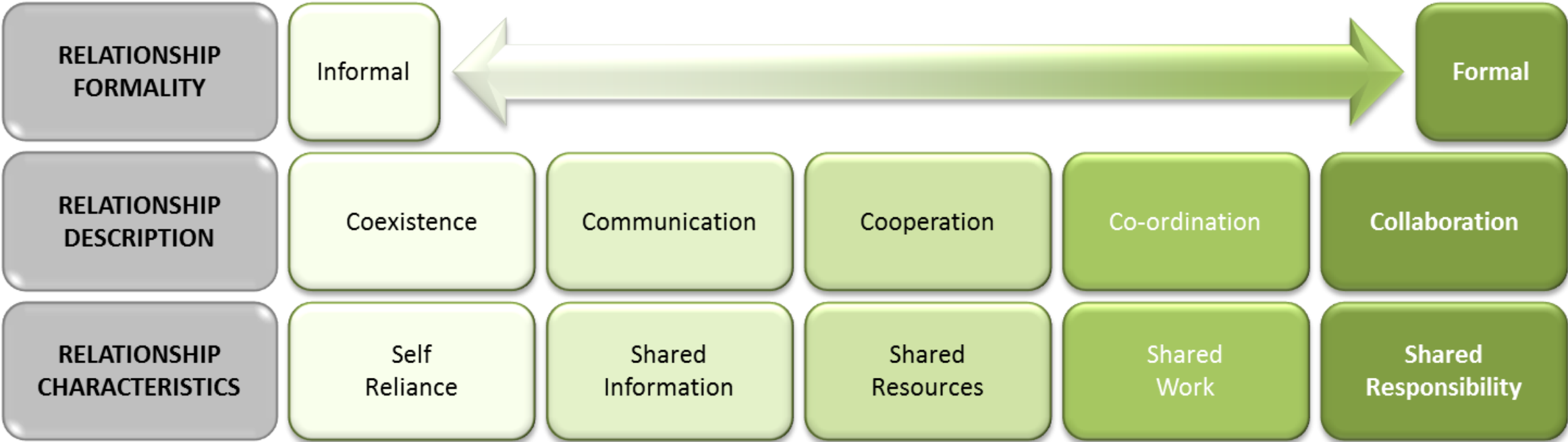
**Operador  
Económico  
Autorizado**

**Declaración y  
Processamiento  
Antecipado**

**Reformas basadas  
en Tecnología**

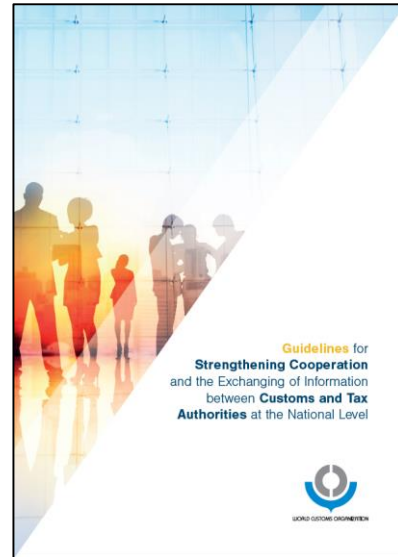
# Gestión Coordinada de Fronteras y Cooperación Institucional

## Responsabilidad compartida



Source: Adapted from "Better Connected Services for Kiwis", Institute of Policy Study, New Zealand

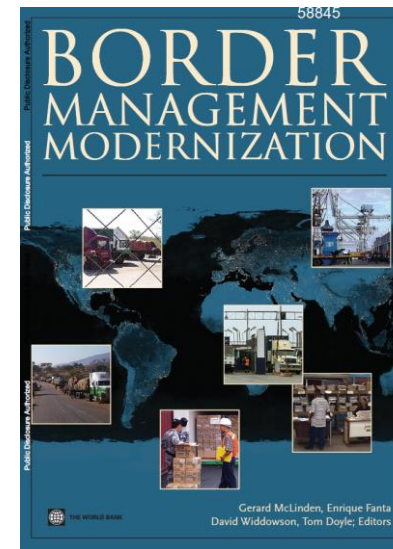
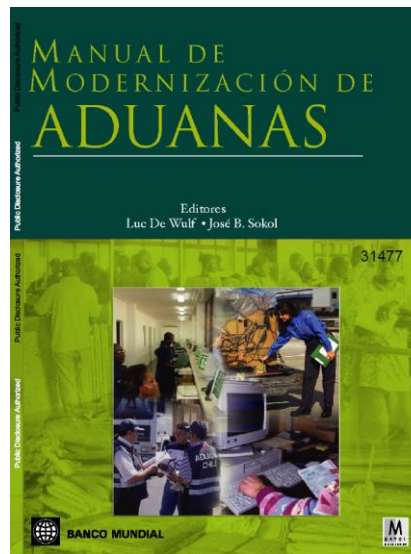
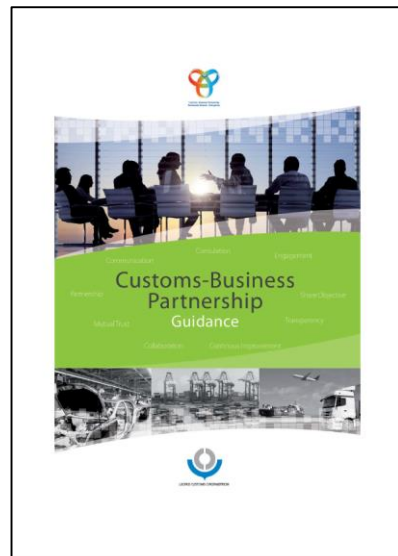
# GESTIÓN COORDINADA Y COOPERACIÓN INSTITUCIONAL



ORGANIZACIÓN  
MUNDIAL  
DEL COMERCIO

## ARTÍCULO 8: COOPERACIÓN ENTRE LOS ORGANISMOS QUE INTERVIENEN EN LA FRONTERA

1. Cada Miembro se asegurará de que sus autoridades y organismos encargados de los controles en frontera y los procedimientos relacionados con la importación, la exportación y el tránsito de mercancías cooperen entre sí y coordinen sus actividades para facilitar el comercio.





