Nordic, Central and South – BCP Network meetings from Finland to Croatia

... All the pictures you showed us today have story behind them and the story is interesting. Only through sharing we can get together strong position in EU. If we don't share it is useless – said Jyrki Linna, Head of CELBET on one of the BCP Network meetings.

Each BCP Network meeting had the same formula: presentations and following workshops. Team leaders presented their deliverables and ongoing activities with an introduction to upcoming projects.

The main purpose of workshops was to receive feedback on main CELBET activities: the pilot BCP Diagnostic Study visit in Medyka, Poland, annual list of BCPs of the future BCP Diagnostics Study visits, the vulnerability study, sharing of the experience and lessons learned during the pilot exercise for sharing and common use of equipment between BCP Vyšné Nemecké, Slovakia and BCP Záhony, Hungary. The participants also discussed the JIA5, use of the risk lists and experience of synchronized checks taken into use in Lavoriškes, Lithuania as well as measurement of level of smuggling and planned training/results of implemented trainings.

Thanks to the Networks, CELBET teams can collect and share data on good practices and effective solutions in the field of customs control aiming at better harmonization of control procedures in CELBET Member States.
BCP Network Nordic meeting in Finland

First of all three BCP Network meetings was organized in September in Lappeenranta. The meeting was an opportunity to provide a basis for comparing the performance of BCPs based on the input given by CELBET teams, including the comparative analysis and evaluation of the capacity of the BCP. Network members visited BCP in Vaalimaa. The aim of the visit was to get familiar with customs controls, stationary X-ray, eQueue system GoSwift purchased by the Road Administration on the BCP and familiarize with the Celbet Centre of Expertise on car search.

The visit included introduction of the traffic scheme, control places and equipment. The Network participants had possibility to learn and compare their processes with the practice in the Vaalimaa BCP.

BCP Vaalimaa is located at the rural part of south-eastern Finland and the nearest city of Hamina is located 35 km westward. The BCP traffic flow is planned so that the cargo traffic and passenger traffic is handled separately in their dedicated locations.

Stationary X-ray

At the BCP there is Container Inspection System for large road units both vertical and horizontal view and one train scanner, which is located 60 km north in Vainikkala rail BCP. The x-ray images on both of these scanners are analysed at the Vaalimaa BCP. The method of selection to X-ray control varies. Either it’s made by electronic random/selective selection on electric declaration systems ELEX, AREX, NCTS or the selection is made through BCP officers estimation and profiling. The selective risk profiling on these systems is made centrally in Risk Analysis Centre in Helsinki. The stationary X-ray has a theoretical capability to scan app. 18 vehicles per hour.

eQueue system GoSwift

The cargo clearance center of Vaalimaa BCP uses in exiting traffic a queueing system Goswift, maintained by the Finnish Road Administration. On the near proximity of the BCP there is a parking area for export vehicles and it is capable to locate 450 trucks. BCP cargo clearance centre has access to Goswift queueing system to control the flow of cargo exiting EU. This system gives possibility to adjust the flow from 0 to 50 trucks/hour depending on the capability of the shift. Usually the adjustment is necessary when the truck queue from the Russian BCP Torfyanovka reaches the state border line (1,5 kilometres).
Celbet Centre of Expertise on car search

At the Vaalimaa BCP, where CELBET Centre of Expertise on Car search is established, the first course was arranged as a pilot course in March 2019, the second course was held in October 2019. There are 2-3 scheduled courses on 2020. Two instructors from Vaalimaa BCP have been developing the content of the course and the main focus is on modern vehicles which can be challenging to dismantle due unfamiliar technology.

BCP Network Central meeting in Poland

Second BCP Network meeting was held at the beginning of October in Olsztyn, near Polish-Russian border. After presentations and workshops, the participants visited the Polish-Russian border crossing point in Grzechotki. It is one of the biggest border crossing in Poland. BCP Grzechotki is located on the north part of Poland near main road to Gdańsk (Baltic Sea). The nearest city is located 10 km westward. In 2018 BCP Grzechotki was crossed by: over 52 000 of trucks, 1.5 million of passengers and over 500 000 of cars.

On the way to Grzechotki BCP, CELBET group met with a patrol of a mobile unit from Grzechotki. The officers presented equipment that supports road and inland inspections. Polish border crossings on the external border with the EU are one of the model crossing points.
The border posts on Polish and Russian strip are considered by CELBET experts as those where implemented solutions ensure effective control while maintaining smooth cargo traffic.

