

MIDTERM REVIEW
VIENNA PROGRAMME OF ACTION FOR
LANDLOCKED DEVELOPING COUNTRIES
DECEMBER 2019, NEW YORK

Vienna Programme of Action and Trade Facilitation Agreement

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UN-OHRLLS



UN-OHRLLS

Enhancing the Trade Potential of LLDCs

- **Trade** is an important means to achieve the 2030 Agenda for Sustainable Development.
- **Unique Situation of LLDCs** – remoteness from international markets, lack of direct access to the sea, delays at borders, additional border crossings, high trade costs.
- **Enhanced Transit** at the borders and between borders is critical – win win for all LLDCs and transit countries.
- Involves both **software and hardware** issues.



The Vienna Programme of Action (VPoA)



- ❖ Outcome of 2nd UN Conference on LLDCs
- ❖ 6 priority areas:
 1. **Fundamental Transit Policy**
 2. **Infrastructure Development & Maintenance**
 3. **International trade & trade facilitation**
 4. **Regional Integration & Cooperation**
 5. **Structural Economic Transformation**
 6. **Means of Implementation**
- ❖ Seeks to reduce poverty, build resilience, address inequality.
- ❖ Aims to transform Landlocked countries to Land-linked economies



Links between VPoA and TFA

Priority 1: Transit Policy Issues

- Free, faster movement of goods along corridors, border points and ports.
- Harmonize, simplify, standardize rules, regulations and documents.

Priority 3b: Trade Facilitation

- Significantly simplify and streamline border crossing procedures;
- Improve transit facilities and their efficiency;
- Implement TF initiatives including WTO TFA

Priority 4: Regional Integration and Cooperation

- Deepen regional integration and cooperation – trade, transport, ICT, energy and harmonize regional policies
- Partners to support integration efforts, regional infrastructure development and sharing of best practices

Priority 6: Means of Implementation

- Enhance Domestic resource mobilization, Aid for Trade and ODA, technical and financial support
- UN System and International, regional Organizations



Accelerated Implementation of TFA Means Progress on VPoA

- TFA implementation - reduce trade costs
- TFA implementation - reduce import and export times
- TFA implementation - Export diversification, Enhanced participation in GVCs, Increased participation of SMEs in international trade, Greater customs collection, Lower incidence of corruption
- **OVERALL Improved transit and trade potential of LLDCs**
- **Means greater progress on VPoA and towards the SDGs**



High lights-Midterm Review of the VPoA 5-6 December 2019 in New York

- Significant efforts by LLDCs and transit countries to implement the WTO TFA including through the establishment of: National Trade Facilitation Committee, single window, one-stop-border Posts and Trade Information Portals
- Increased LLDCs' participation in regional and sub-regional trade, transport and transit facilitation agreements
- Increased efforts to enhance infrastructure connectivity, and facilitate movement of cargo across borders.
- Corridor approach important

- **Key challenges:**
- Lack of adequate financial resources and capacity constraints (human capital, infrastructure, ICT, energy)
- Lack of reliable data to inform policy, monitor and ensure follow-up
- Smooth coordination of all relevant stakeholders



Way Forward

- Rapid Implementation of the WTO TFA, regional and national trade facilitation plans crucial
- Enhanced capacity building and technical
- Increased cooperation between LLDCs & transit countries necessary - hard and soft infrastructure.
- Resource mobilization from all sources
- Sharing of experiences



Thank You

Find out more on the midterm review
of the Vienna Programme of Action
to be held on 5 and 6 December at
UNHQ at

www.ildc2conference.org/mtr



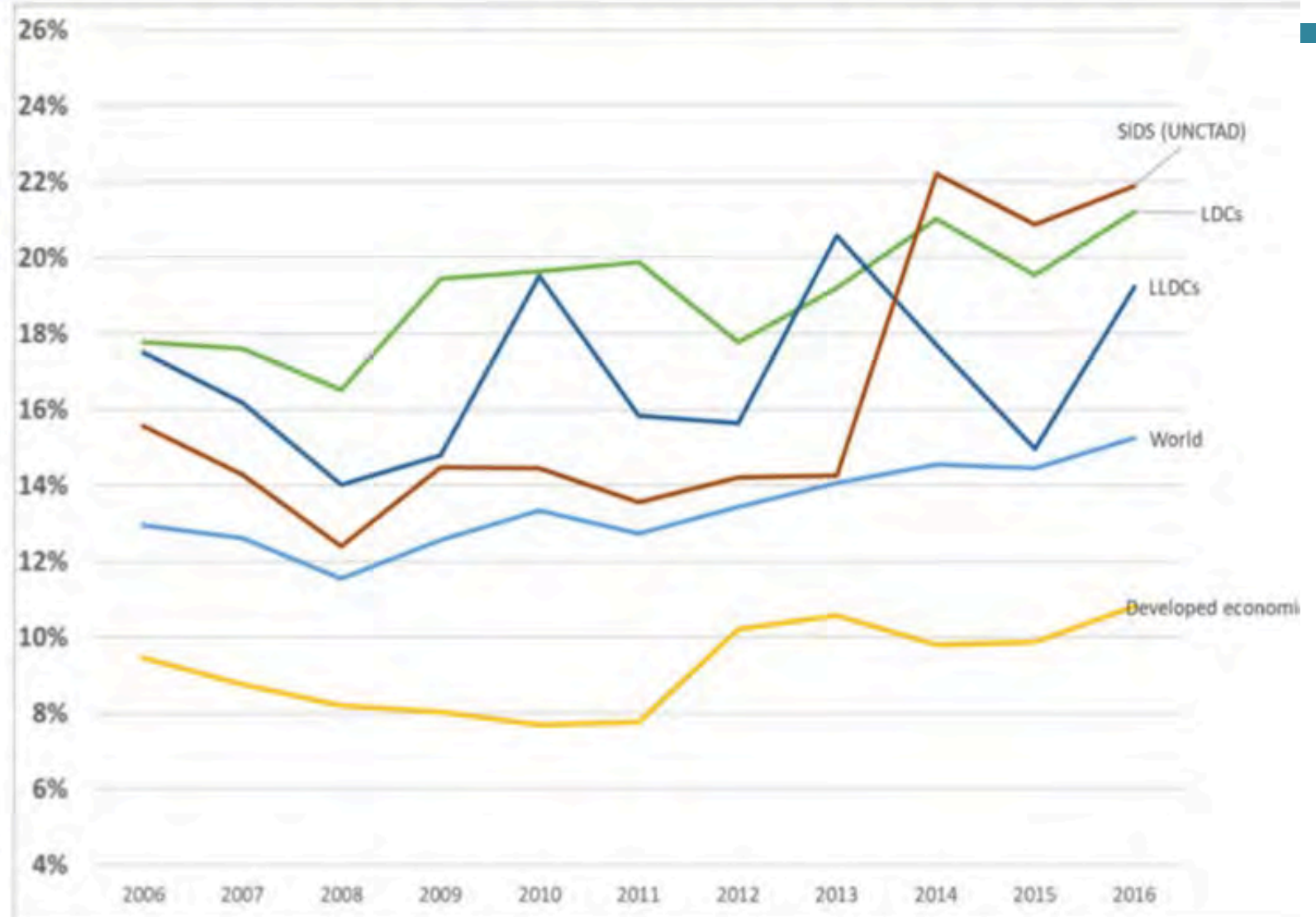
Implementation of the WTO TFA by LLDCs and transit countries

Poul Hansen, Chief Trade Facilitation UNCTAD

How much do LLDCs pay for the transport of their imports?

Transport and insurance costs of international trade (as % of the value of imports)

In 2016, average transport costs represented about 19% of the value of imports for LLDCs compared with a world average of 15%.



Source: UNCTAD RMT 2017.

The LDCs grouping includes 48 countries for all periods up to 2016.

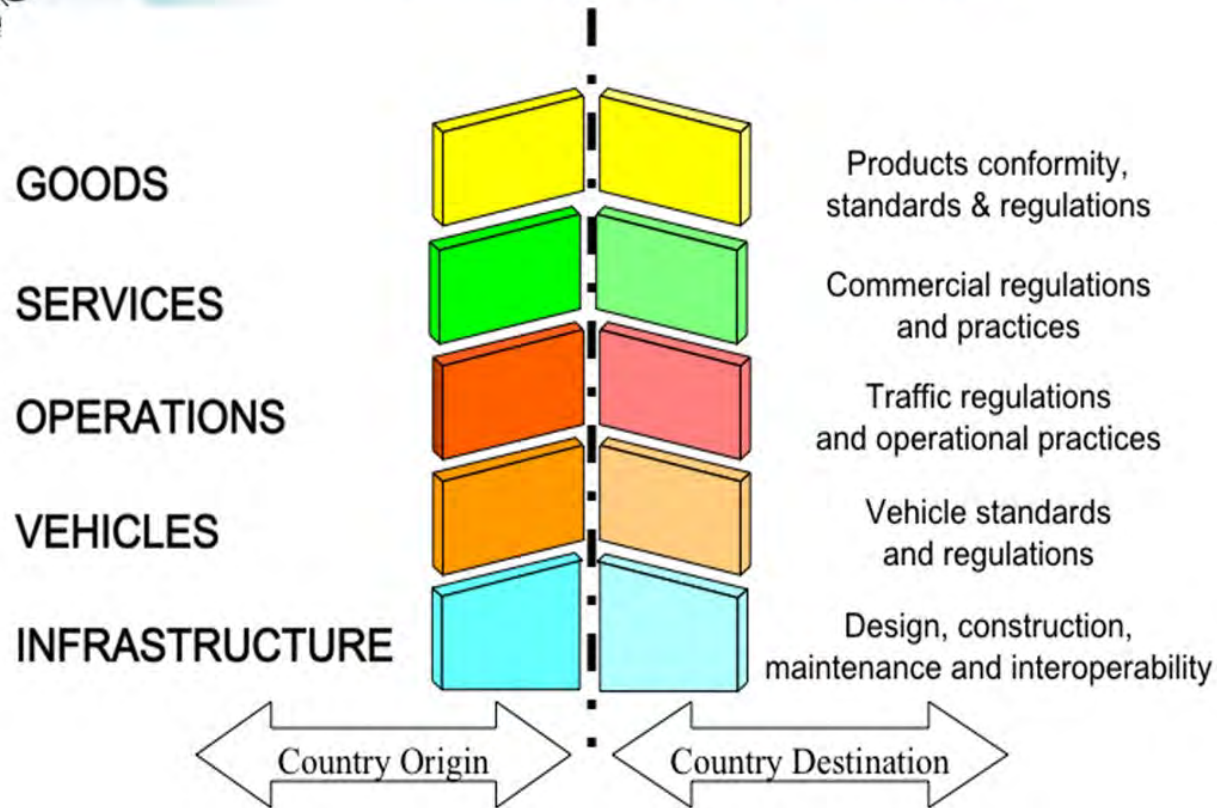
WTO TFA LLDC relevant articles

- Article 11
- But also...
 - Article 1.1. Publication
 - Article 1.2. publication on the Internet
 - Article 2.1. opportunity to comment
 - Article 6.3. penalties
 - Article 7.7. Authorized Operators
 - Article 8. Border Agency Cooperation
 - Article 10. Formalities (various)
 - Article 23.2. NTFC

Multi stakeholder approach is needed



Transit is complicated



- What are the multiple players?
- What are the multiple interventions?
- What are the different laws and regulations?

Trade (Customs and others) + Transport facilitation
= Transit i.e. Multi stakeholder approach

WTO TFA Art. 11 notification

Share of Categories A, B, C by region

Based on % of all notifiable article items
11 - Transit



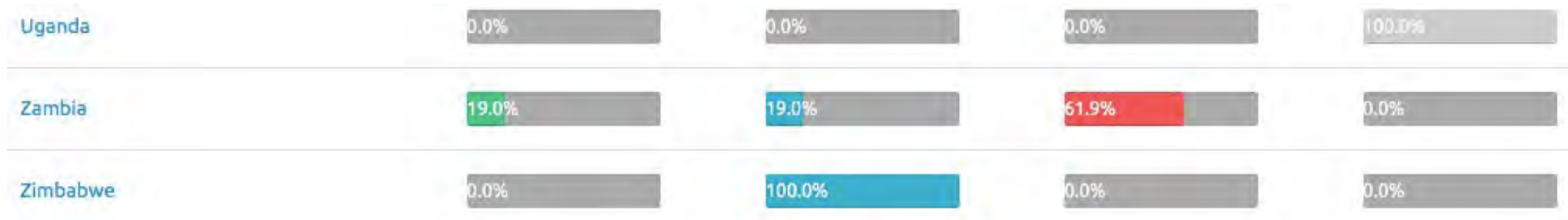
LLDC WTO TFA Art. 11 notification

Member	Notified A	Notified B	Notified C	Not yet notified
Afghanistan	47.6%	42.9%	9.5%	0.0%
Armenia	0.0%	42.9%	57.1%	0.0%
Bolivia, Plurinational State of	90.5%	9.5%	0.0%	0.0%
Botswana	0.0%	100.0%	0.0%	0.0%
Burkina Faso	42.9%	0.0%	0.0%	57.1%
Burundi	0.0%	0.0%	0.0%	100.0%
Central African Republic	100.0%	0.0%	0.0%	0.0%
Chad	0.0%	100.0%	0.0%	0.0%
Eswatini, Kingdom of	0.0%	100.0%	0.0%	0.0%
Kazakhstan	85.7%	0.0%	14.3%	0.0%
Kyrgyz Republic	23.8%	4.8%	71.4%	0.0%

LLDC WTO TFA Art. 11 notification (2)

Lao People's Democratic Republic	0.0%	0.0%	100.0%	0.0%
Lesotho	0.0%	100.0%	0.0%	0.0%
Malawi	100.0%	0.0%	0.0%	0.0%
Mali	100.0%	0.0%	0.0%	0.0%
Moldova, Republic of	0.0%	0.0%	100.0%	0.0%
Mongolia	100.0%	0.0%	0.0%	0.0%
Nepal	0.0%	0.0%	100.0%	0.0%
Niger	23.8%	0.0%	76.2%	0.0%
North Macedonia	100.0%	0.0%	0.0%	0.0%
Paraguay	100.0%	0.0%	0.0%	0.0%
Rwanda	100.0%	0.0%	0.0%	0.0%
Tajikistan	100.0%	0.0%	0.0%	0.0%

LLDC WTO TFA Art. 11 notification (3)



Important that LLDCs implement!
What is the situation for transit countries?

WHAT TO CONSIDER FOR A GOOD FUNCTIONING OF TRANSIT?

International and Regional standards,
WCO, UNECE, Regional standards (EAC, TIRE etc)

Implementation of TFA :

Article 11 and other relevant articles

Complexity of transit procedures:

Goes beyond customs

Transit coordinator

Infrastructure

General considerations for transit

Transit procedures

- Transit management
- Information exchange, automated transit
- Guarantee mechanisms,
- Harmonized legal and security requirements,
- Fees and charges,
- Joint controls, coordinated border management,
- Mutual recognition of customs seals,
- And other facilitation measures.