# Estados Unidos - USCBP

## Detect high risk activity

- Perform increased exams, inspections, reviews, lab tests, and targeted audits on transactions in high-risk industries
- **Focus resources on non-compliance of 10 industry centers**
- Perform **national targeting** to identify non-compliant trade
- Use predictive analysis to identify suspicious importations
- Leverage e-Allegations, **intelligence and industry collaboration to identify high-risk trade**



## Deter non-compliance

- Access civil penalties with the ultimate goal of changing violators behavior
- Increase bond amounts to deter flagrant violators from continuing illegitimate business activities
- Seize prohibited goods
- Take legal actions to collect duties from delinquent sureties
- Disclose the names of violators for closed cases where appropriate
- Publicize CBP successes in combating trade compliance violations or trade fraud



## Disrupt fraudulent behavior

- **Collaborate with ICE** to develop cases, execute civil penalty actions, and prosecute criminals
- Impose sanctions on importers with recurring unpaid debt, requiring upfront payment in addition to bonding
- Exercise statutory summons authority
- **Use full range of enforcement authorities to disrupt customs law violators**

## Fair and Competitive Trade

- Ensure a fair and competitive trade environment where the benefits of trade compliance exceed the costly consequences of violating US trade laws
- A proactive, aggressive, and dynamic trade enforcement system protects the American consumer and facilitates the benefits of international trade while allowing US domestic industry to compete in a global marketplace

## U.S. CBP and Mexico SAT announce Unified Cargo Processing at the El Paso port of entry

español

Release Date: September 28, 2018

EL PASO, Texas – Leaders from U.S. Customs and Border Protection (CBP) and Mexico’s Tax Administration Service (SAT) met at the Ysleta cargo facility at the El Paso port of entry today to announce the implementation of Unified Cargo Processing (UCP) at the El Paso port of entry.

“This is a momentous step which benefits both our agencies and the international trade community,” said Hector Mancha, CBP Director of Field Operations in El Paso. “We are working side by side cooperatively to streamline the cargo inspection process and benefit the economic competitiveness of both nations.”

The Port of El Paso introduced the UCP pilot program at the Ysleta Cargo Facility in April 2018. The UCP concept consists of Mexican Customs officers working side by side with their CBP counterparts in the U.S. to jointly inspect and process cargo shipments destined for the United States. Currently, there are two designated primary lanes and five designated secondary lanes at the Ysleta UCP location.

Under UCP both CBP and SAT receive advance information from the trade community about the shipments from Mexico to the U.S. This information is reviewed to ensure there are no merchandise admissibility issues.

# Holanda

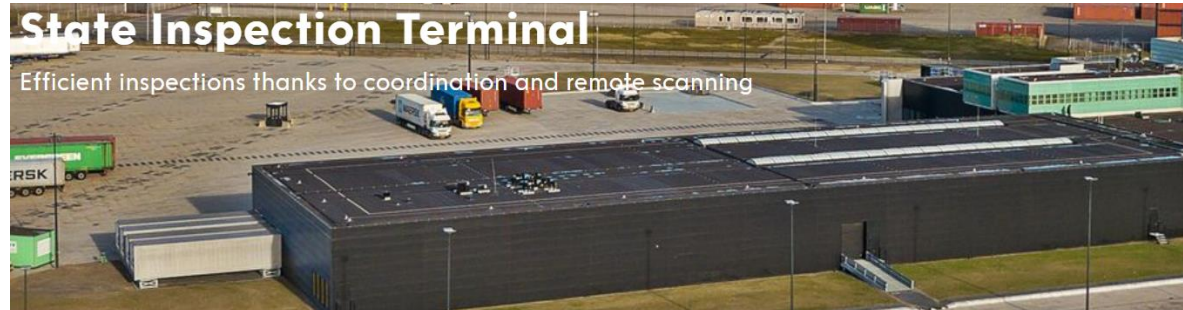
## Improving the efficiency of Customs inspections in the logistics supply chain

NEWS - 23 FEBRUARY 2018 - [WEBREDACTIE](#)

In the years ahead, Customs at Schiphol airport and the Port of Rotterdam are set to have a lot of work on their hands. In the next five years, the huge growth in e-commerce and the imminent Brexit will lead to an increase from 160 million to 500 million in the number of Customs declarations passing through these major logistics hubs of Europe. This massive increase calls for smart ways of working in order to guarantee efficient risk analysis and cut costs in processing Customs import declarations. "In light of this, digitisation and collaboration between Customs organisations and the transport supply chain will be of key importance," says Yao-Hua Tan, Professor of Information and Communication Technology.