**Inverted lane mode**

During the 2018 FIFA World Cup in Russia, Kaliningrad was one of the cities organizing the group games. Expecting arrival of many fans for their quick and efficient check-in, Grzechotki BCP management decided to use the entire infrastructure of the road border crossing in Grzechotki (outbound and inbound lanes). They automatically switched whole BCP to inverted lane mode, i.e. all lanes - export and import – were switched and oriented towards export direction. However, at the time of their return, the entire BCP was working within the import mode.

**Stationary X-ray**

X-ray scanner, used for cargo and vehicles, is working with the “double energy” technology. It helps in getting faster and more detailed images.

**BCP South Network meeting in Croatia**

Last BCP Network meeting was held in Nova Gradiska. The meeting was opened by Head of CELBET Mr Jyrki Linna who highlighted - “we are not only showing and sharing pictures of seizes goods but there are real stories behind them”. “Cooperation is the key and we help each other to support each other” – he added. Head of CELBET also underlined the meaning of the advisory mission in Croatia and participation of experts from Croatia in CELBET project. Participants visited the Stara Gradiska BCP, on the border with Bosnia and Herzegovina. In last year officers from this BCP cleared over 1,6 million passengers and controlled over 166 000 of trucks.
During the groups' discussions, the members of the Network meetings expect, that the BCP Diagnostic studies will find and highlight the problems/weaknesses on higher level aiming to get resources for improving the BCP. They expect, that the diagnostic study will give comparable independent insight of the BCP. All groups mentioned, that the main gaps/weaknesses of the BCP are lack of skilled staff, equipment, trainings, lack of cooperation between CA and BG, old or not proper infrastructure, insufficient risk management. The participants suggested, that following aspects are needed for turning weaknesses into possibilities: political will and support, financial resources, more CELBET, advisory missions, trainings, minimum standard how BCP should work, improve cooperation between Steering Committee and National Authorities.

The general feedback from the BCP Network members regarding compiling and Annual list of the BCPs for diagnostic study was positive and the selection could be made based on various criterias (vulnerability study, voluntary based, logistics, neighbouring country, traffic volume, seizures, etc).

BCP Stara Gradiska, is the border post where excellent cooperation of customs and border police was noticed and appreciated by CELBET representatives. Their engagement in BCP Network meeting was also highly rated by all CELBET representatives.

Did You know that Croatian state border is long and in total has 3320 km? The length of the land border is 2372 km. Croatia’s longest border is the one with Bosnia and Herzegovina, 1009 km long, followed by Slovenia, 667.8 km, with Hungary 355.5 km, 317.6 km with Serbia, and Montenegro 22.6 km.

They are ready to have diagnostics in their BCPs, but it was emphasized that the decision on having the BCP diagnostic in their BCP will be taken on higher level.
As the main difficulties regarding implementation of the monitoring checks were listed: explaining to the staff what is the aim of the monitoring checks, exact manner how to perform the check, lack of resources. The participants suggested, that a solution for random selection of the vehicles for monitoring checks is needed. The quality of the monitoring checks can be improved by better communication between every level of the MS and BCP and establishing a coordinator for these exercises. It was suggested to extend the monitoring checks to other types of vehicles, e.g. buses.

**What is BCP Network for?**
- networking and sharing good practices
- building solid ground for operational cooperation and sharing of data
- performing and implementation of good practices,
- evaluation of the BCPs performance, giving feedback to the teams from the source
- approval of the overview of the CELBET activities

---

**Customs in action**

**The largest illegal production plant cigarette in Central Europe**

In October, the Slovak Financial Administration revealed the largest illegal cigarette manufacturing plant in Central Europe. The massive raid of members of the Criminal Office has ensured three complete cigarette production and packaging lines and raw tobacco leaf processing lines. Criminologists also found **21,719 kg of tobacco** and tobacco raw materials and **12,648,870 cigarettes** without a Slovak excise mark and 322 pallets of various components for the manufacture of cigarettes (filters, boxes, adhesives, tapes, etc.). The budget loss to the state only on excise tax on tobacco products was estimated at approx. 2,5 millions euros. This year, the Slovak Financial Administration is successfull in detecting illegal cigarette production. As her President Lenka Wittenbergerová said, "this year we have prevented more than 30 million illegally produced cigarettes, 50 tons of tobacco or thousands of cigars from entering the European market, and we have also disposed of three other illegal factories".
Hopefully something will change in near future, support in the area of customs control is needed due to drastic increase of cargo and public transportation - says Mladan Bozickovic from border crossing point in Stara Gradiska, Croatia.

by Anna Hatala-Wanat, PR expert

What do You do with the seized goods, like cigarettes and alcohol?