WTO TFA Article 11.16 Transit Coordination and cooperation

Members shall endeavour to cooperate and coordinate with one another with a view to **enhancing freedom of transit**. Such cooperation and coordination may include, but is not limited to an understanding on:

- (a) charges;
- (b) formalities and legal requirements; and
- (c) the practical operation of transit regimes.



WTO TFA Article 11.17 Transit Coordinator

Each Member shall endeavor to **appoint a national transit coordinator** to which all enquiries and proposals by other Members relating to **the good functioning of transit operations** can be addressed

THE IMPORTANCE OF APPOINTING A TRANSIT COORDINATOR

Efficient management of transit requires exchange of information between transit countries; the information can be requested by the first point where transit started, the country of transit and /or the country of destination.



The information requested may be related to risk management or help to prevent transit offences.



Therefore, there is a need for appointing a focal person to coordinate and facilitate a timely exchange of information.

WTO TFA Art. 8.1: Transit coordinator National coordination

Coordinated Border Management arrangement

- ❖ Each key agency to designate a transit focal point who will work closely with the transit coordinator
- ❖ Transit coordinator to participate in CBM meetings

National Trade Facilitation Committee

- ❖ Be a member or ad hoc member of the NTFC
- ❖ Work closely with the enquiry point officer
- ❖ Follow up with the publication of information on transit

Use of other national forums : Committee on NTBs

- ❖ To report transit issues
- ❖ To have a better understanding of transit issues

Single Window

- ❖ Communicate with other border agencies through SW

WTO TFA Art. 8.2: Coordination with other members:

Coordinated Border Management arrangement

- ❖ One Stop Border Post (OSBP)

Establish a mechanism to receive and respond to the enquiries of other members

- ❖ To establish a call center or hot line
- ❖ E-mail group
- ❖ Create closed user group
- ❖ Globally Networked Customs System
- ❖ Transit network address books (the EU type)

Regional forums

- ❖ To discuss transit issues

CHALLENGES of a Transit Coordinator



Lack of cooperation



Lack of skills and knowledge
about transit operations (HR)



Resources

UNCTAD TRANSIT COORDINATOR TRAINING

- Regional training workshops
- Training and capacity building and experience sharing with transit coordinators
- Develop Terms of Reference
- Draft Work plan for national transit coordinator
- Establish network

Sustainable Transit and Transport Corridors to support LLDCs Trade

During recent years a complementary approach to transit agreements that has been developed is **transit transport corridor and cluster arrangements**.

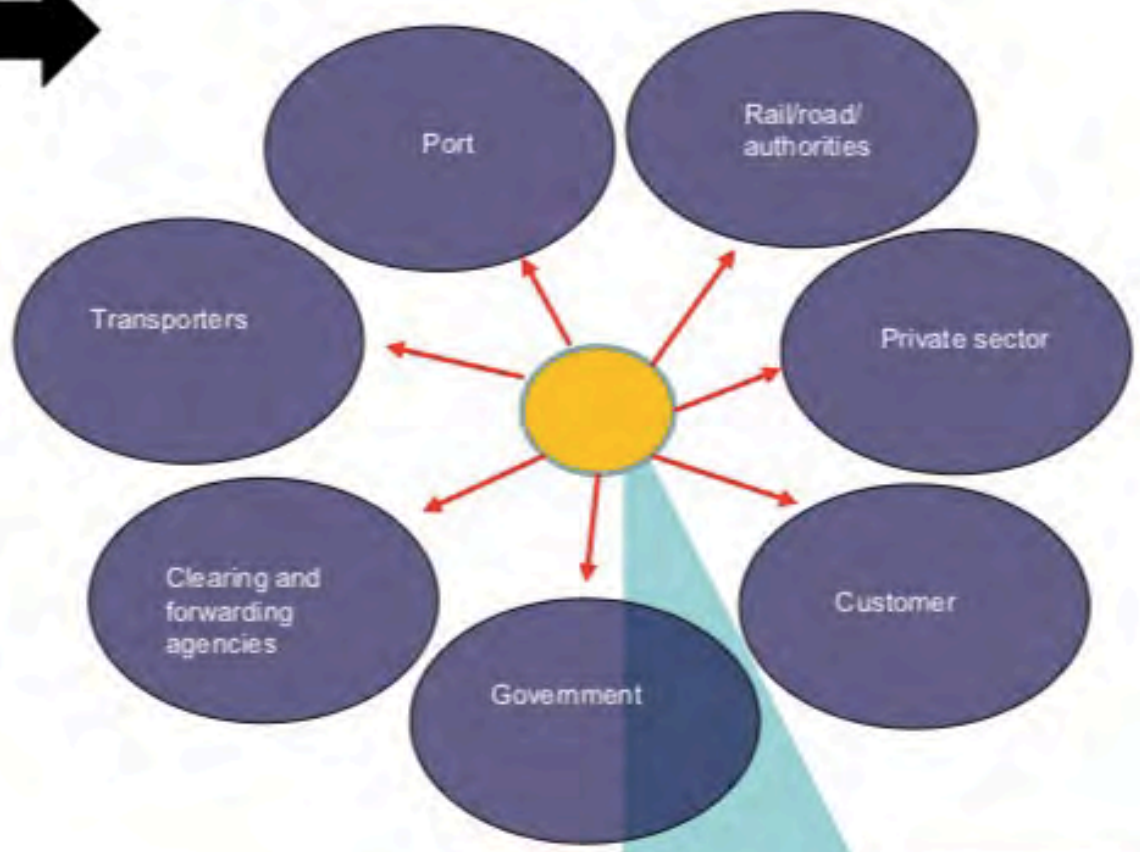
Transit transport corridors can be described as designated routes (unimodal, multimodal/intermodal) between two or more countries along which the corridor partners have agreed to cooperate, to apply and facilitate procedures and to provide support services, and promote regional integration and economic cooperation between neighbouring states.

Transit transport corridors link hard infrastructure (e.g. roads, rails, waterways, ports, border posts, and other facilities) and soft infrastructure (institutional, legal and regulatory framework, documents, standards, operational and logistics services, and ICT/technology) which **allow for the development of a good physical infrastructure and harmonized and simple procedures along a corridor between LLDCs and transit countries, and promote coordination and cooperation among all relevant stakeholders, public and private.**

Institutional arrangements for corridor management (Public, Private, or PPP) and cooperation is key

From.....To
→

- Shippers
- Transporters
- Clearing and forwarding agencies
- Rail/ road/ waterways authorities
- Customs authorities
- Health/ security/ agriculture/ authorities
- Port
- Customers

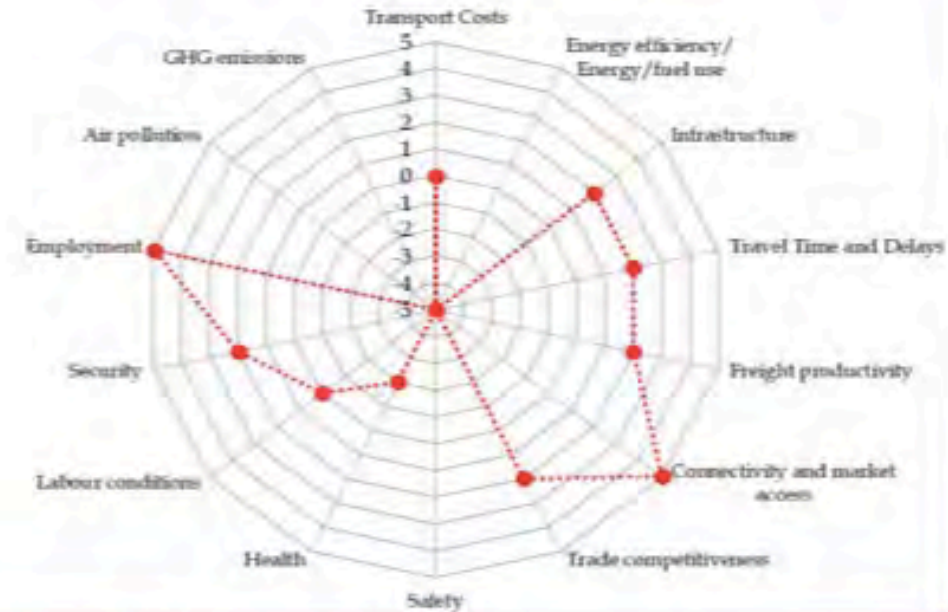
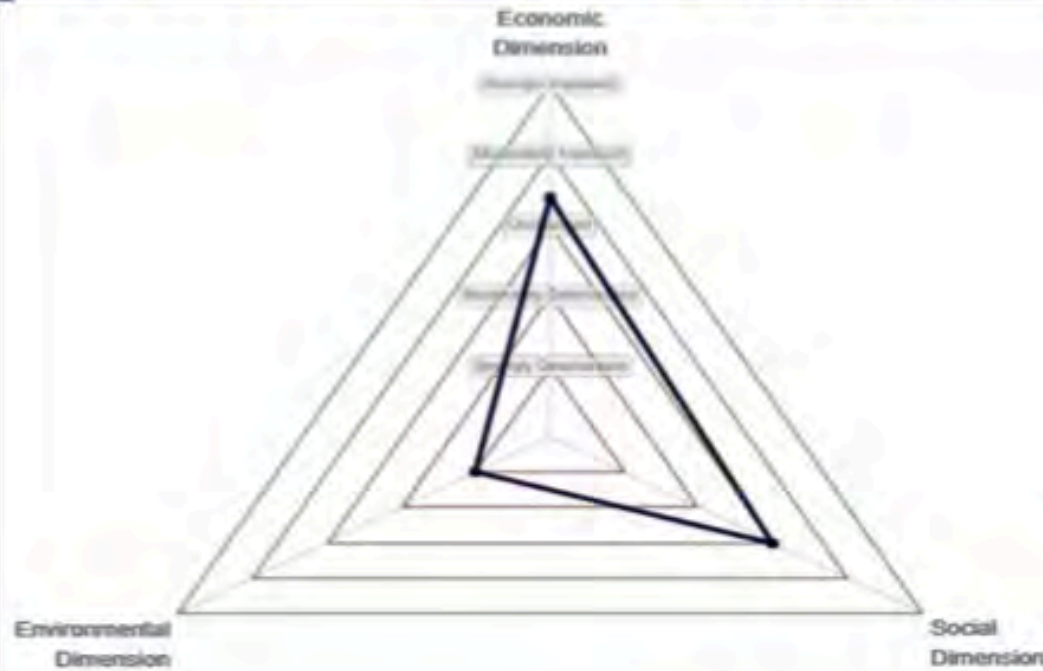


Formalized corridor management is about getting the various parties (public and private) to coordinate, cooperate, produce plans and policies and implement targeted/focused interventions that complement efforts, in a collaborative approach.

UNCTAD ongoing activities to develop and improve the overall sustainable performance of corridors includes:

- a) **Building institutional capacity through corridor management arrangements and regulatory framework**, to strengthen the operational performance and management of corridors; promote coordination and collaboration among corridors stakeholders, public regulators, private operators, etc... **E.g. IsDB and ADB cooperation**

- a) **Promoting sustainability principles along corridors**. Relevant principles include **economic efficiency** (i.e. seamless transport and trade movements, cost-effective, competitive, reliable, run smoothly and effectively, energy efficient, safe, etc.), **environmental sustainability** (i.e. environmentally-friendly, low-carbon, clean energy use, climate resilient, etc.), and **social inclusiveness** (i.e. affordable, accessible, supports rural areas and key sectoral development, etc.). **E.g. Northern and Central Corridors in East Africa**



Sustainable Economic Value Corridor

Reduced Emissions

1. Reduce Air pollution
2. Reduce GHG Emissions

Improved Health

1. Reduce freight transport accident fatalities
2. Improve labour conditions

Improved Trade Competitiveness

1. Reduce Freight Costs
2. Improve Energy Efficiency
3. Reduce Travel Time and Delays
4. Improve Infrastructure
5. Improve freight productivity
6. Improve accessibility and connectivity
7. Improve security for freight movement
8. High employment generation

- By 2030, Central Corridor is a “**Sustainable Economic Value Corridor**”
- **Draft Strategy - 2018-2023**
- **~ 5 targets , 18 Strategies**

Infrastructure and facilitation Must go hand in hand



- Roads
- Constructions
- High technology (cargo tracking, scanners)
- ICT



Thank you

poul.hansen@unctad.org

<https://unctad.org/en/Pages/DTL/TTL/Trade-Facilitation.aspx>

STATUS OF RATIFICATION, CATEGORISATION AND NOTIFICATIONS IN LLDCS

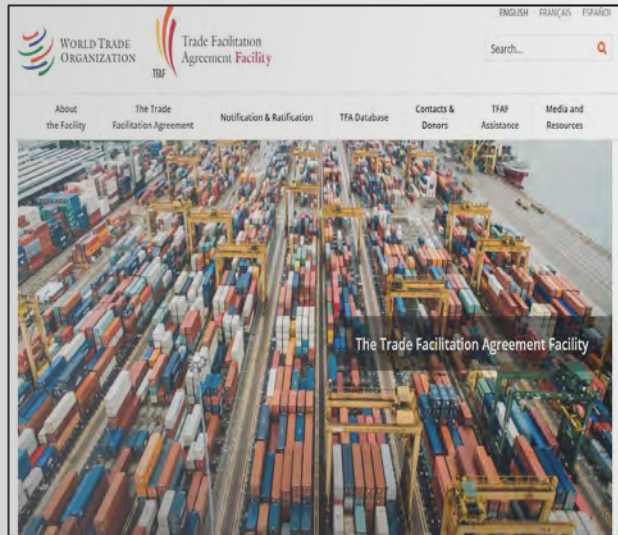
- Ratification
- Category A, B, C Notifications
- Transparency Notifications
- Technical Assistance Related Notifications