### State Inspection Terminal

Efficient inspections thanks to coordination and remote scanning



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The State Inspection Terminal Rotterdam (S.I.T.) at Maasvlakte allows Dutch Customs to effectively handle the increased volume of containers put through the port of Rotterdam. Remote scanning and advanced planning tools have made the container handling process considerably more efficient. Just another facility confirming that Rotterdam is one of the world's smartest and most efficient ports. And everyone benefits.

## Dutch King opens Joint Inspection Centre for freight handling at Schiphol

By **André Orban** - 22 November 2016

156 0

King Willem Alexander today opened the Joint Inspection Centre (JIC) at Schiphol. The Joint Inspection Centre is designed to make freight handling at Schiphol safer and more efficient by enabling different enforcement and inspection authorities to carry out airfreight checks together.

The JIC is just one of the operations that falls under the Schiphol SmartGate Cargo (SSGC). This programme is a joint initiative between the Dutch Customs Administration, Amsterdam Airport Schiphol, KLM Cargo and Air Cargo Netherlands (ACN). Logistics and enforcement come together under one roof in the JIC. The building houses a dispatch floor, a scanning hall, storage and examination spaces, a quarantine room for small animals, garages for scanning vehicles, offices, and a training centre.

The Schiphol SmartGate Cargo is one of the first public-private cooperative ventures in the air cargo sector worldwide. The aim is to create a perfect balance at Schiphol between law and regulation enforcement and the facilitation of trade.

# China



GENERAL ADMINISTRATION OF CUSTOMS  
PEOPLE'S REPUBLIC OF CHINA



## One-stop Joint Inspection by Port Inspection Agencies

03/06/2018

Based on preliminary pilot projects, the General Administration of Customs, Ministry of Public Security, Ministry of Transport and the General Administration of Quality Supervision, Inspection and Quarantine recently jointly issued the Action Plan of One-stop Joint Inspection by Port Inspection Agencies, as an effort to adopt the model of cross-agency one-stop joint inspection at all ports across the country by the end of 2018.

With a view to accelerating construction of a new open economic system, the Action Plan will boost the reform in port law enforcement, i.e., to streamline administration and delegate powers to lower levels, combine power delegation with regulation and upgrade services. It will also promote trade facilitation, reduce repetitive inspections, enhance mutual administrative assistance, lower institutional transaction cost for enterprises and create a stable, fair, transparent and predictable foreign-trade environment.

Pursuant to the principle of intensification, facilitation, technology application, rule of law and internationalization, the Action Plan proposed to strengthen mutual sharing of information, mutual administrative assistance and mutual recognition of control with regard to inbound and outbound goods, items and means of transport during customs clearance, follow the principle of utmost interconnectivity, establish and upgrade a joint inspection mechanism featuring less inspection officers, condensed time frame, streamlined procedure, checkable inspection results and shared inspection information. The Action Plan will help avoid repetitive inspection and ensure timely clearance as well as reliable control.

The Action Plan specifies steps to be taken for its implementation and will gradually expand scope of the joint inspection model according to the roadmap of "step-by-step implementation and demonstration before nationwide roll-out" and speed up the establishment of inspection service platform, restructuring and sharing of inspection equipment.

## General Administration of Customs Reorganization

In March 2018, China's State Council announced a government reorganization aimed at improving efficiency and customer service in many parts of the Chinese government. The reorganization merged most of the General Administration of Quality Supervision, Inspection and Quarantine (AQSIQ) into the General Administration of Customs of the People's Republic of China (GACC). This merger includes the integration of all former China Inspection and Quarantine (CIQ) offices located at Chinese ports into GACC's existing import/export inspection structure.

In early September 2018, the State Council published the "Regulations on the Allocation of Functions, Internal Bodies and Staffing of the General Administration of Customs," which outline GACC's organization and functions. The document also describes GACC's responsibilities when interacting with other Chinese ministries.

GACC is primarily concerned with public security and border protection, entry-exit inspection of goods, and collection of import and export duties and taxes. With the addition of AQSIQ's food and agricultural functions and personnel, GACC is now directly responsible for a wider variety of duties, including agricultural inspections at the port of entry and managing food and agricultural import/export policies. However, how these former AQSIQ functions are effectively integrated into the existing GACC mission and ministry culture remains to be seen.

In terms of food and agriculture, the former AQSIQ Import and Export Food Safety Bureau and Plant and Animal Health Department have largely retained their functions, structure, and personnel. Nevertheless, this reorganization represents a major reshuffling of roles and responsibilities and there have been, and will continue to be, issues that arise as a result of the reorganization. Articles 4(8), 4(9), and 4(13) generally capture the core functions of the former AQSIQ's food and agricultural trade issues.

# África del Sur

## Unpacking SA's new Border Management Authority Act

BY: VIRUSHA SUBBAN AND PRENISHA GOVENDER

4 AUG 2020 | [SAVE](#) | [EMAIL](#) | [PRINT](#) | [PDF](#)



Up until now, South Africa's border management, which includes the tasks of securing the country's borders and protecting its national interests, has been managed by multiple organs of state. Despite this multiparty involvement, border management has been an ongoing challenge, and has resulted in increasing levels of cross-border crime. The trade in illicit cigarettes, for example, is one of the many cross-border crimes that South Africa has had to deal with in recent years, with such trade increasing during the national lockdown. On 21 July 2020, however, and after many years of deliberation, the Border Management Authority Act 2 of 2020 came into force.