All seized goods are transferred to Regional Custom office in Osijek either for destroying, or selling, depending on a type of goods

Stara Gradiska BCP is not so big but the traffic is impressing. Last year You cleared over 1,6 mln passengers and controlled over 166 000 trucks. How many officers work in BCP and what is most challenging in your daily work?

There are 58 customs officers in BCP Stara Gradiska. (That number includes head of office, and his deputy, 8 Commodity Customs Clearance officers, 2 trainee custom officers, 4 shift leaders, and 42 custom officers that’s working in 4 shifts). Each customs officer has a very demanding job, it depends on working position in BCP during shift, and a day of the week. Usually the beginning of the week is reserved for cargo traffic that enters Croatia, the end of the week is crowded on the exit to Bosnia and Herzegovina, and customs officers working face heavy traffic during whole week. In the last 3 years, both, cargo and passenger traffic has increased significantly, so there are no rules that follows common statistics of traffic frequency on our BCP.

Do You remember what was the highest penalty fee that smuggler paid?

My biggest seize so far was 50 kilograms of tobacco. I think the fee was payed instantly with amount of around 10.800,00 Euro.

You have been working in Customs for more than 4 years and I see that You are still motivated and dedicated Customs Officer.

Thank you, that’s very kind observation. Yes, motivation was never an issue. It’s not easy, but I really like this job. More than 4 years passed and to me it seems like it was yesterday.

You are working on the border with Bosnia and Herzegovina. What kind of smuggling do You have to fight with? What kind of goods do officers from Stara Gradiska usually seize?

Every BCP with Bosnia and Herzegovina has similarities in types of seizures. Cigarettes, tobacco and alcohol are the most common smuggling goods on our BCP. Raw and frozen meat, cheese, and potatoes are seized almost on daily basis. For the last 2 years there were many attempts of smuggling gas for air conditioners – freon, which is forbibden in European Union. More than 1 ton of freon was seized during last year, so further attempts to smuggle these are almost set to none.
Nowadays, many European customs administrations are facing the problem with human resources on the border posts. Do You see that in Your administration the problem has already appeared?

That problem is unfortunately present in our custom administration as well. Lack of human resources is present on BCP Stara Gradiška, but I think the other BCP-s are no exception. Hopefully something will change in near future, support in that area is needed due to drastic increase of cargo and public transportation.

Do You have some solutions, ideas of coping with it?

Unfortunately there are no magic solutions, it’s hard to find any compromise and to replace human resources. Perhaps a smarter BCP design, automatization of certain working process, simpler administration, and better software could result in easier work for low number of custom officers, but human element will always remain as most important on any BCP.

Let’s go back to the trucks traffic. Over 166 000 of trucks crossed Stara Gradiska BCP in 2018. What kind of goods they are loaded with usually?

Each year we record increase in cargo traffic in or BCP. Those trucks mostly transport free wood, oak and beech planks, briquette, furniture (chairs, and upholstery), metal constructions, waste (metal, old paper, lead from accumulators), electro cables etc.

I know that there is no X ray on the BCP. How the control process look like?

Since there is no X ray on our BCP which is very unfortunate, we are relying on control process given from the customs system. The other control is based on assessment of custom officer itself. He decides whenever he will take certain actions according to the observations made on a side.

You are member of CELBET South BCP Network, and You have participated in last meeting that was organized in Croatia. Do You see it as a chance to provide tangible results and new chances for Croatian customs?

“Every little bit helps”, and my participation on this year CELBET II training really helped me a lot in my work. We had 2 + 3 days of CELBET II training this year. It was well designed program, well performed by our instructors and expert trainers. 1.st part of CELBET II seminar was held in BCP Stara Gradiška, and 2.nd part of program was held in Zagreb. During CELBET II seminar I learned a great deal of potential places for smuggling in trucks, buses, and passenger cars, but also we have learned how to recognize irregularities in their documents that accompany the goods. I believe this program in it’s even more extensive form should be presented to all custom officers as part of vital education before they start their work on BCP-s. Very helpful, with lot’s of good examples applicable in real life situation.
During the visit on BCP last week, CELBET representatives noticed excellent cooperation with border Police. How does it look like on everyday shifts?