TRADE FACILITATION AGREEMENT FACILITY

www.TFAFacility.org

www.TFAdatabase.org



CURRENT RATIFICATION STATUS



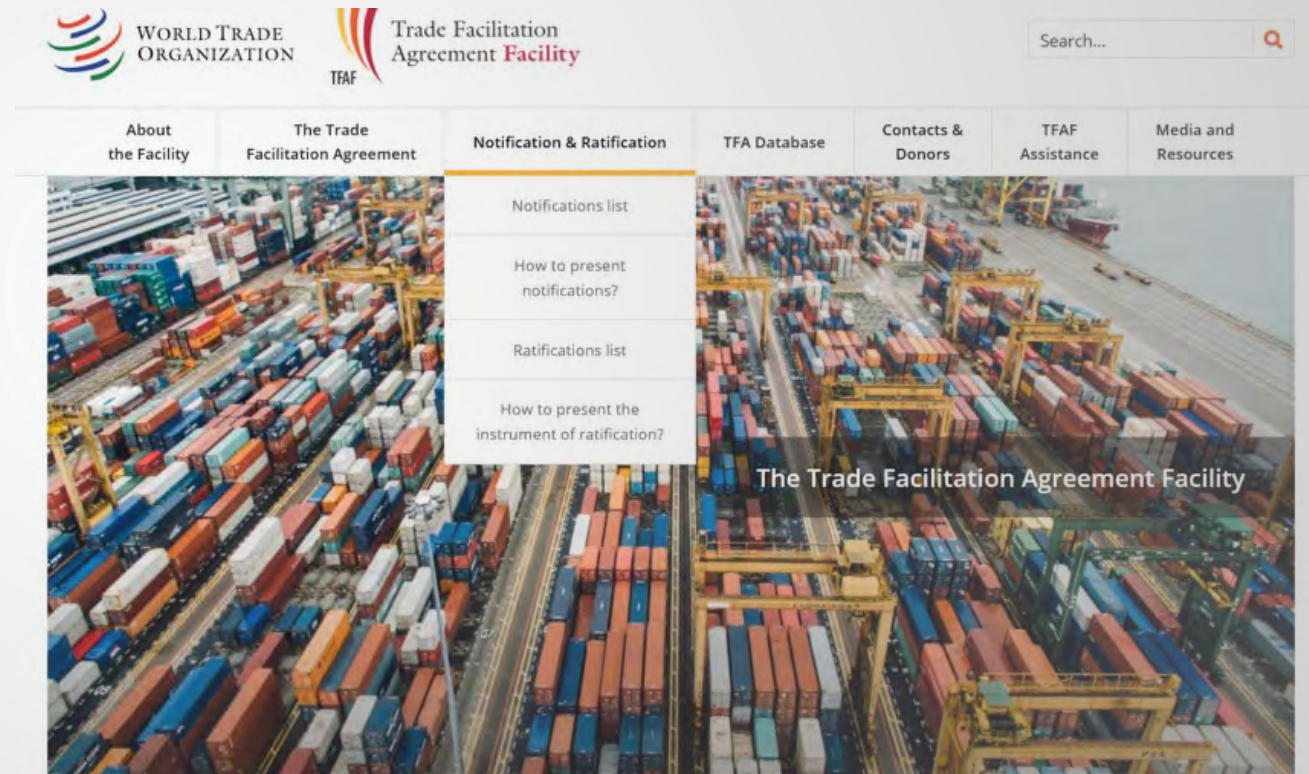
146 INSTRUMENTS OF ACCEPTANCE RECEIVED, OF WHICH, 25 LLDCS



Albania	Chile	Ghana	Liechtenstein	North Macedonia	Slovenia
Afghanistan	China	Greece	Lithuania	Norway	South Africa
Angola	Congo, Rep. of	Grenada	Luxembourg	Oman	Spain
Antigua and Barbuda	Cote d'Ivoire	Guatemala	Macao, China	Pakistan	Sri Lanka
Argentina	Costa Rica	Guyana	Republic of Madagascar	Panama	Sweden
Armenia	Croatia	Honduras	Malawi	Papua New Guinea	Switzerland
Australia	Cuba	Hong Kong, China	Malaysia	Paraguay	Taipei, Chinese
Austria	Cyprus	Hungary	Maldives	Peru	Tajikistan
Bahrain, Kingdom of	Czech Republic	Iceland	Mali	Philippines	Thailand
Bangladesh	Denmark	India	Malta	Poland	Togo
Barbados	Djibouti	Indonesia	Mauritius	Portugal	Trinidad and Tobago
Belgium	Dominica	Ireland	Mexico	Qatar	Turkey
Belize	Dominican Republic	Israel	Moldova, Republic of	Romania	Uganda
Benin	Ecuador	Italy	Mongolia	Russian Federation	Ukraine
Bolivia	Egypt	Jamaica	Montenegro	Rwanda	United Arab Emirates
Botswana	El Salvador	Japan	Morocco	Saint Lucia	United Kingdom
Brazil	Estonia	Jordan	Mozambique	Saint Kitts and Nevis	United States of America
Brunei Darussalam	Eswatini, Kingdom of	Kazakhstan	Myanmar	Saint Vincent & the Grenadines	Uruguay
Bulgaria	Finland	Kenya	Namibia	Samoa	Viet Nam
Burkina Faso	Fiji	Korea, Republic of	Nepal	Saudi Arabia, Kingdom of	Zambia
Cambodia	France	Kuwait, the State of	Netherlands, The	Senegal	Zimbabwe
Cameroon	Gabon	Kyrgyz Republic	New Zealand	Seychelles	
Canada	The Gambia	Lao PDR	Nicaragua	Sierra Leone	
Central African Republic	Georgia	Latvia	Niger	Singapore	
Chad	Germany	Lesotho	Nigeria	Slovak Republic	

1 LLDC MEMBER STILL TO RATIFY

- Protocol of amendment set out in document WT/L/940 (Nov 2014) with TFA
- How to present the instrument of ratification? www.tfafacility.org
- Model instrument of acceptance online
- Send final draft to WTO Legal Affairs for quick review - before signature to ensure complete



NOTIFICATIONS FOR IMPLEMENTATION FLEXIBILITY

Category A: implemented by time Agreement enters into force.

Category B: Entry into force + (X) time
(indicative dates of implementation)

Category C: need extra time & TACB

A,B,C DESIGNATIONS IN LLDCS

- 118 WTO MEMBERS HAVE NOTIFIED IN CATEGORY A, OF WHICH 26 LLDCS

Afghanistan ~ Armenia ~ Bolivia, Plurinational State of ~ Botswana ~ Burkina Faso ~ Burundi ~ Central African Republic ~ Chad ~ Eswatini, Kingdom of ~ Kazakhstan ~ Kyrgyz Republic ~ Lao People's Democratic Republic ~ Lesotho ~ Malawi ~ Mali ~ Moldova, Republic of ~ Mongolia ~ Nepal ~ Niger ~ North Macedonia ~ Paraguay ~ Rwanda ~ Tajikistan ~ Uganda ~ Zambia ~ Zimbabwe

- 96 WTO MEMBERS HAVE NOTIFIED IN CATEGORY B, OF WHICH 23 LLDCS

Afghanistan ~ Armenia ~ Bolivia, Plurinational State of ~ Botswana ~ Central African Republic ~ Chad ~ Eswatini, Kingdom of ~ Kazakhstan ~ Kyrgyz Republic ~ Lao People's Democratic Republic ~ Lesotho ~ Malawi ~ Mali ~ Moldova, Republic of ~ Mongolia ~ Nepal ~ Niger ~ North Macedonia ~ Paraguay ~ Rwanda ~ Tajikistan ~ Zambia ~ Zimbabwe

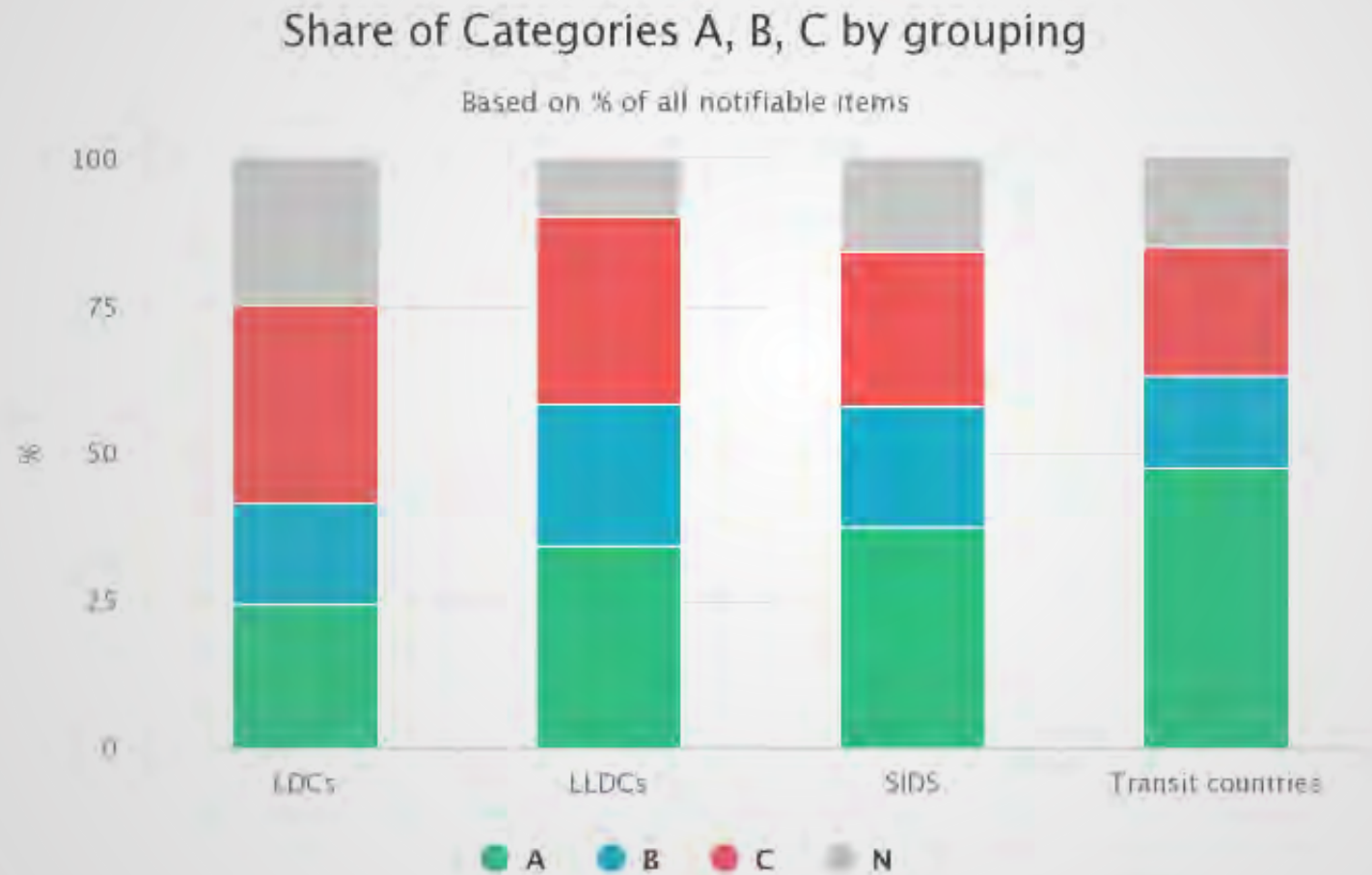
- 86 WTO MEMBERS HAVE NOTIFIED IN CATEGORY C, OF WHICH 22 LLDCS

Afghanistan ~ Armenia ~ Bolivia, Plurinational State of ~ Botswana ~ Central African Republic ~ Chad ~ Eswatini, Kingdom of ~ Kazakhstan ~ Kyrgyz Republic ~ Lao People's Democratic Republic ~ Lesotho ~ Malawi ~ Mali ~ Moldova, Republic of ~ Mongolia ~ Nepal ~ Niger ~ Paraguay ~ Rwanda ~ Tajikistan ~ Zambia ~ Zimbabwe

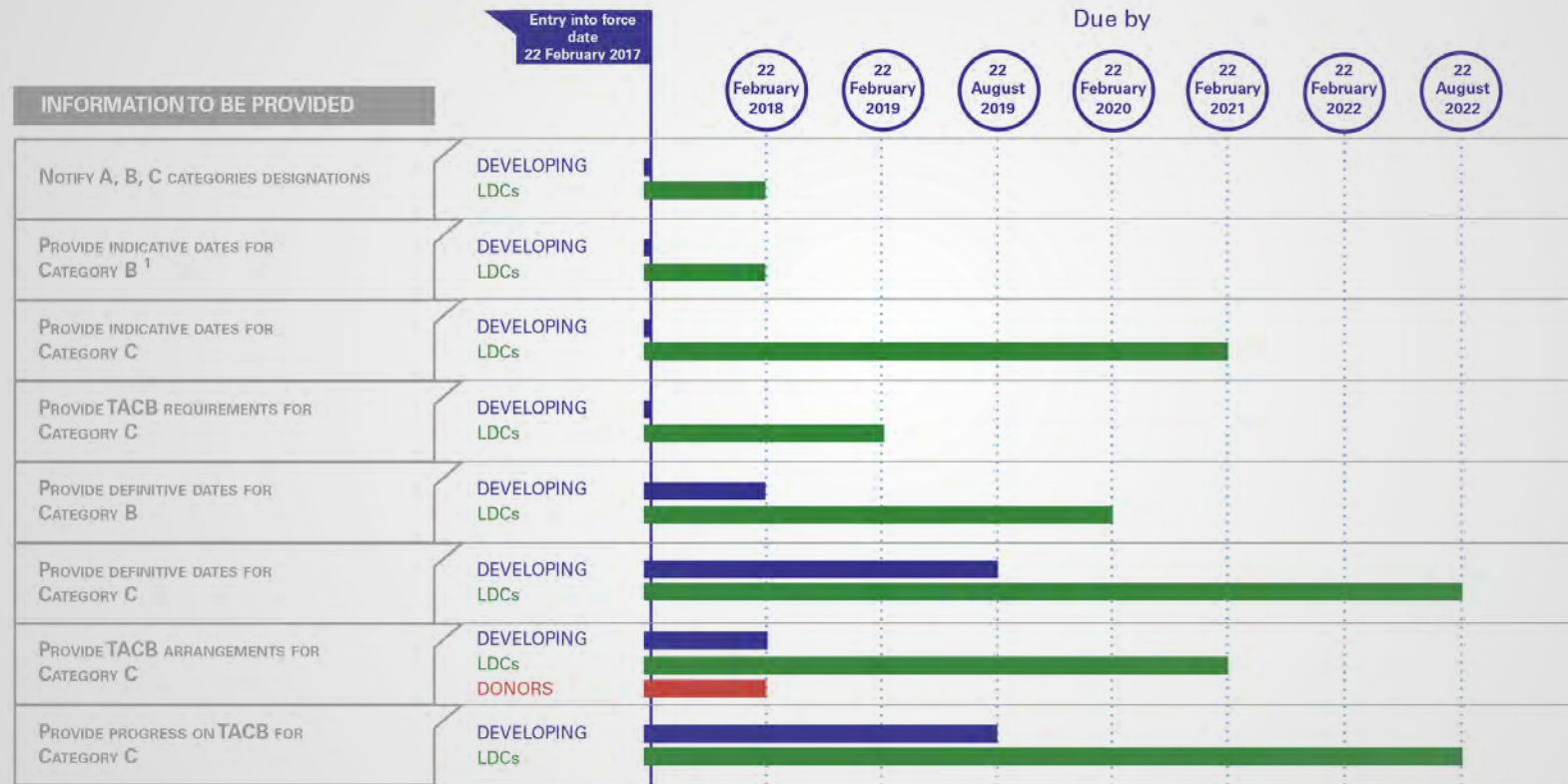
- 6 MEMBERS ARE STILL TO DESIGNATE SOME OR ALL PROVISIONS OF WHICH ZERO!!! LLDCS

SHARE OF CATEGORIES A, B, C BY GROUPING

(BASED ON %AGE OF ALL NOTIFIABLE ARTICLE ITEMS)



TIMELINES FOR NOTIFICATION



TACB = Technical Assistance and Capacity Building

DEVELOPING = developing members
 LDCs = least developed members
 DONORS = donor members

¹As per Article 16.2(a): no later than one year after EIF, a least developed country Member shall notify the Committee of its category B provisions and may notify their corresponding indicative dates (.....).