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Republic of South Africa

South African Government

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## Parliament welcomes signing into law of Border Management Authority Bill

22 Jul 2020

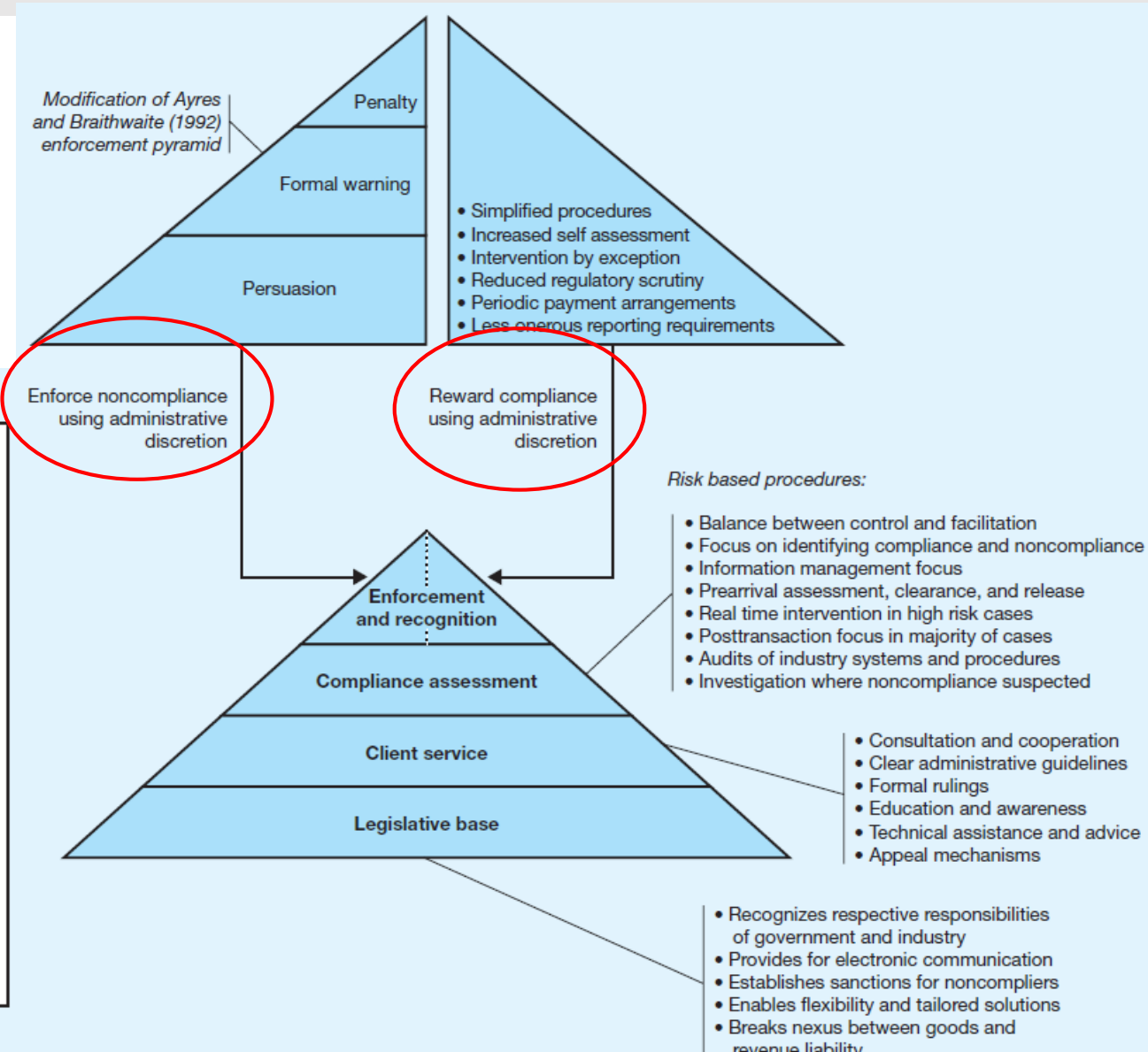
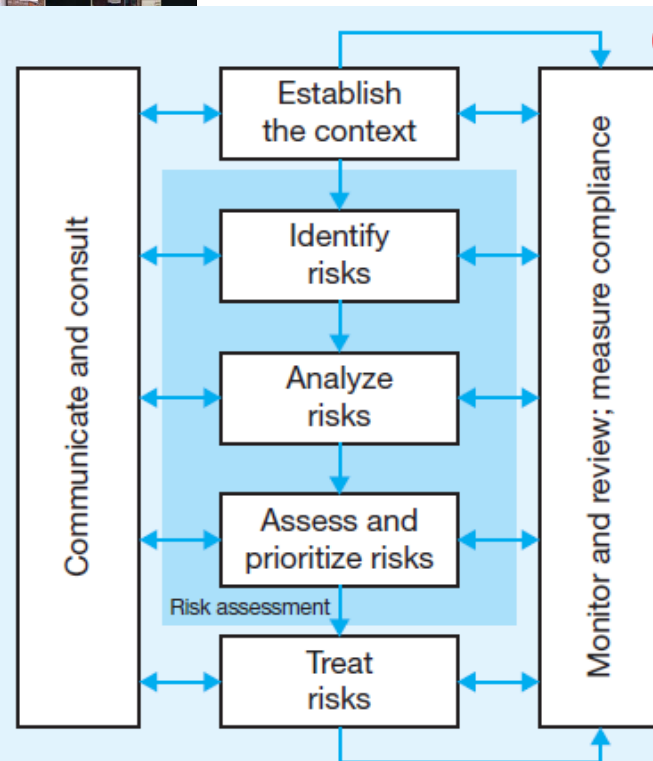
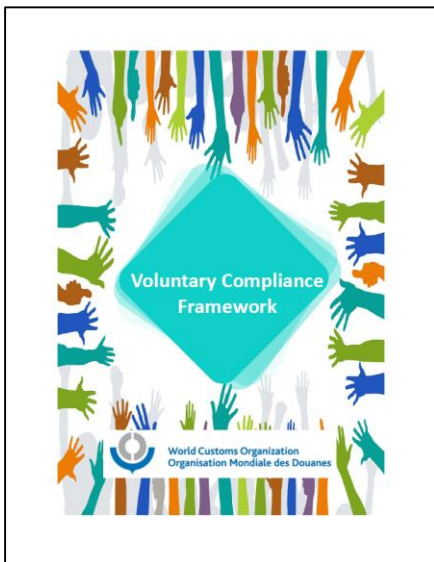
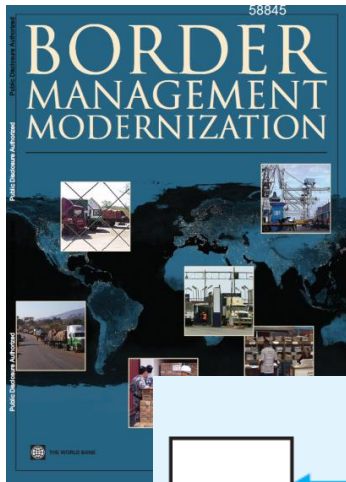
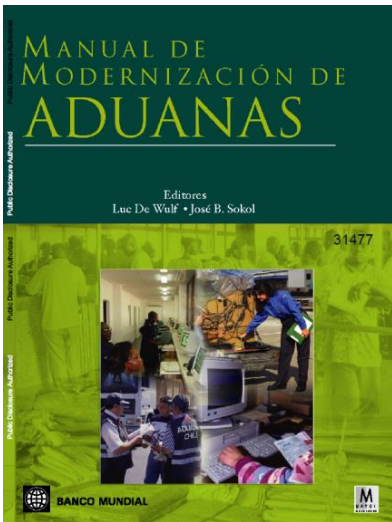
### Signing of BMA Bill into law a necessary step in securing our borders