That’s very true. We have very good support from our colleagues in border Police. Working together for the same goal made us both stronger and more effective against smugglers and their many attempts that we encounter during our shifts. Border Police provide protection for all personal on BCP, but more importantly they unselfishly share their useful information with custom officers, and their participation and cover during examination of passengers and vehicles are valid asset in our everyday work.

How does the cooperation with Bosnian side look like? What are the goals and perspectives of this cooperation?

Generally ok, but it should be more present. We receive some information from Bosnian side, but there is a lot place for improvement, on both sides. It’s usually exchange of information about passengers who are travelling with luxury, expensive goods and for those who ask for tax refund certification.

If You could imagine perfect BCP how it would look like?

Example of a perfect BCP in my opinion should be:
- 2 fully automated scales for cargo traffic on both side of BCP (enter and exit).
- cargo terminal for 50 parking places
- veterinary, sanitary and phytosanitary service on terminal
- at least 3 customs officer working with documents and local risk analysis on enter and on exit of BCP
- 2 customs officers educated to operate X-ray scanner for cargo traffic.
- 1 customs officer on the last lane of control on enter side of BCP to check all finished document, and in charge for placing custom seals on all vehicles with goods that enter Croatia/Europe. Inspection of all empty cargo vehicles.
- 4-6 customs officers for examination of cars, buses, administration work (VAT certification, bus lane input data).
- 1 shift leader
- 2 administration officers for misdemeanor and payment of custom duties.
- at least 1 sniffer dog (tobacco, drugs)
- X-ray scanner, and metal detectors for control of bus passengers
- every customs officer should have personal set of control tools, endoscope, buster, flashlight etc.
- all customs officer are well trained and educated for their work, capable of detail examinations of all types of vehicles.
Almost 300 people
c a 300 people all together from CELBET Member States have been involved in different activities of the project by now, e.g. in networks, trainings

9200 data from BCPs
9200 data fields from 172 border crossing points were processed by EQ team to make an inventory of equipment at the EU land border.

47 BCPs involved in monitoring checks
47 selected border crossing points took part in monitoring checks. A monitoring check is a complete examination of a traveller and his/her personal belongings and the vehicle at the border by random selection based on statistical method called Systematic sampling.

1515 seizures
1515 seizures, reported by CELBET Member States, through a year, were collected and analyzed by the experts from Risk Management team. Seizures reported: 1196 at road BCPs, 307 at rail BCPs, 12 at non-commercial BCPs.

300 officers
300 officers in total from all CELBET MS have been participated in CELBET trainings on: x-ray, mobile control, enhanced cooperation between Customs and border guards, car search, bus search, sniffer dog and customs control process.

80 trainers
80 trainers are involved in CELBET training system, sharing their practical knowledge, based on the Training team materials, content and analyzed needs.
16,7 million cigarettes

16.7 million cigarettes in a truck were seized and undeclared cash of 64,000 euro was detected by Latvian customs officers during the JIA4, organized by Operational Control team. Joint Intensified Activity (JIA4) was carried out in all CELBET MS in passenger and cargo traffic as well as on the roads close to green border by customs mobile units.

14 kg

14 kg of amber were found by the Hungarian customs officer during practical part of the bus search training organized in Medyka BCP, Poland.

4176 cars

4176 cars were randomly selected for monitoring checks, organized by BCP Management and Evaluation Team, during the third stage via 47 BCPs. The estimated number of smuggled cigarettes through the external border of CELBET Member States is 118 million pcs/month.

164 tweets...

164 tweets were published since CELBET Twitter account was launched in November 2018. From all the tweets the most popular tweet was the one published on Christmas, highlighting the importance of Customs officers' work while we were spending time with our families. The second was the Tweet about a sniffer dog in Finnish Customs, trained for detecting goods of animal origin. The third one was about most seized goods on green border, published with a great photo made by Polish customs officer from Korsze BCP.
Meetings with Director Generals

The Head of CELBET and Grant Coordinator have had eight bilateral meetings with Director Generals or their deputies in respective capitals for receiving feedback on current results and expectations for the future.

Bulgaria

First visit was organized in Bulgaria. Head of CELBET Mr. Jyrki Linna and the Project Coordinator Ms. Pille Jogisoo met with Director General of the National Customs Agency Mr. Georgi Kostov on 3 of September in Sophia.