TFA NOTIFICATIONS GUIDE

TFA NOTIFICATIONS GUIDE

DONOR NOTIFICATIONS

TRANSPARENCY NOTIFICATIONS

ARTICLE 22: INFORMATION ON ASSISTANCE AND SUPPORT FOR CAPACITY BUILDING (TACB)

1. Information on TACB disbursed in the preceding 12 months and, where available, committed in the next 12 months:

- (a) a description of the TACB;
- (b) the status and amount committed/dispursed;
- (c) procedures for disbursement;
- (d) the beneficiary Member or region;
- (e) the implementing agency in the Member providing TACB.

DUE: February 22, 2017 & annually thereafter

2. Donor Members assisting developing and LDCs Members shall submit:

- (a) contact points of their agencies responsible for providing TACB for TFA implementation. Where practicable, contact points in the country/region where the TACB will be provided
- (b) information on the process and mechanisms for requesting TACB

Article 22.3: Developing and LDC Member notification requirement: Contact point(s) of the office(s) responsible for coordinating and prioritizing TACB






Trade Facilitation Agreement Facility

ABC NOTIFICATION TIMELINE FOR DEVELOPING MEMBERS

Due:

22 February 2017

A, B, C Category Notifications

Provide indicative dates for Category B

Provide indicative dates for Category C

Provide TACB requirements for Category C

22 February 2018

Provide definitive dates for Category B

Provide TACB arrangements with donors for Category C

22 August 2019

Provide definitive dates for Category C

Provide progress on TACB for Category C

See TFA Article 16 for further details





ABC NOTIFICATION TIMELINE FOR LDC'S

Due:

22 February 2018

A, B, C Category Notifications

May provide indicative dates for Category B

22 February 2019

Provide TACB requirements for Category C

22 February 2020

Provide definitive dates for Category B

22 February 2021

Provide indicative dates for Category C

Provide TACB arrangements with donors for Category C

22 August 2022

Provide definitive dates for Category C

Provide progress on TACB for Category C

See TFA Article 16 for further details

TRANSPARENCY NOTIFICATIONS

Article 1.4:

- The official place(s) for publication
- Uniform resource locators of website(s)
- The contact information of the enquiry points

Article 10:

- Details of operation of the single window
- Measures on the use of customs brokers

Article 12:

- Customs cooperation - contact point for information exchange



Contact information of the enquiry points

Malawi Revenue Authority

<http://www.mra.mw/>

Inquiry Points

E-mail: mrahq@mra.mw

Tel: +265 1 822 588

Malawi Investment and Trade Centre

<http://www.mitc.mw/>

Inquiry Points

E-mail: mitc@mitc.mw

Tel: +265 1 770 800

TRANSPARENCY NOTIFICATIONS IN LLDCS

- **82 WTO MEMBERS HAVE NOTIFIED ARTICLE 1.4, OF WHICH 7 LLDCS**
Kazakhstan ~ Kyrgyz Republic ~ Lao People's Democratic Republic ~ Malawi ~ Moldova, Republic of ~ Mongolia ~ North Macedonia
- **67 WTO MEMBERS HAVE NOTIFIED ARTICLE 10.4.3, OF WHICH 5 LLDCS**
Kazakhstan ~ Kyrgyz Republic ~ Lao People's Democratic Republic ~ Malawi ~ Moldova, Republic of ~ North Macedonia
- **85 WTO MEMBERS HAVE NOTIFIED ARTICLE 10.6.2, OF WHICH 8 LLDCS**
Eswatini, Kingdom of ~ Kazakhstan ~ Kyrgyz Republic ~ Lao People's Democratic Republic ~ Malawi ~ Moldova, Republic of ~ Nepal ~ North Macedonia
- **76 WTO MEMBERS HAVE NOTIFIED ARTICLE 12.2.2, OF WHICH 5 LLDCS**
Armenia ~ Kyrgyz Republic ~ Malawi ~ Moldova, Republic of ~ North Macedonia
- **74 WTO MEMBERS HAVE NOT YET NOTIFIED ANY TRANSPARENCY ARTICLES, OF WHICH 5 LLDCS**

TECHNICAL ASSISTANCE NOTIFICATIONS

Notification Tracker

How many Members have presented notifications on assistance for capacity building?



Donors:

22.1- Technical Assistance dispersed

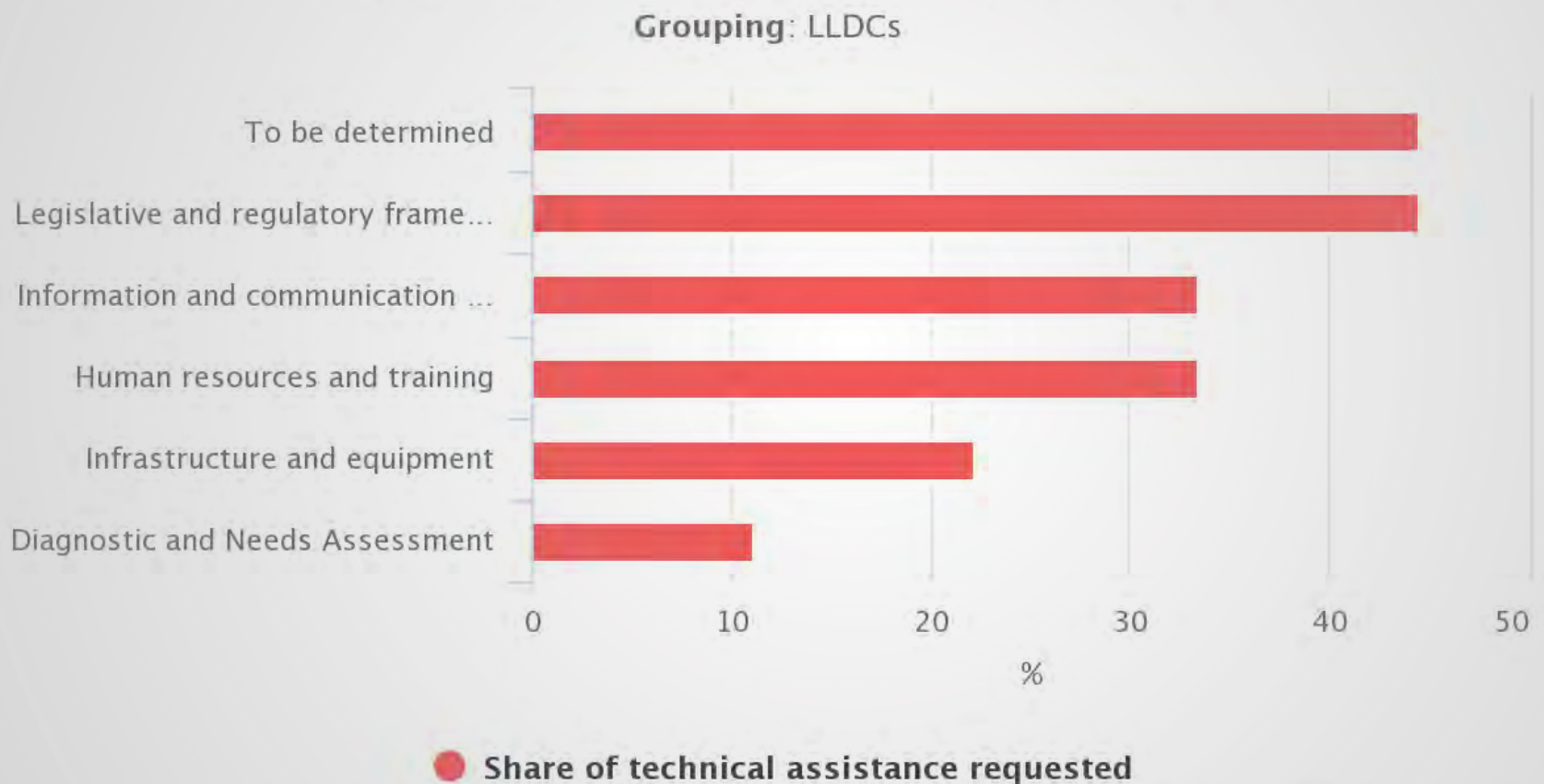
22.2 Contact points of Technical Assistance agencies - process & mechanisms to request Technical Assistance

Developing:

22.3 Contacts for donor coordinator

TECHNICAL ASSISTANCE NEEDS ART.11

Type of technical assistance requested



TFAD (Trade Facilitation Agreement Database) www.tfadatabase.org

TFAF WEBSITE MEMBER CONTACT POINTS & PROFILES

Botswana

TRADE FACILITATION AGREEMENT RATIFIED: JUNE 18, 2015

COORDINATOR(S) OF NATIONAL TRADE FACILITATION COMMITTEE:

GOVERNMENT OFFICIAL(S) RESPONSIBLE TO COORDINATE WITH DONORS:

Ms. Lesedi KGOTLELE

Deputy Director- Department of International Trade

Private Bag 0073
Gaborone
Botswana

Telephone: +267 368 5300

Fax: +267 318 8380

E-Mail: lkgotlele@gov.bw

GENEVA DELEGATE(S):

ADDITIONAL CONTACT(S):

Information Extracted from Article 22 Notifications

INFORMATION REGARDING BOTSWANA

Description of the assistance	Committed / Disbursed	Beneficiaries	Implementing agencies	Procedures for disbursements
2015				
United States of America				
Border and related agencies capacity building	Disbursed USD 946144	Africa Sub-Saharan	US Agency for International Development (USAID)	Automated Directive Systems (ADS) 201: https://www.usaid.gov/ads/policy/200/201 .
Publication and trade promotion	Disbursed USD 250000	Africa Sub-Saharan	US Agency for International Development (USAID)	Automated Directive Systems (ADS) 201: https://www.usaid.gov/ads/policy/200/201 .
Publication and trade promotion	Disbursed USD 327278	Africa Sub-Saharan	US Agency for International Development (USAID)	Automated Directive Systems (ADS) 201: https://www.usaid.gov/ads/policy/200/201 .
NCTF and private sector engagement and capacity building	Disbursed USD 4018621	Africa Sub-Saharan	US Agency for International	Automated Directive Systems (ADS) 201: https://www.usaid.gov/ads/policy/200/201 .

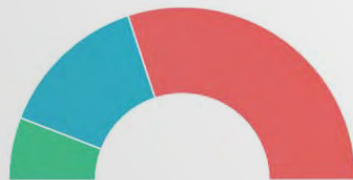
TFA DATABASE: MEMBER PROFILE



Notification Status

Share of Categories A, B, C

Based on % of all notifiable items



● A – 11.8% ● B – 28.2% ● C – 60.1% ● Not yet notified – 0.0%

Rate of implementation commitments

11.8% rate of implementation commitments **to date**

28.2% rate of implementation commitments **from December 2019 to December 2023** without capacity building support

60.1% rate of implementation commitments **from December 2021 to December 2028** upon receipt of capacity building support



Ratified on the 4 January 2016



Detailed notification breakdown



TFA FACILITY - TFAF@WTO.ORG

Platform for TFA information

Provide technical assistance

Help Members find implementation assistance

Encourage coordination among assistance providers

Where no other funds available - Grants





TERMINAL BURCHARDKAI

WTO Trade Facilitation Agreement

TFA Transparency Provisions





Section I

Articles 1-5 -Transparency Provisions



Article 1
Publication & Availability
of Information



Article 5
Measures to Enhance
Impartiality, Non-Discrimination
& Transparency



Article 9
Movement under
Customs Control



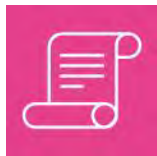
Article 2
Comment
and Consultations



Article 6
Disciplines on Fees
and Charges



Article 10
Import, Export
& Transit Formalities



Article 3
Advance
Rulings



Article 7
Release and Clearance
of Goods



Article 11
Freedom
of transit



Article 4
Procedures for
Appeal or Review



Article 8
Border Agency
Cooperation



Article 12
Customs
Cooperation



ARTICLE 1.1: PUBLICATION AND AVAILABILITY OF INFORMATION

Each Member shall **promptly** publish in a **non-discriminatory** and **easily accessible** manner to **enable interested parties** to become acquainted:

- (a) import, export, and transit procedures, and required forms and documents;
- (c) fees and charges;
- (f) import, export or transit restrictions or prohibitions;
- (g) penalty provisions for breaches of import, export, or transit formalities;
- (h) procedures for appeal or review;
- (i) agreements or parts thereof with any country or countries relating to importation, exportation, or transit.



ARTICLE 1.2 INFORMATION AVAILABLE THROUGH INTERNET

2.1

Each **Member shall** publish on internet:

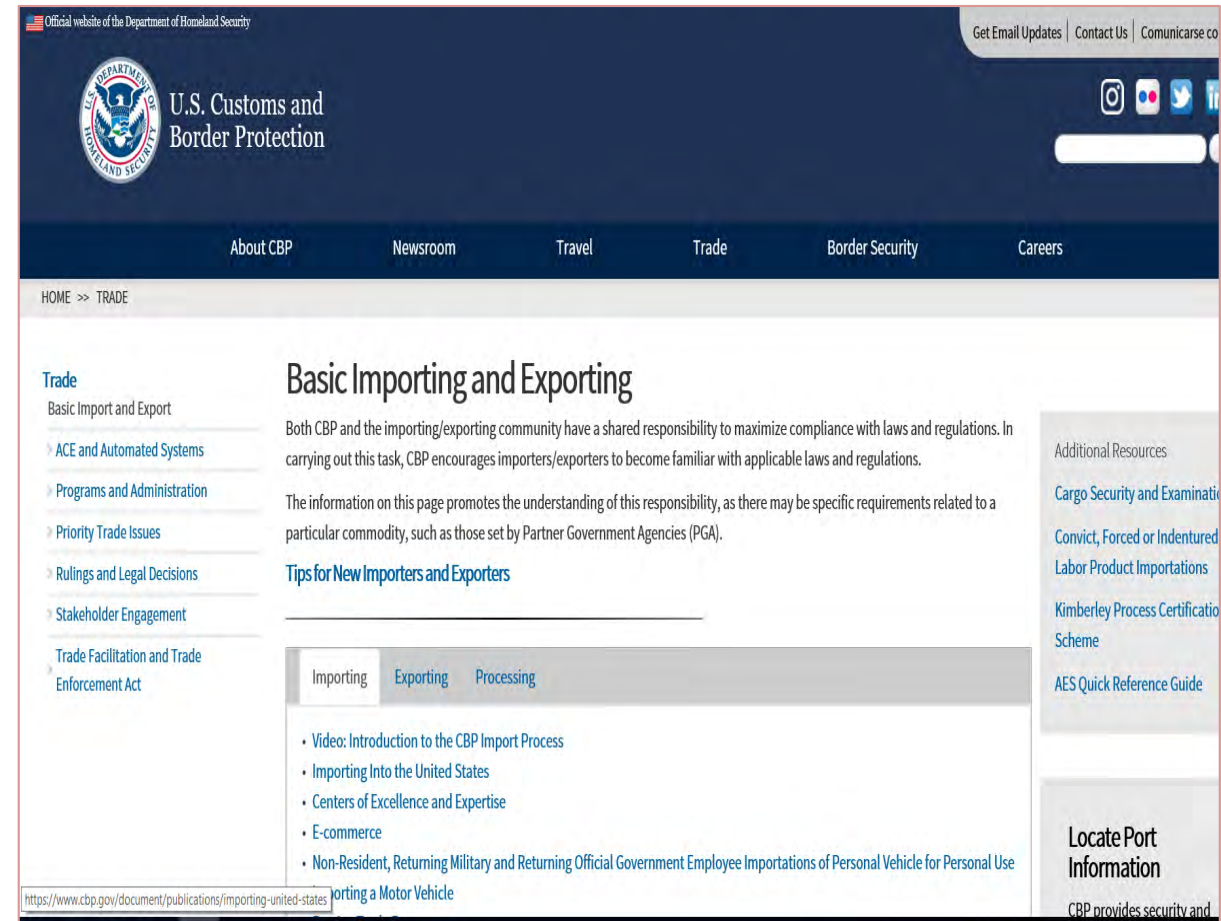
- a description of practical steps for import, export, transit procedures & appeals/review;
- required forms & documents
- enquiry point(s) contact information

2.2

When practicable, description in an official WTO language

2.3

Members are encouraged to publish on internet the information in Article 1.1.



