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Answer given by Mr Šefčovič
on behalf of the European Commission
(21.9.2026)

The Commission will seek information and clarification from the Chilean authorities, via the EU Delegation to Chile, as regards the case of the EU-bound Bolivian timber currently detained in Chilean ports.

Once the facts are established, the Commission will decide how best to proceed. Possible options include raising the issue through the institutional bodies established under the EU-Chile Interim Trade Agreement.

Under the new Union Customs Code, customs cooperation with third countries, combined with EU-level risk management and new trusted trader schemes, is designed to prevent undifferentiated, collective measures. Cooperation with partner customs administrations under international agreements may require that control measures be substantiated with container or consignment specific evidence rather than applied to an entire trade flow, while the recognition of Authorised Economic Operators and, progressively, Trust and Check Traders will potentially allow the EU Customs Authority (EUCA), Commission and Member States to share verified compliance profiles (e.g. adherence to due diligence and deforestation obligations) with partner authorities. Thus, consignments linked to certified, transparent operators can be distinguished from higher-risk shipments on a route where a systemic risk is flagged. Once operational, EUCA's common risk criteria and the EU Customs Data Hub will reinforce this by providing an EU-wide view of supply chains, making it possible to demonstrate on an evidence basis which specific consignments and operators have no compliance concerns. Such targeted assessments would reduce the incidence and the commercial impact of disproportionate detentions on lawful EU trade.