Raised topics referred to the results achieved so far within the first two phases of the CELBET project (Customs Eastern and South-Eastern Land Border Expert Team) and some of the important forthcoming tasks were outlined. - *This is one of the best and most useful projects for cooperation, which is entirely focused on customs needs. The exchanges of staff, as well as the technical feasibility study, which are parts of the project activities, are extremely useful for the customs administration, as well as for the harmonization of the EU external border management – highlighted the DG of the National Customs Agency. Mr. Kostov and Mr. Linna agreed that the risk analysis and the information exchange, so essential for managing raising traffic flow, are the key aspects. The Head of CELBET outlined the land cargo transport as focus also of the next, third project phase (CELBET 3).*

Romania

Next day, 5 of September representatives of CELBET visited Romania, where they met with Mr Marcel Mutescu, DG of Romanian Customs Agency. - *Our goal is the same: Ensuring safety and security. With the information received from CELBET we see where we stand among other Member States at the EU external border. This helps us in future developments.* - highlighted Mr Marcel Mutescu.
Poland

– Poland has a very long and challenging part of the EU external border, and CELBET is a valuable and needed partner – said Mr Piotr Walczak, Head of the National Revenue Administration at the beginning of the meeting which took place on 7 of November at the Ministry of Finance in Warsaw. The Head of CELBET expressed an appreciation for such a meaningful and big involvement of Polish Revenue Administration in CELBET project, emphasizing not only the extensive organizational support, but also the essential input of Polish experts working for CELBET: – We develop solutions that are not going to be put on shelves but actually used in practice by customs administrations. Thanks to having 11 countries in the project, we have a wide picture of the entire external EU border, and the special role of the Polish Customs and Tax Service is valuable to us – emphasized the Head of CELBET.

Slovakia

Meeting with the Mr Tomáš Prochocký Director General of the Customs Section in Slovakian Financial Administration took place on 15 of October. Current state and CELBET events, the active involvement of Slovakia in its activities as well as the Slovak-Ukrainian border crossing points were the main points of the meeting. The CELBET representatives’ visit highlighted the meaningful and fruitful membership of Slovakia in the CELBET project. Representatives of CELBET have also visited Canine Training Center in Gajary, which became the Center of Expertise for CELBET in the field of service dog training.
To see the invisible

X-ray Center in Poland, the CELBET Center of Expertise

by Wojciech Gęsikowski, X-ray Center in Gdańsk

The X-ray Center unit within the jurisdiction of the Revenue Regional Office in Gdańsk was established in 2012.

The Center supports the X-ray inspection process in Poland by:
· collection of x-ray images from large x-ray devices,
· monitoring of the X-ray inspection process in Poland
· support for X-ray operators at the border,
· creating a training system on X-ray
· establishing international cooperation in this area.

The Center has 4 divisions:

The central X-ray image data base collects everyday x-ray images from all x-ray devices connected to the system

The division of the X-ray image interpretation provides the x-ray operators with professional support, as well as analysis of collected x-ray images

The division of the training on the X-ray image interpretation ensures proper preparation of training courses for scanners operators

The supervision of X-ray devices division optimizes the use of scanners by preparing appropriate analysis of x-ray controls.
Within the logistics and IT project, there have been created special applications that allow to download from large-scale X-ray scanner images of controlled means of transport, together with theirs data which easily identify each X-ray control.

At the same time, a database of trainers in the terms of interpretation of x-ray images has been created. The trainers began the process of training x-ray operators not only in Poland but also, thanks to the project like CELBET, they train officers abroad.

Taking potential and knowledge into account, representatives of the Polish X-ray Center are invited to provide many trainings for foreign X-ray operators which was the reason of setting up the X-ray Center the CELBET X-ray image analysis Competence Center.

In 2019, based on the agreement signed between National Revenue Administration of Poland and the European Commission which represented CELBET, X-ray Center became a training coordinator. It meant that X-ray Center was responsible for establishing a dedicated group of trainers who will train X-ray operators from 11 CELBET Member States.