The Chairperson of the Portfolio Committee on Home Affairs, Adv Bongani Bongo, welcomes the signing into law of the Border Management Authority (BMA) Bill by the President of the Republic.

The BMA Act is intended to establish a Border Management Authority, which will remedy the fragmented border management model currently being utilised. The fragmented model has resulted in a variety of challenges in controlling South Africa's borders. The bill seeks to establish a single implementing entity under a single executive authority.

Furthermore, the committee has always been of the view that a seamless border environment bodes well for the movement of people into and out of the country; will ensure efficiencies, especially for tourism into the country, which is necessary for job creation; and will be indispensable in facilitating the Africa Free Trade Agreement as it takes root on the continent.

# Gestión del Cumplimiento basada en Inteligencia y Riesgo



# Operador Econômico Autorizado - Brasil



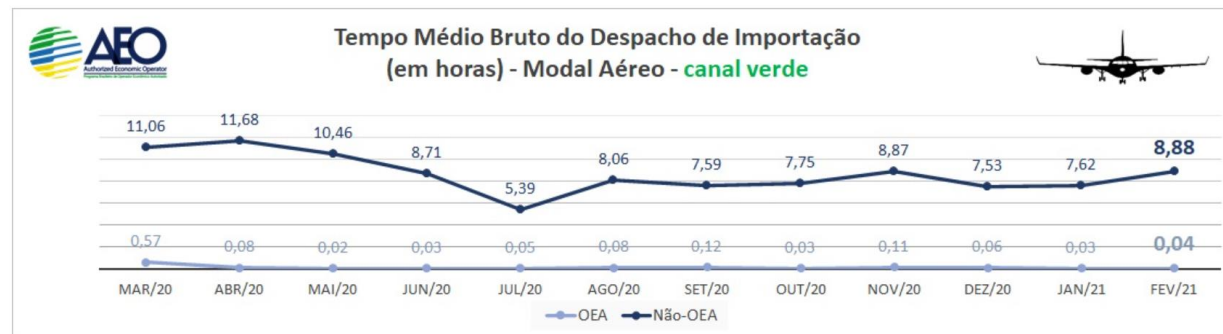
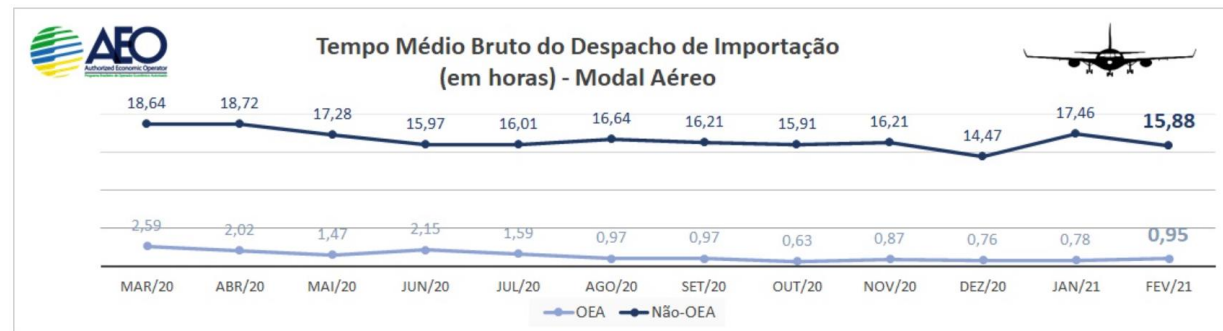
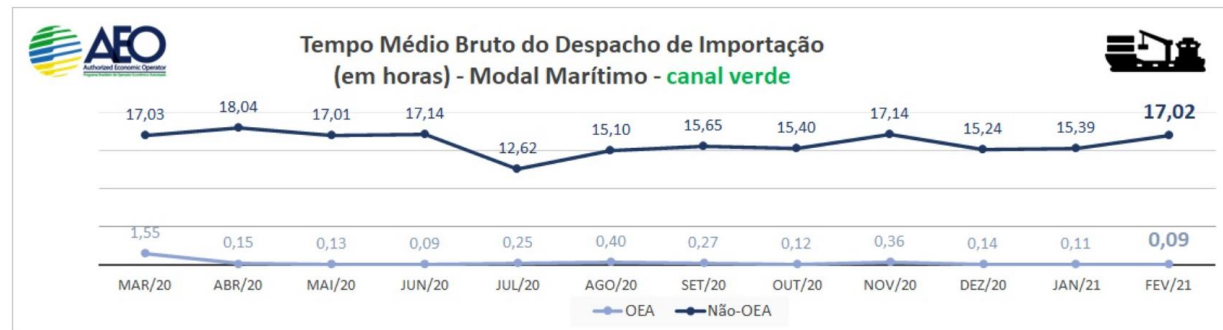
F uente: <https://www.gov.br/receitafederal/pt-br/assuntos/aduana-e-comercio-externo/importacao-e-exportacao/oea/estatisticas-do-programa-oea>