The screenshot displays the official website of the U.S. Customs and Border Protection (CBP). The header includes the CBP logo, the text 'U.S. Customs and Border Protection', and navigation links for 'About CBP', 'Newsroom', 'Travel', 'Trade', 'Border Security', and 'Careers'. The main content area is titled 'Basic Importing and Exporting' and contains introductory text about compliance with laws and regulations. A sidebar on the left lists various trade-related topics, and a sidebar on the right provides additional resources such as 'Cargo Security and Examination' and 'Locate Port Information'. The footer includes the URL 'https://www.cbp.gov/document/publications/importing-united-states' and the text 'Importing a Motor Vehicle'.



ARTICLE 1.3 ENQUIRY POINTS



- 3.1 Each Member shall, within available resources, maintain one or more enquiry points to answer reasonable enquiries on matters covered by para. 1.1 and provide forms and documents referred to in para 1.1(a).
- 3.2 Regional enquiry points are ok.
- 3.3 Members are encouraged not charge fees. If so – limited to cost of services rendered.
- 3.4 The enquiry points shall answer enquiries within a reasonable time period.

Article 2.1

OPPORTUNITY TO COMMENT AND INFORMATION BEFORE ENTRY INTO FORCE

-Provide opportunity for traders/interested parties to comment on proposed new or amendment of laws and regulations related to the movement, release, and clearance of goods.

- new/amended laws and regulations . . . published as early as possible before entry into force to allow interested parties to become acquainted.



Australian Government **Federal Register of Legislation** GET LEGISLATION UPDATES MY ACCOUNT SEARCH

Home
What's new
Constitution
> Acts
> Legislative instruments
> Notifiable instruments
> Gazettes
> Bills
> Other

The Federal Register of Legislation (the Legislation Register) is the authorised whole-of-government website for Commonwealth legislation and related documents. It contains the full text and details of the lifecycle of individual laws and the relationships between them.

The Legislation Register is managed by the Office of Parliamentary Counsel in accordance with the *Legislation Act 2003*.

Acts
In Force

Legislative instruments
In Force

Notifiable instruments
In Force

Bills
As Introduced

Gazettes

Information



ARTICLE 2.2 CONSULTATIONS



Each Member shall, as appropriate, provide for **regular consultations** between border agencies and traders/stakeholders located within its territory.



ARTICLE 4: PROCEDURES FOR APPEAL OR REVIEW

- Customs shall provide administrative and/or judicial appeal
- Carried out in non-discriminatory manner
- Provide reasons for administrative decisions to enable appeal
- Appeals within specified time periods without undue delay
 - if not then right to further appeal

Encourages same provisions to apply to administrative decisions issued by other border agencies

ARTICLE 5.1 Notifications for enhanced controls or inspections

Where a Member has a system of notifications to border authorities to enhance controls & inspections of foods, beverages, or feedstuffs the following disciplines shall apply:

- based on risk
- uniformly applied
- termination prompt & published



TFA Article 5.2 Detention



A Member shall promptly inform the carrier or importer when goods are detained for inspection by customs or any other competent authority.



Test procedures

3.1 A Member may, upon request, allow a second test when first test shows an adverse finding.

3.2 A Member shall publish or inform importers the laboratory(s) where 2nd test can be carried out

3.3 Shall consider the result of the second test.

ARTICLE 7.6 ESTABLISHMENT AND PUBLICATION OF AVERAGE RELEASE TIMES

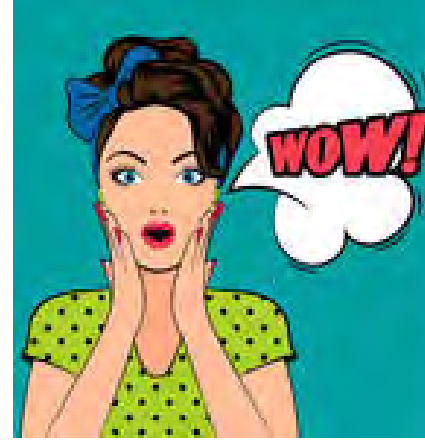
6.1 Members are encouraged to measure and publish their average release time of goods periodically and in a consistent manner.

6.2 Members are encouraged to share their experiences with the Committee.

Each Member may determine the scope and methodology in accordance with its needs and capacity.



Transparency Notifications



Article 1.4:

- The official place(s) for publication
- Uniform resource locators of website(s)
- The contact information of the enquiry points

Article 10:

- 10.4.3 Details of operation of the single window
- 10.6.2 Measures on the use of customs brokers

Article 12:

- 12.2.2 Customs cooperation - contact point for information exchange



Due once implementing the provision



Fee\$ and Charges

Article 6 - Fees and Charges

Publish:

- Fees and charges applied
- Reason for fees
- Responsible authority
- When/how payment made
- Adequate time between publication & application of new fees
- Periodically review to reduce number and diversity.

Article 11 – Freedom of Transit

Traffic in transit charges **only**:

- for transportation
- administrative expenses
- for cost of services rendered
- No customs charges while goods are in transit
- Members urged to coordinate on transit charges



Thank you!

Sheri Rosenow
WTO TFA Facility
TFAF@wto.org





“LLDCS Fees & Charges”

Experts Group Meeting on Improving transit cooperation and trade facilitation for further integration of LLDCs in global trade.

Presentation by Tsotetsi Makong
17 October 2019



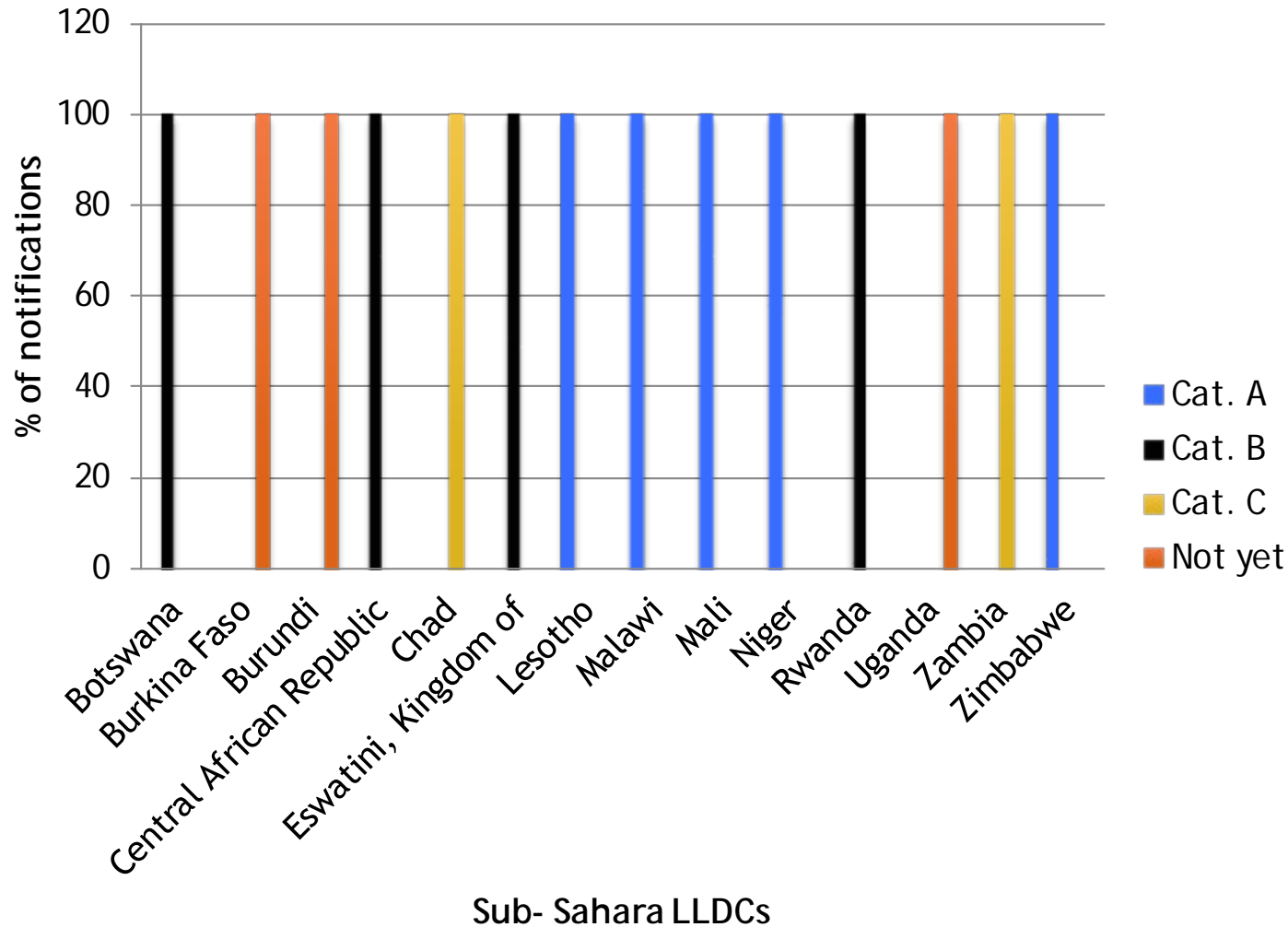
World-Class Training Centre in Trade Policy and Development

trapca's Mandate

- **Vision:** A centre of excellence in Trade Policy Capacity Building for least developed countries and low income countries in sub-Saharan Africa (SSA).
- **Mission:** Empower clients through training and research and enhance their trade policy capacity to negotiate more favourable international trade arrangements.