In May 2019 in Gdańsk, „Train the trainer“ training (x-ray analysis) was organized. Trainers from 10 countries participated. Afterwards selected trainers provided two trainings for X-ray operators from Estonia and Greece.
The X-ray Center today

- complex coordination and efficient monitoring of the use of x-ray devices
- x-ray control data gathering
- periodical analysis of x-ray images
- organization of national and international trainings on x-ray image recognition
- intranet x-ray portal
- intranet x-ray image recognition training tools
- cooperation with the European customs administrations / CELBET
- participation in the H2020 projects (C-BORD)
- participation in the EC (DG TAXUD) Expert Groups

What is Center of Expertise?

A physical or virtual place where the expertise of EU experts are collected:

- providing international trainings;
- managing the experts' network;
- giving advice;
- developing and sharing training materials;
- providing experts;
- organising regular meetings for the trainers, experts.

The Centers of Expertise are financed by CLEP/national budget/other sources.
Last weeks' events review

Polish customs officers showed Greek officers how to see the “invisible”

On 19 of November in Athens, the seminar “X-ray image analysing” has started. The training organized by CELBET Training team took place in National Library of Greece in Athens. The trainers who are customs officers from Poland, show participants how to analyze and finally find when first glance shows nothing.

The trainers who are customs officers from Poland, show participants how to analyze and finally find when first glance shows nothing. The trainers’ experience and knowledge helps Greek officers to develop their skills in the x-ray field. Among participants of the training who are mainly from border crossing posts in: Kippi, Kakavia, Promachonas, Pireaus, and Thessaloniki, there are also: Director of Tax and Custom Academy, supervisor of Customs Control unit, member of the Customs Technology Expert Group, Director of Division Strategy for Customs control and Offences and also National Contact point of CELBET for Greece.

Synchronized checks

On 27 of September CELBET Cooperation Team was promoting the most advanced solution in the area of inter-agency cooperation – synchronized checks. Following Lithuanian successful pilot of synchronized checks, official delegation of Latvian customs and border guards explored the advantages of this model in Narva. Team was developing their activities in Narva inspired by the atmosphere of the successful inter-agency cooperation.
What is synchronized check?

It is a new model of border control where Customs carries out first line border control of trucks in connection with Customs control, and Border Guard carries out first line Customs control on green lanes for passenger cars in connection with Border Control. In the result of this model of control – trucks are regularly cleared by the customs officers only and passengers cars on green lanes are regularly checked by border guards.

Diagnostic Study tool

Pilot of the BCP Diagnostic Study – latest CELBET product of BCP Management and Evaluation Team – launched on 11.09 at the PL-UA border crossing point in Medyka, Poland. Experts from Bulgaria, Greece, Finland and Latvia are taking part in the study and according to the BCP Diagnostic Study principles, they will get an answer on the strengths and weaknesses of the BCP performance. To know more about BCP Diagnostic Study – take a look at the infographic.
Mission completed

On 1-3 October 2019 four customs officers from Croatian Customs Administration took part in a CELBET Mission at BCP Röszke (Hungarian-Serbian border strip), Hungary. The objective of the mission was to get acquainted with Hungarian Customs’ external border control technology. It was also a great opportunity to share theoretical and practical methodology of carrying out the control of goods and the appropriate equipment.

Croatian colleagues evaluated the programme as:
“Particularly it was interesting to see confiscated cars with construction’s modifications for cigarettes and drugs’ smuggling purposes. That experience will be very useful for us in the future. BCP Röszke is well organized with motivated and trained officers. We are very glad to participate in this program, and to be able to work with Hungarian colleagues. Generally it was a successful mission and we will recommend it to our colleagues and superiors.”

PR Network meeting

CELBET PR Network members met in Warsaw on 1-2 of October to discuss current and plan future activities. The meeting was opened by Head of CELBET Mr Jyrki Linna and PR Expert Mrs Anna Hatala-Wanat from Polish Revenue Administration.

The representatives of PR units of CELBET Member States had the occasion to know more about the European Commission PR campaigns which was presented by Giorgio Tessadri from Communication of DG TAXUD. Successful and popular campaigns of National Revenue Administration in Poland, were presented by Mirosław Wójtowicz from Polish Ministry of Finance. PR Network agreed on creating new elements of visual identity and planned future promotional activities and events referring not only to the tasks of CELBET but also to the tasks of Members States’ customs and tax administrations.
More information about CELBET activities on
www.celbet.eu
&
Twitter: @Celbet_2

Photo cover
taken by CELBET PR expert
on BCP Stara Gradiska, Croatia.

We appreciate Your feedback: pr.celbet@mf.gov.pl