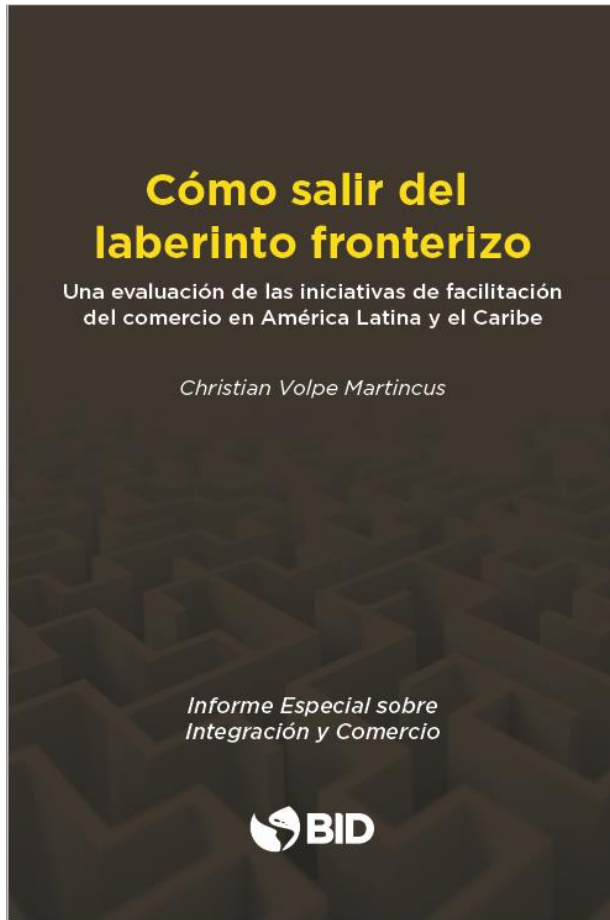
*E stimativa de impacto de 2018 a 2030:*

- *E conomia de custos de la orden de US\$ 17,8 billones para importadores y exportadores*
- *C recimiento del comercio de US\$ 30,7 billones*

F uente: <http://www.portaldaindustria.com.br/publicacoes/2018/11/impactos-economicos-da-implantacao-do-programa-operador-economico-autorizado-no-brasil/>



# Operador Económico Autorizado – México



Publicación de 2017 (basado en estudio de 2012 a 2014) :

- Tasa de crecimiento de exportaciones de 2,8% más alta de las empresas certificadas en relación a las no certificadas
- Fomentó el empleo. La tasa de crecimiento de la cantidad de empleados directos fue un 8,3% más alta para las firmas certificadas que para sus pares carentes de certificación
- Evaluación de impacto por beneficio

# Declaración Aduanera Anticipada

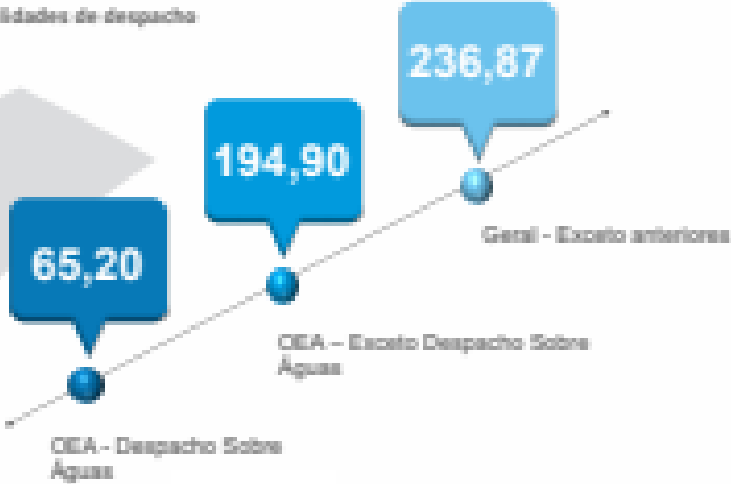
- *Separación entre levante y determinación final*
- *Anticipación de la gestión de riesgo*
- *Reducción significativa de tiempos y costos*
- *Puntos críticos:*
  - *Pago anticipado con impacto en flujo de caja y en restitución*
  - *Alternativas por medio de sistema de garantías*
  - *Pago diferido - consolidado*