Measures on Fees and Charges

TFA Article 6.1 General Disciplines on Fees and Charges

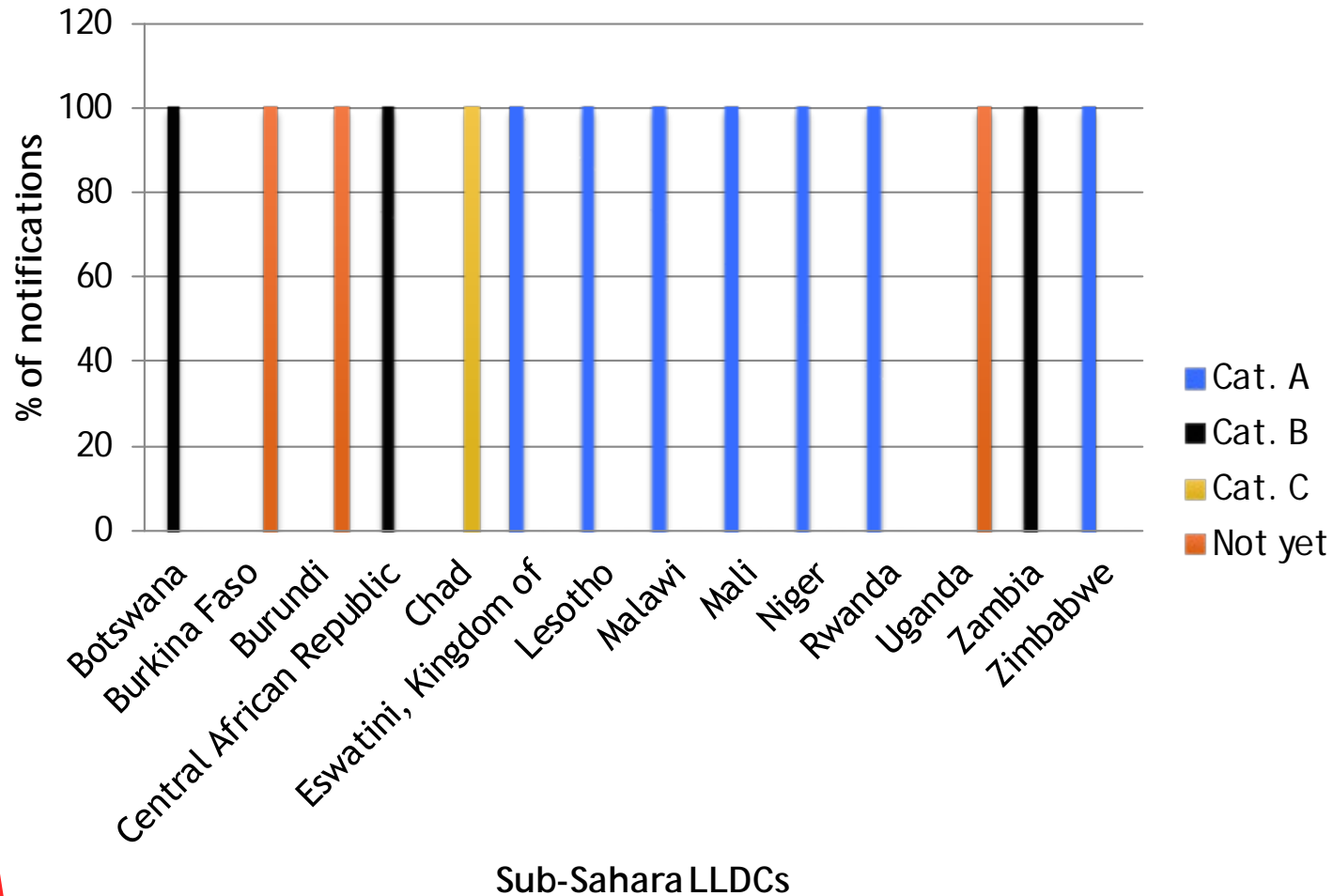


TFA CAT.	Art. 6.1
Cat. A	35.7 %
Cat. B	28.5 %
Cat. C	14.2 %
Not Yet	21.4 %

Effective Implementation
35.7%

Measures on Fees and Charges

TFA Article 6.2 - Specific Disciplines on Fees and Charges

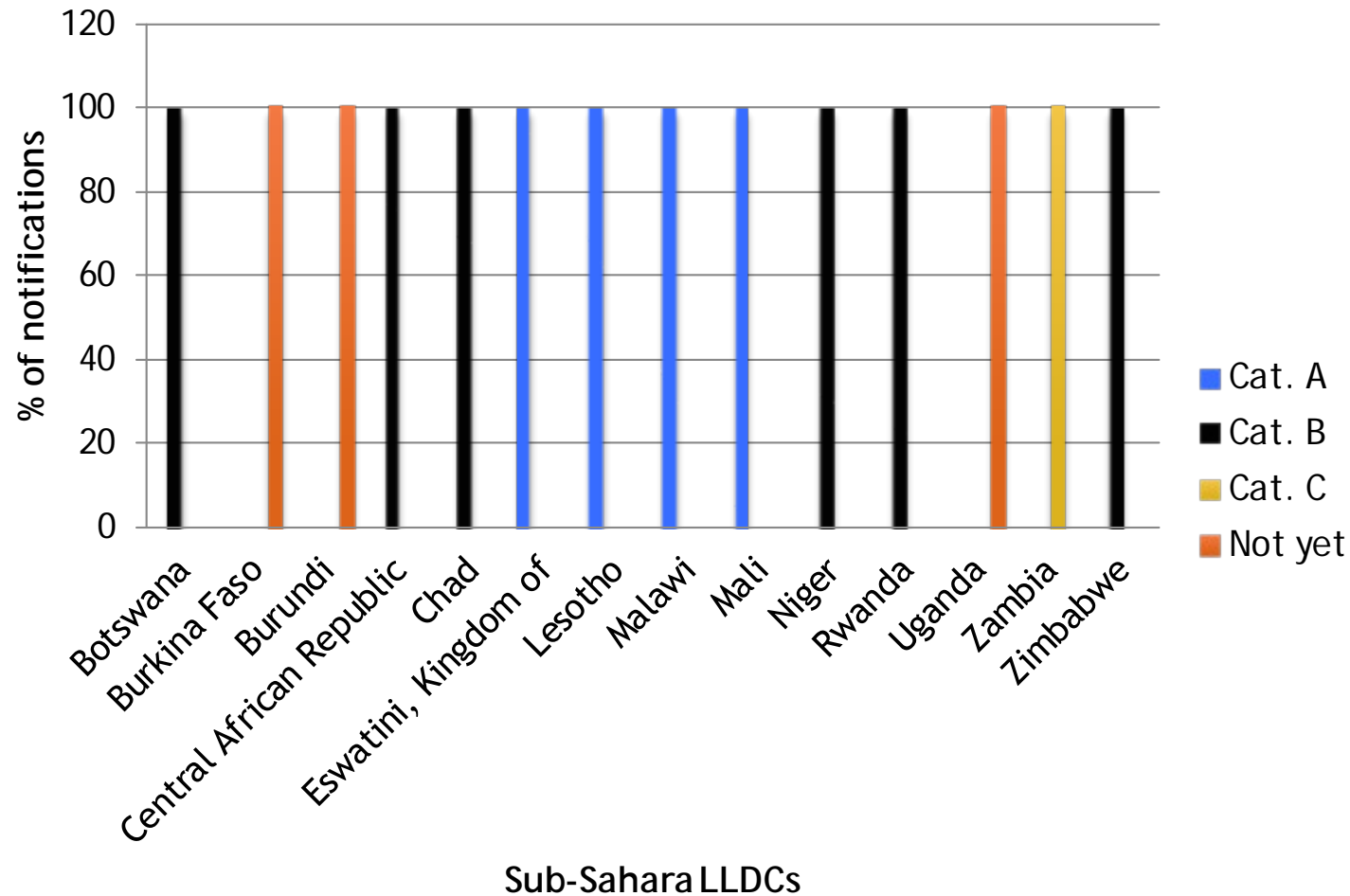


TFA CAT.	Art. 6.1
Cat. A	50%
Cat. B	21.4%
Cat. C	21.4%
Not Yet	7.1%

Effective Implementation
50%

Measures on Fees and Charges

TFA Article 6.3 - Penalty Disciplines



TFA CAT.	Art. 6.1
Cat. A	28.5 %
Cat. B	42.8 %
Cat. C	7.1 %
Not Yet	21.4 %

Effective Implementation
28%

Trade Information Portals

COMESA EAC SADC

English | Français | Português

Non-Tariff Barriers

Reporting, Monitoring and Eliminating Mechanism

HOME ABOUT NON-TARIFF BARRIERS COMPLAINTS NOTIFICATIONS DOCUMENTS LINKS CONTACT
Country Focal Points

Active Complaints

102 in total

Search complaints

Complaint number	NTB Type	Date of Incident	Location	Reporting Country	Status	Action
NTB-000-419	2.10. Inadequate or unreasonable customs procedures and charges	2011-04-20	Mozambique: Delegação Aduaneira de Machipanda (Rodovário)	Mozambique	In process	View

Complaint: Perishable goods for export (cheese) are being held up for several hours despite documents having been pre-cleared, due to key staff (in this case the director) being absent from their posts

Products: 040630. Processed cheese, not grated/powdered

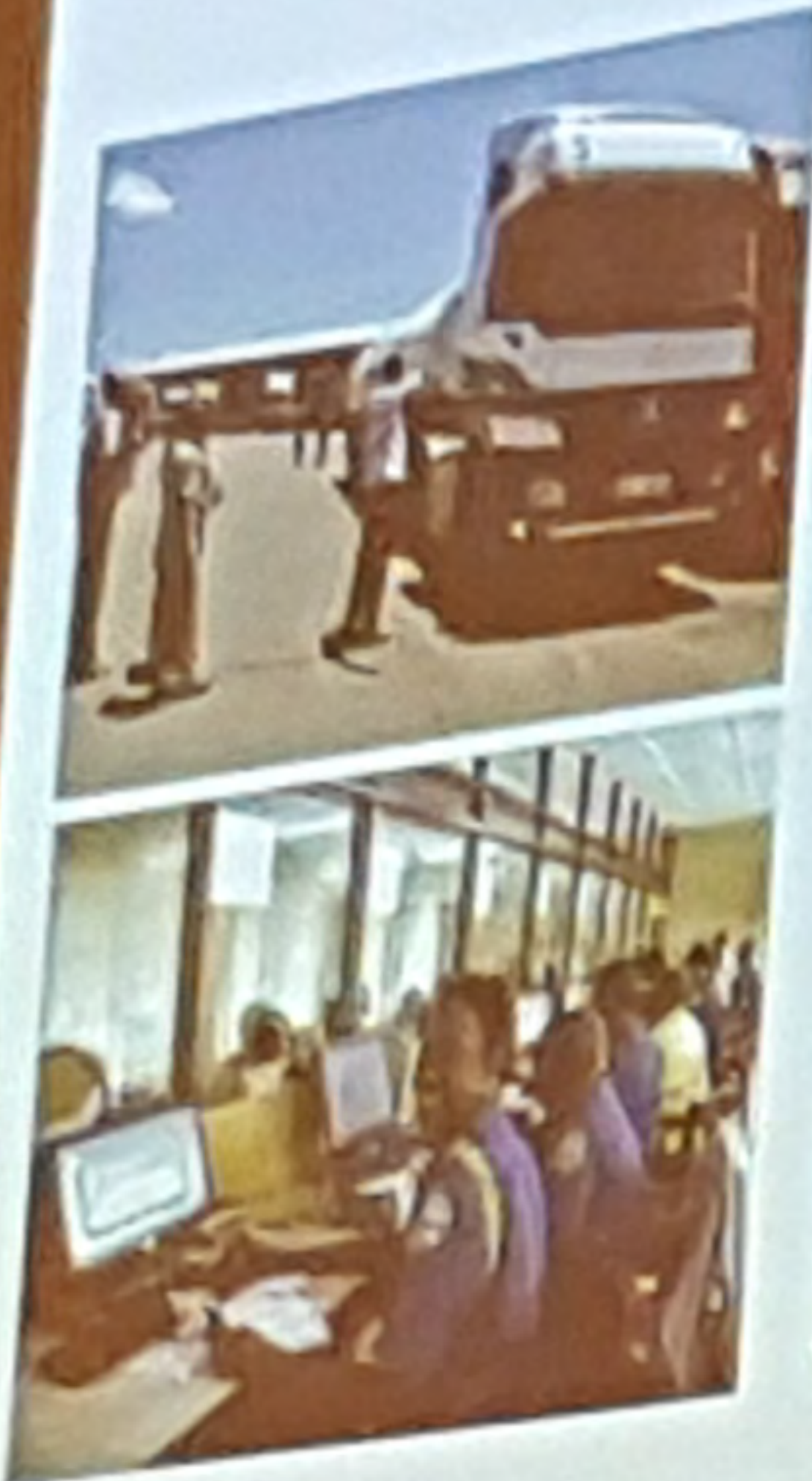
- SADC yet to have one
- EAC has Trade Information Portal (TIP) giving access to step-by-step guides on licenses, pre-clearance permits and clearance formalities for the most traded goods within, to and from the East African Community (EAC).
- COMESA - UNCTAD to design and develop national and regional Trade Information Portals (TIPs) and the Customs Automation Regional Centre (CARC).
- ECOWAS has one
- Good number of National Trade Information Portals in place and coming up
 - Agency Specific (Diversity and complexity)
 - Trade info. goes beyond classical 4 walls of TF
- However what matters is:
 - The content of trade information portals,
 - Their accessibility
 - Their user friendliness
 - Their conformity to market structure

Conceptualization of Fees and Charges

- Macrocosmic understanding of trade reforms
 - Fees and Charges in their diversity are generally NOT collectivized in their publication
 - trade information portals may be excellent platforms that provide user friendly information
 - Fees and Charges have to be conceptualized in the context of regional integration
 - Streamlining of implementation of measures is key as well as harmonization of fees
- Similarly TF measures have to be so conceptualised in respect of their operational aspects
 - Interoperability of TF measures has to be fully understood &
 - Transnational nature of the measures

WALK
YIELD





Automated Transit Management - ASYCUDA

October 2019



John DAVID (john.david@unctad.org)
ASYCUDA Project
Division on Technology and Logistics (DTL), UNCTAD

1. ASYCUDA/SYDONIA/SIDUNEA since the 80s
2. Largest technical assistance programme of UNCTAD
3. 101 user countries, 60+ active projects, 20 staff at HQ, over 100 specialists in the field
4. Customs modernisation, simplification through automation
5. WCO Data Model 3.6+ compatible
6. Branching out as a Single Window platform and cooperation with other UN agencies and international organisations (IATA, OCHA, CITES, UPU etc.)

1. Introduction of NATIONAL transit module in ASYCUDA++ in 1998 with TIR, FIP and T1 (Baltic states).
2. Guarantee/Bond management, automatic generation of T1 from transit declarations in 2001 (Eastern and Southern Africa) for ASYCUDA++.
3. From 2007 onwards, migration of TIR and T1 to ASYCUDAWorld and added features.
4. Generation of a T1 per truck from SAD loading list in 2009.



ASYCUDA Transit – e-Documents



1. Transit Single Administrative Document (SAD), to declare the transit of goods, automated calculation of any taxes and fees and control.
2. T1 Transit Document to accompany the goods while they move from departure to destination.
3. The 2 document are linked.

1. Types of transit covered – national, regional and international.
2. Types of goods covered – national, community-based or 3rd party.
3. Types of routes – direct (departure to destination), multiple (departure, transit, destination), multimodal (rail and road).

1. Departure office – generation of a T1 from 1 or many transit declarations (IM8/EX8/TR8) or manual capture of T1.
2. Registration of T1 (legally valid). Debit guarantee.
3. Departure validation (physical departure).
4. Other operations available: Cancellation, Storage or Modification.

1. On the way – Control en Route or Diversion.
2. In the case of international transit – border exit and border entry.
3. Destination office – Arrival of goods, Conformity of goods, Placing goods under customs control (via manifest document) and Closure.
4. Acknowledgment to departure. Re-credit guarantee.



ALBANIA-KOSOVO

1. Legal framework put into place
2. Separation of national transit and common transit through creation of a "T2" e-document
3. Agreed reference data sharing
4. ASYCUDA World platforms sending data
5. Durrës-Pristina corridor
6. One guarantee for both countries



ASYCUDA Transit – Regional initiatives(2)



TOGO-BURKINA FASO

- 1. JICA/UEMOA project
- 2. Bilateral transit exchange
- 3. Pure ASYCUDA World T1 XML messaging
- 4. Started live 7th May 2018 for petroleum in Lomé
- 5. Total deployment 21st May 2018



COTE D'IVOIRE-BURKINA FASO-TOGO

1. ECOWAS - WORLD BANK
2. First implementation - bilateral transit exchange
3. Implementing WCO PACIR component
4. Specific developments specified and done
5. Total deployment 11 February 2019 for CI-BF
6. Burkina Faso-Togo done in 2019
7. Other corridors planned (Niger-Benin)



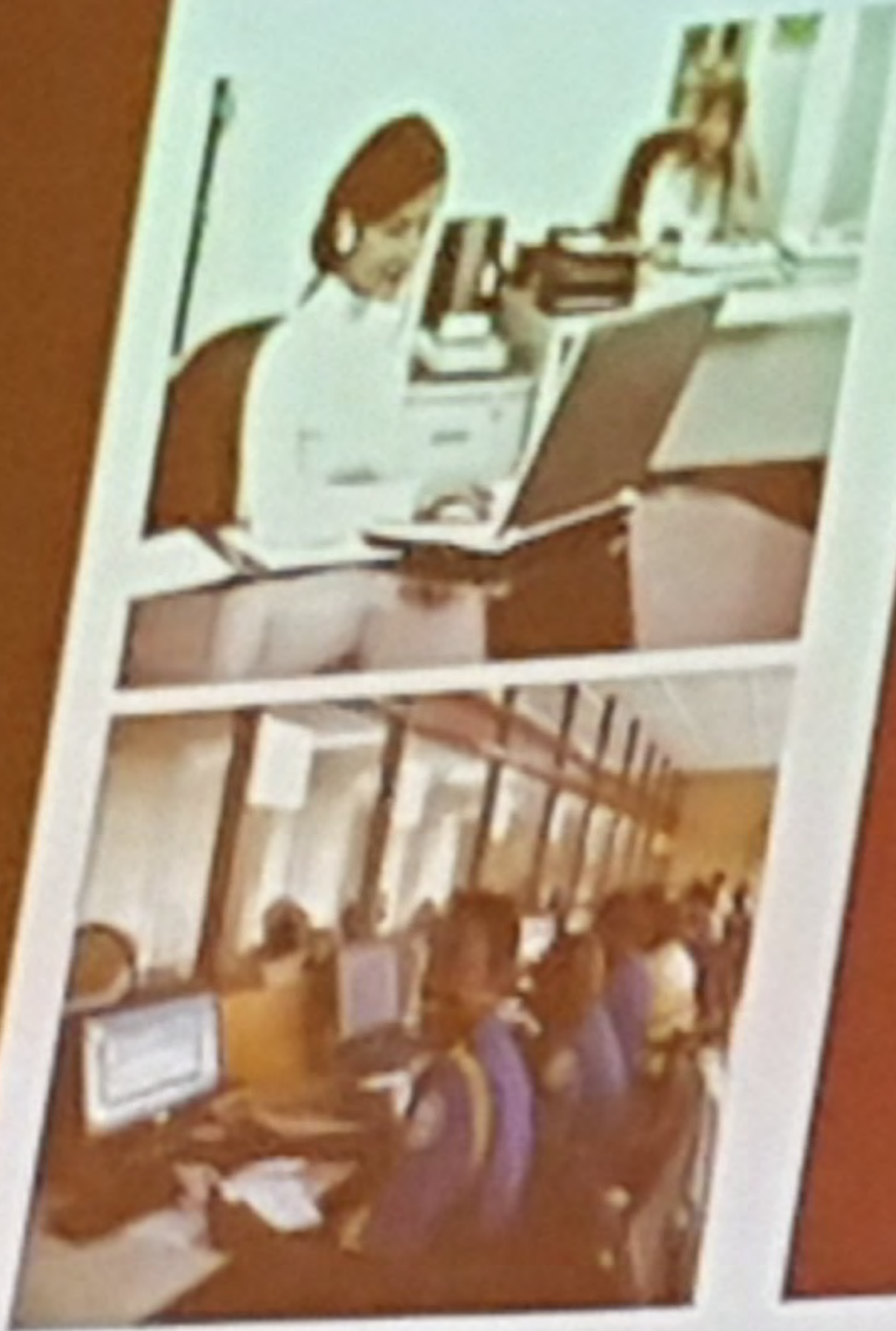
AFGHANISTAN-TAJIKISTAN/IRAN

- 1.2 Bilateral initiatives
- 2.T1 and exports
- 3.ASYCUDAWorld to non-ASYCUDA countries
- 4.XML messages through gateway
- 5.Fully operational
- 6.2 technical meetings between customs



KAZAKHSTAN-RUSSIA/BELARUS

1. Customs union initiative
2. T1 regional data
3. ASYCUDA World to non-ASYCUDA countries
4. XML messages through Mqueue gateway
5. Fully operational
6. Large volume per day



Thank you



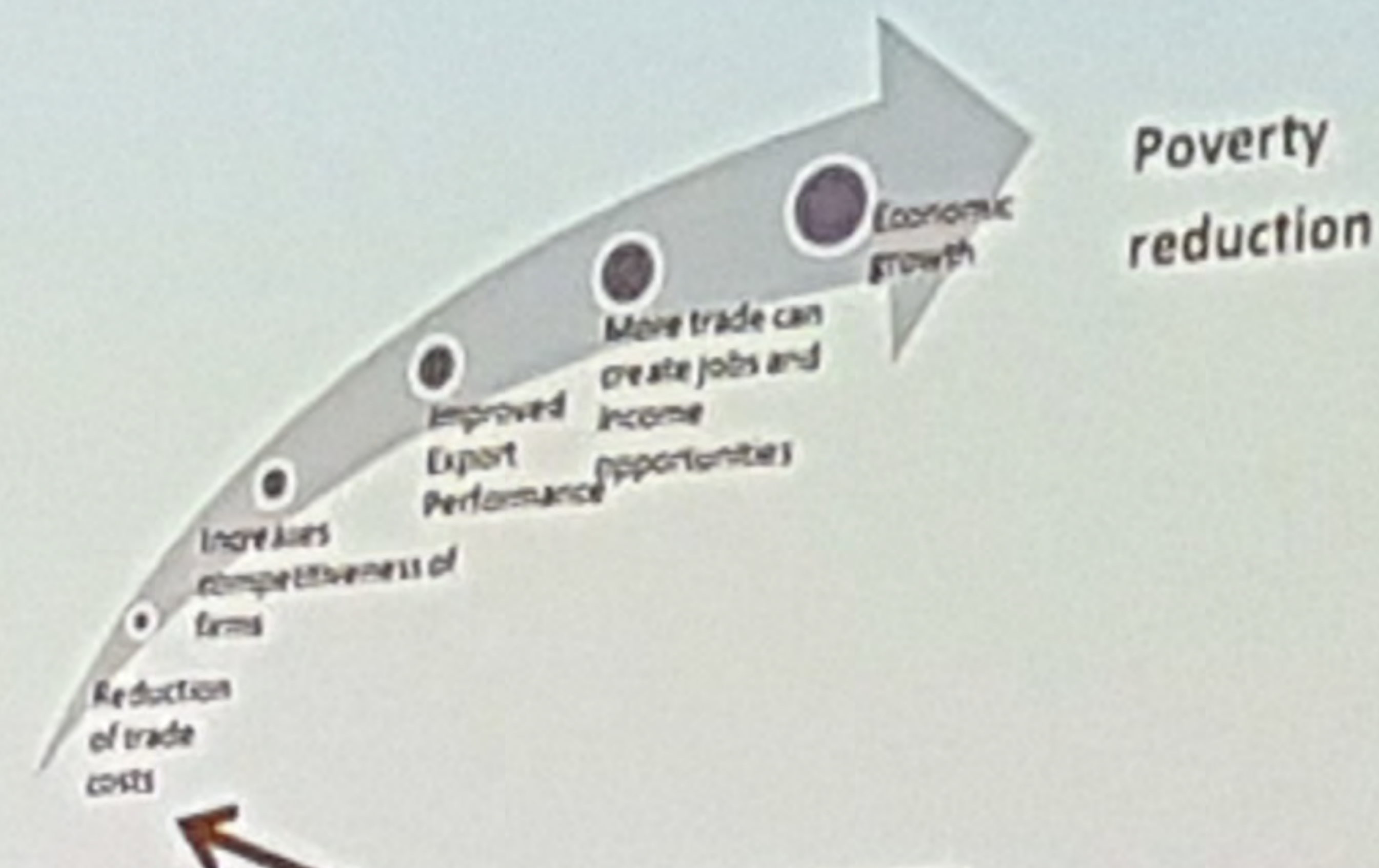
John David (john.david@unctad.org)
ASYCUDA Project
Division on Technology and Logistics (DTL), UNCTAD

Trade Facilitation on the global agenda

What is Trade Facilitation?

"The simplification, standardization and automation of procedures and information flows for cross border trade."

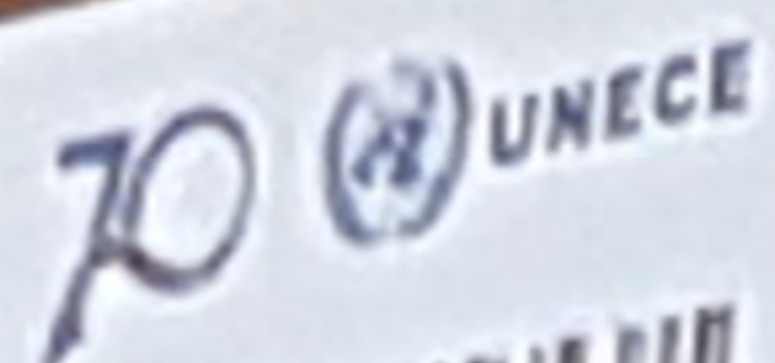
Drivers: Improved regulation and economic growth



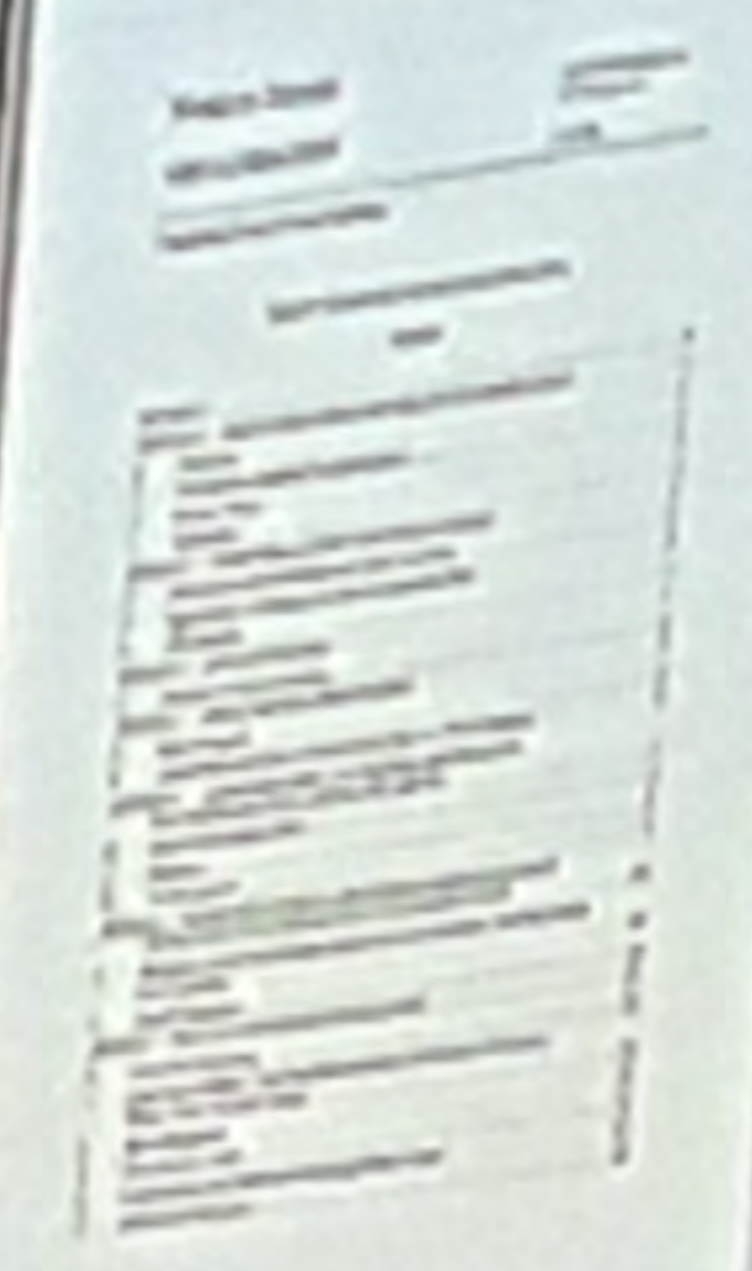
- Examples of Trade Facilitation Interventions
- Better border and customs management
 - Improving infrastructure
 - Open and competitive markets in logistics and service sectors
 - Harmonized regional standard



Formalities & Documentary Procedures and WTO TFA



UN / CEFACT



Art.10.1

- Reduction/Limitation of Documentation Requirements

Art.10.2

- Acceptance of copies (establishes in 10.2.2 to not request same data multiple times)

Art. 10.3

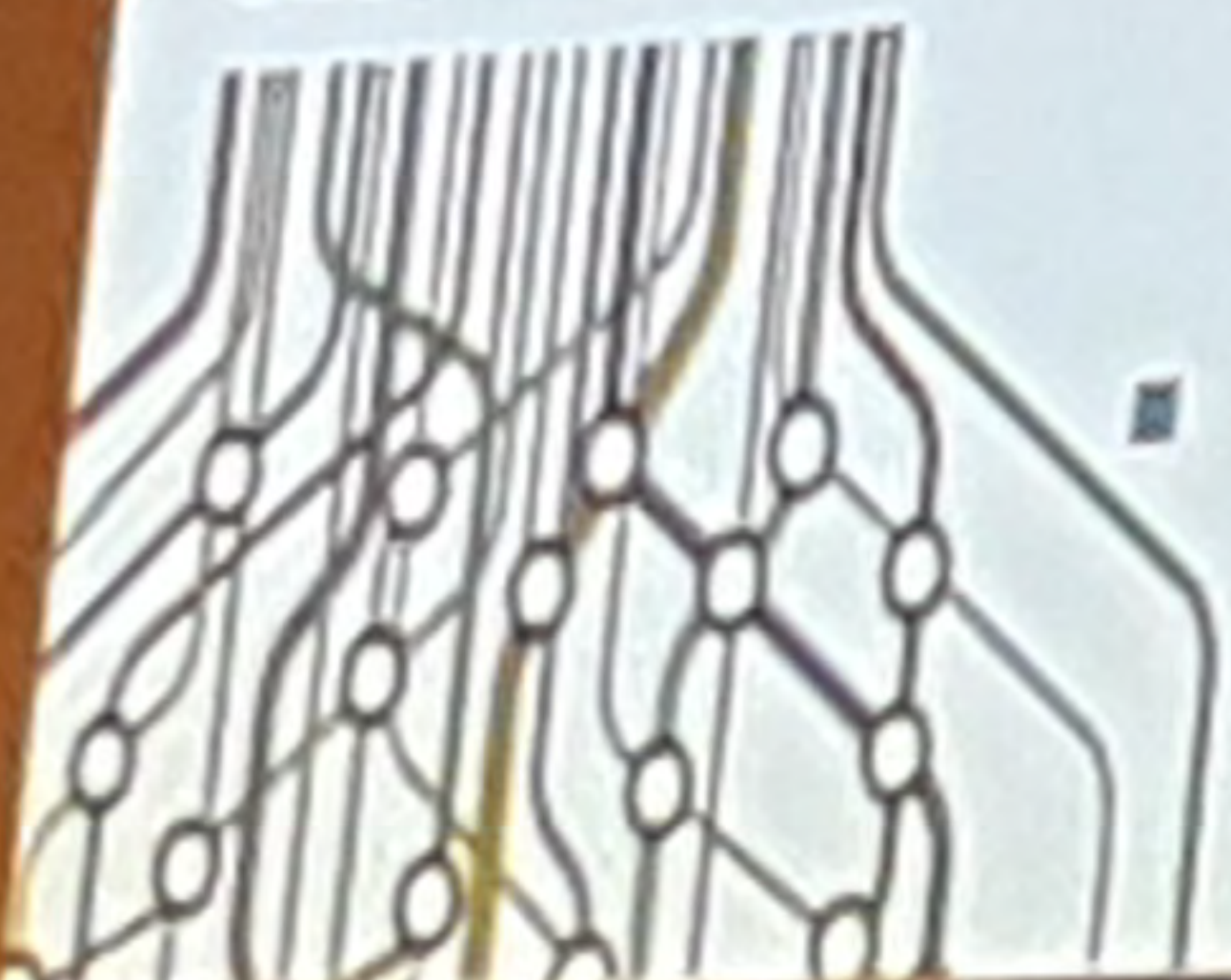
- Use of International Standards (UN layout key; UN Trade Data Elements Directory; and the WCO Data Model)

Art. 10.4

- Single Window (Involvement of all relevant authorities/agencies; use of IT, use of relevant international standards; progressive approach)