# Declaración Aduanera Anticipada

## Operador Económico Autorizado

Marítima - Comparación entre modalidades de despacho  
 Tiempo medio (en horas)



### Estudio de Tiempos de Despacho de Mercancías

Importación y Exportación - Datos 2019  
**Resumen Gerencial - Comparación 2017 Vs. 2019**

Dirección de Gestión de Aduanas

2017 Vs 2019	Importaciones		Exportaciones	
	Desde la llegada de la mercancía al país, hasta la autorización de levante		Desde la presentación de la Solicitud de Autorización de Embarque, hasta el embarque y salida del medio de transporte	
<b>Aéreo</b>  <b>Bogotá</b>	<b>Medición 2017</b> <b>17 horas</b> Anticipada - Directa 13%	<b>Medición 2019</b> ↓ 6% <b>16 horas</b> (14% ↑)	<b>Medición 2017</b> <b>1,5 días</b> 31:00 horas	<b>Medición 2019</b> ↓ 5,4% <b>1,5 días</b> 35:00 horas
	<b>Medición 2017</b> <b>10,4 días</b> Inicial - Depósito 59%	<b>Medición 2019</b> ↓ 10% <b>9,3 días</b> (55% ↓)		
<b>Marítimo</b>  <b>Buenaventura</b>	<b>Medición 2017</b> <b>3,7 días</b> Anticipada - Directa 4%	<b>Medición 2019</b> ↓ 22% <b>2,9 días</b> (13% ↑)	<b>Medición 2017</b> <b>6,5 días</b> 156:50 horas	<b>Medición 2019</b> ↓ 4% <b>6,3 días</b> 150:42 horas
	<b>Medición 2017</b> <b>9,6 días</b> Inicial - Depósito 81%	<b>Medición 2019</b> ↓ 10% <b>8,6 días</b> (63% ↓)		





# Tecnologías

## Clearance of express cargo and postal items: Korea tests new analytical tools to root out fraud

By Taeil Kang, Director General, KCS

Customs administrations collate a significant basis. For instance, the Korea Customs Service (KCS) has accumulated 10 years of structured data and 30 GB of unstructured data. However, most Customs administrations do not leverage such data due to a lack of information infrastructure and knowledge about data.

Things changed, however, with the development of information infrastructure as well as Big Data open source tools to store and analyse data. Tools such as Hadoop and MapReduce for statistical computing and graphics, help extract “values” from the huge amounts of data.

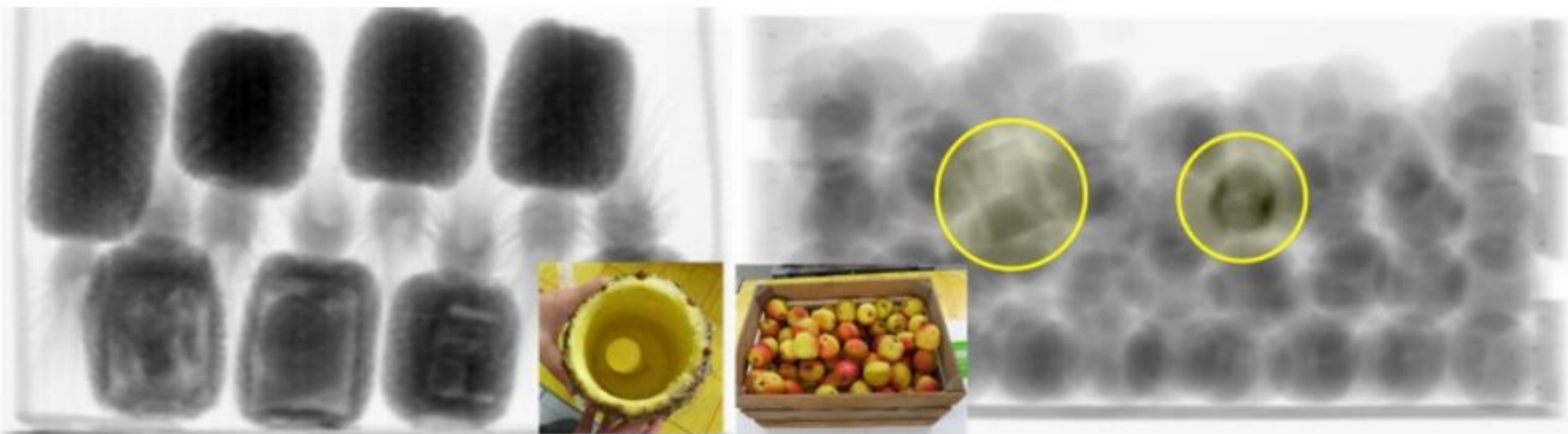
In 2017, the KCS set up a Roadmap for Big Data analysis. This year, the Service established a six month-long training programme to nurture Big Data analysis. Moreover, it is planning to increase (by 50% of the total Customs workforce) in Big Data analysis over the next five years.

## Brazil's new integrated risk management solutions

By Gustavo Lacerda Coutinho, Technical Manager of the Customs IT Development Team, and Jorge Eduardo de Schoucair Jambeiro Filho, Head of Artificial Intelligence for

### ACXIS

ACXIS is an European research project within the seventh framework programme answering the call SEC-2012.3.4-1: « Research on Automated Comparison of X-ray Images for cargo Scanning » with reference material (use of historic images in an automated environment) to identify irregularities. The project ACXIS develops a manufacturer independent reference database for X-ray images of illegal and legitimate cargo, procedures and algorithms to uniform X-ray images of different cargo scanners and measurement parameters, and an automated identification of potentially illegal cargo. Historic images of real detections and images of illegal cargo mock-ups as well as images of legitimate cargo will be integrated into the reference database.



# Automación Logística y de Transporte



The first automated container port was developed in Europe in the early 1990s. Since then, many ports—more than 20 in the past six years—have installed equipment to automate at least some of the processes in their terminals (see sidebar, “What is port automation?”). Almost 40 partly or fully automated ports now do business in various parts of the world, and the best estimates suggest that at least \$10 billion has been invested in such projects.<sup>[1]</sup> The momentum will probably accelerate: an additional \$10 billion to \$15 billion is expected over the next

Source: Mckinsey

## Rotterdam-IBM to Build AI Smart Port

31 Jan 2018 12:20pm



**The Port of Rotterdam Authority and IBM have announced their collaboration on a multi-year digitization initiative to transform the Port of Rotterdam's operational environment using Internet of Things (IoT) technologies, AI and The Cloud.**

The initiative will also prepare the Port of Rotterdam's entire 42-kilometre site to host 'connected' ships.

The connected ships will have a centralized dashboard application that collects real-time water, weather and communications data, which is then analyzed through an IBM IoT platform and processed into real time data.

Paul Smits, Chief Financial Officer of the Port of Rotterdam Authority, said: "Here in Rotterdam, we are taking action to become the smartest port in the world.

"Speed and efficiency is essential to our business, and requires us to use all of the data available to us.

"Thanks to real-time information about infrastructure, water, air, etcetera, we can enormously improve the service we provide to everyone who uses the port, and prepare to embrace the connected, autonomous shipping of the future."



## Tuas Port – an automated container terminal at Port of Singapore

"Tuas port is expected to be the world's biggest fully-automated terminal when completed."

A large automated container terminal, named Tuas Port, is currently being built at the port, which will have the capacity to handle 65 million TEUs upon completion in 2040. Tuas port is expected to be the world's biggest fully-automated terminal when completed.

Tuas port will incorporate innovative technologies such as yard automation and full-electric automated guided vehicles.

# Robotización

## Here Come the Humanoids

By Oliver Mitchell | August 20, 2018



Touring the 880-acre FedEx facility in Memphis, I marveled at the speed and efficiency of the automation technologies that can process close to half a million shipments an hour and 250 flights a day. The cargo hub is a shining example of the synthesis of humans and machines. This past March, FedEx announced it is ratcheting up its commitment to augmenting employees with mechatronics. FedEx Express president CEO David Cunningham explained the motivation behind its billion dollar renovation of the \$62 billion nerve center: "We will be investing in new sort systems, new automation, new capabilities, modernization of the facility, expanding our truck and unload capabilities here substantially but we're also going to be making this a much better place to work for our employees." Driven by the insatiable appetite of online shoppers, FedEx is exploring new ways to increase capacity to keep up with demand. Almost concurrent with Cunningham's announcement, *The New York Times* reported on how the shipper is using Vecna's autonomous "tuggers" or rovers to move odd-shaped cargo through its North Carolina distribution center. While a handful of jobs could be lost as a result, the increased capacity is on track to add a 100 new jobs a year.

## Meet the New Customs Inspector— Sanbot Max

It is one cautious job for the personnel who works at the customs: they have to know who is entering and leaving the country, and ensure nothing bad or banned enters their country. Each country has different laws of entry-and-exit of the fruit with seed, live food animals or other stuff because they may cause unexpected danger to one country, so inspection must be strict to stop these food and stuff. Now, more people populate the globe and more people are traveling. This situation makes the customs inspection job awfully stressful.

In this situation, customs adopt AI to help them with their customs inspection, making the job less stressful, but much more accurate and more efficient. Then, Sanbot Max "Customs Inspector" is here.



## Robot at Dubai airport can report suspicious people

15:56 • 01.03.18



A robot that can detect and report any suspicious people or activity will soon be deployed at Dubai airports.

Dubai Customs has already carried out the pilot phase for the implementation of the robot, which will mainly be placed at the arrival section of the airport.

"This is an android. It still hasn't been implemented fully, but it has gone through a piloting phase around the airports," he told *Khaleej Times* at the Arab Innovation Forum. "It's probably going to be our best innovation, when it gets implemented in full. The brain in the android has so many features and tools connected into it, such as facial recognition, X-ray scanning and thermal vision. What it does is that it gathers data from these features and compiles it into a threat assessment and then it gives alerts to the control room."

***“Cuando los vientos de cambio soplan, unos constroyen muros, otros molinos.”***

Proverbio Chino

***“El progreso es imposible sin cambios y aquellos que no logran cambiar sus mentes, no logran cambiar nada.”***

George Bernard Shaw

*¡Gracias! Obrigado!*