UN / CEFACT



UN/CEFACT

Objectives

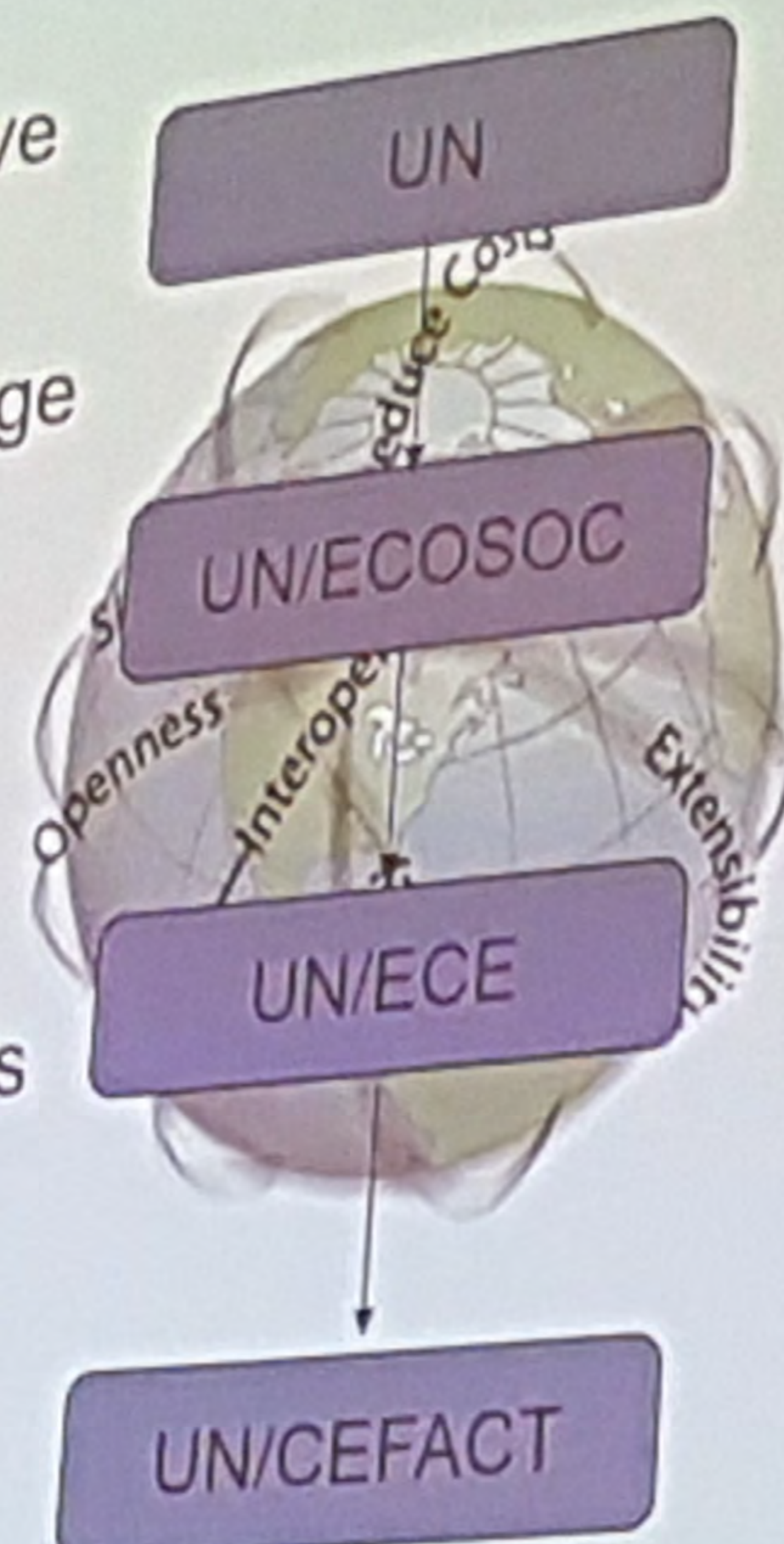
- Simple, transparent and effective processes for global business
- Efficient and automated exchange of information

Outputs

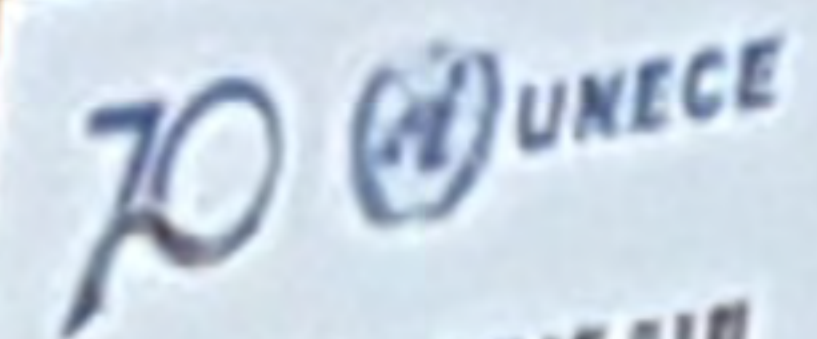
- Global Trade Facilitation and Electronic Business Recommendations and Standards

Means

- Public Private Sector Partnership – over 1000 experts from government and business
- Meet virtually every week plus two Forums per year



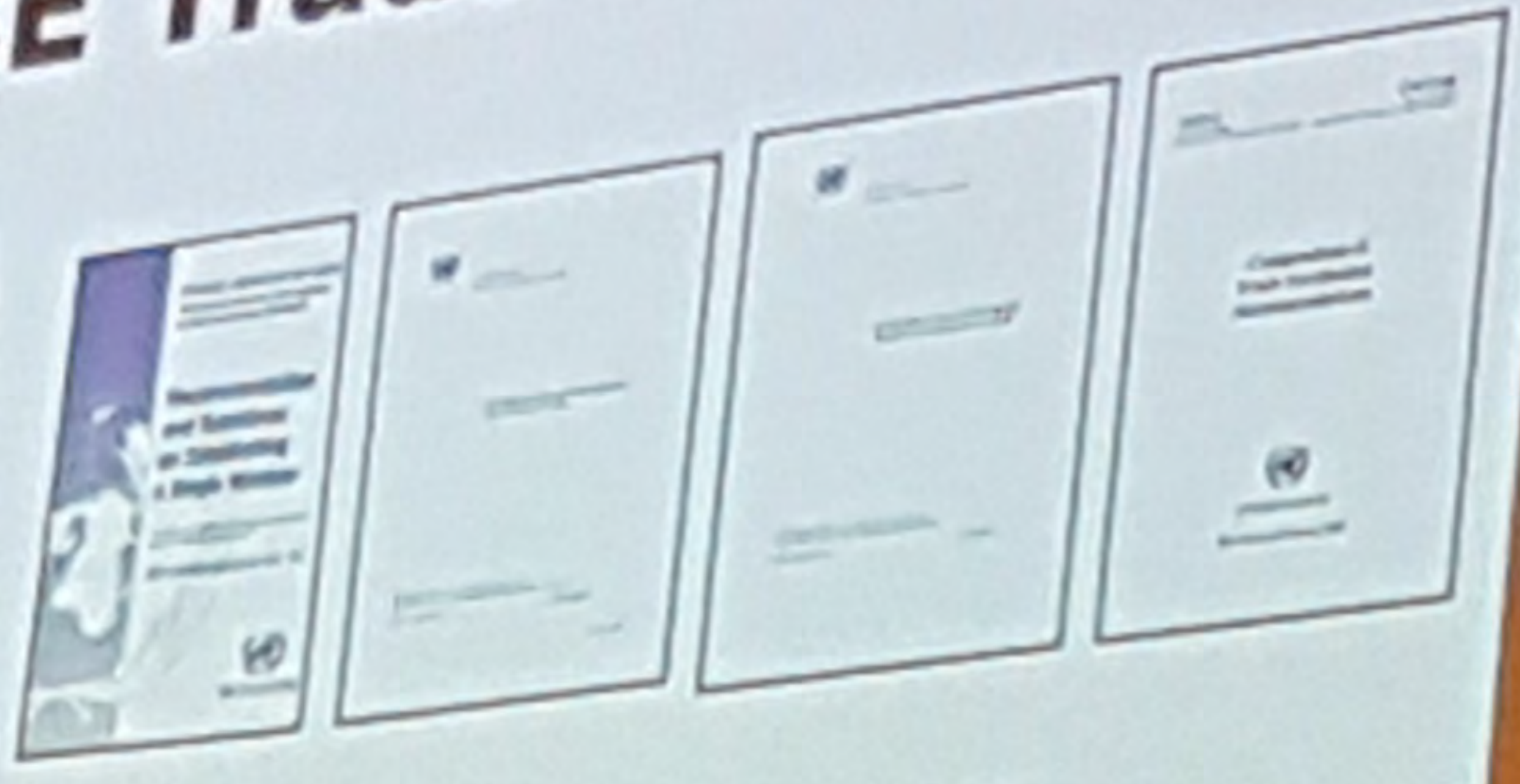
pillars



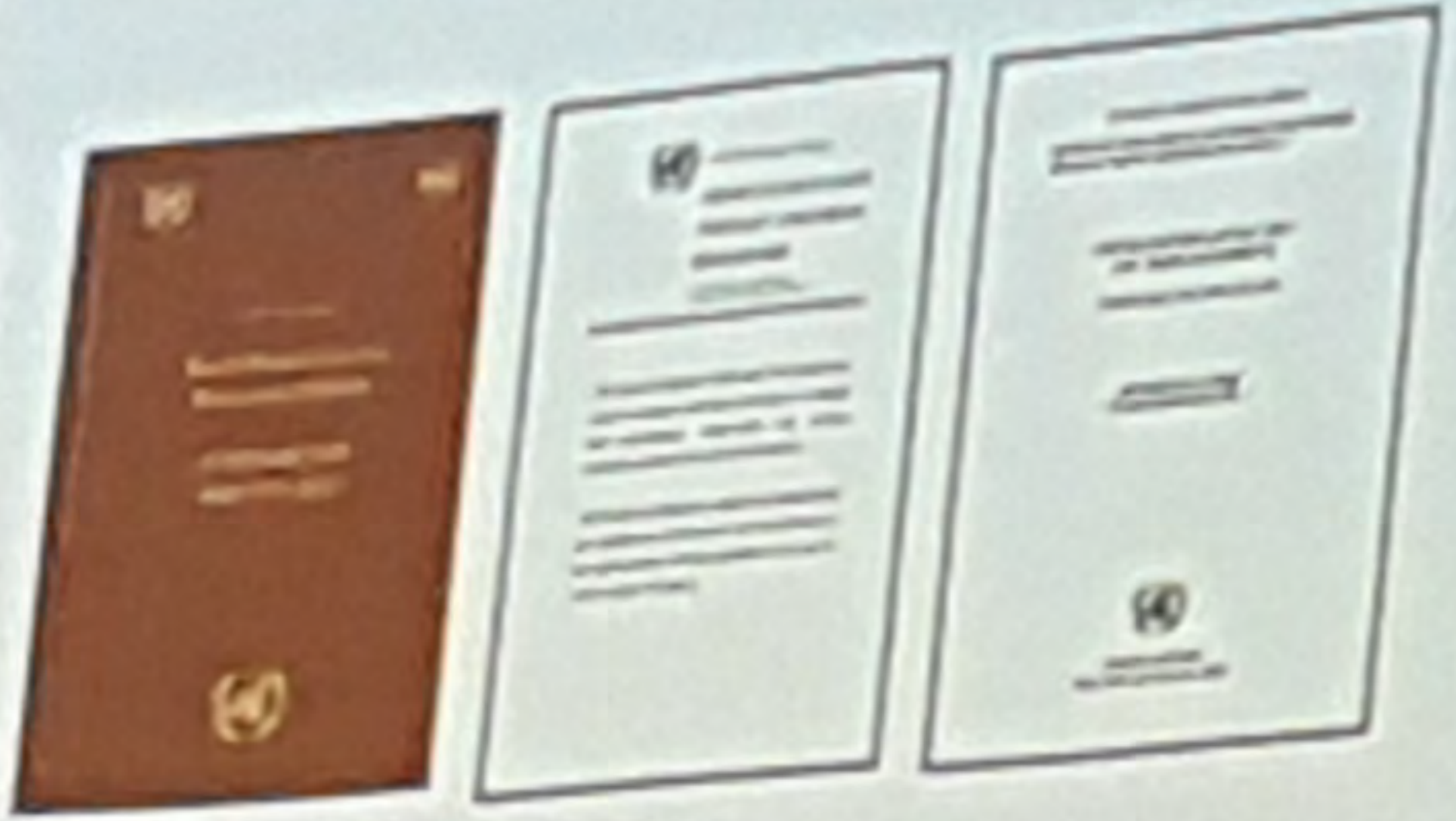
UNECE Trade Facilitation Pillars



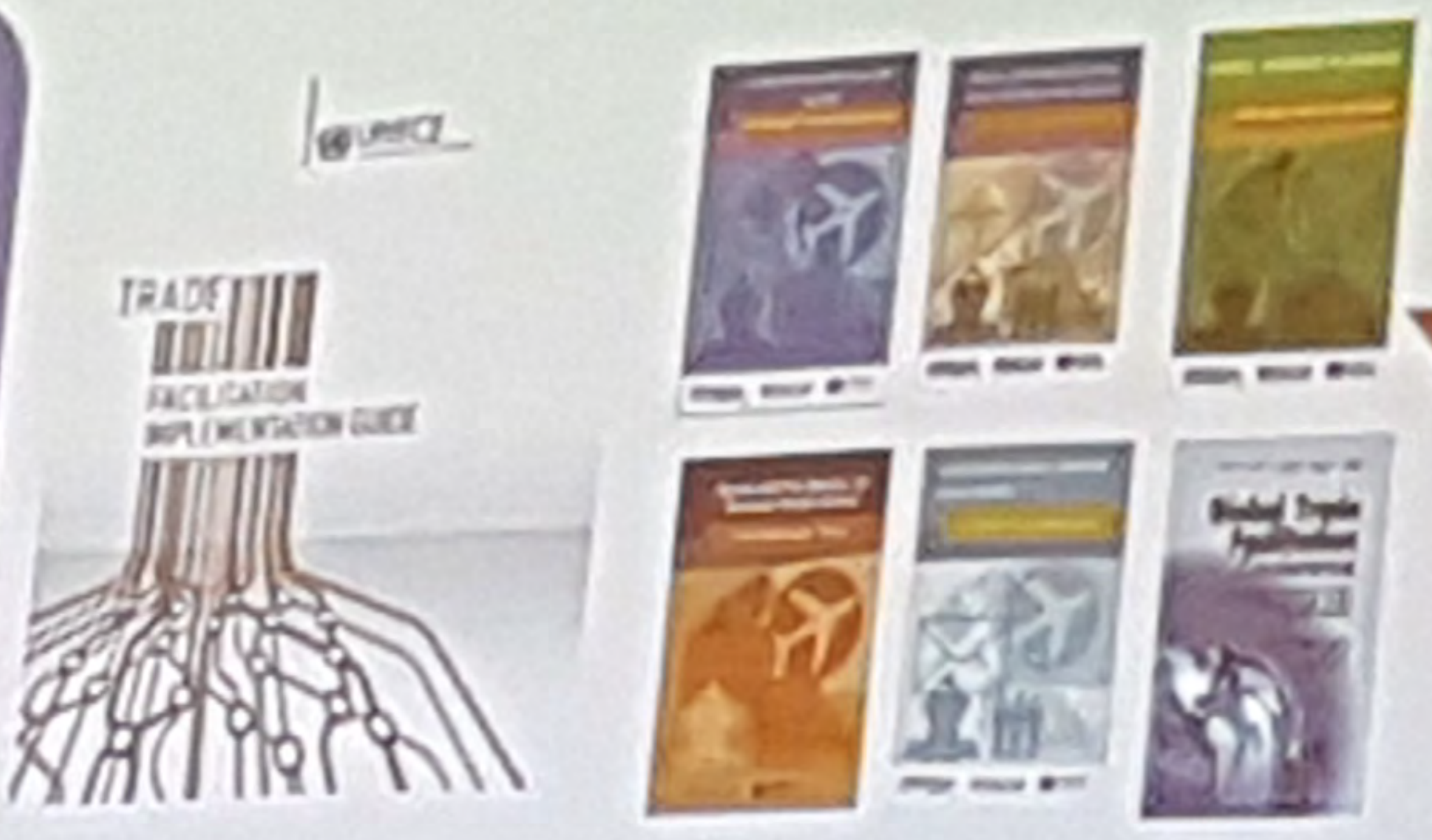
UNECE
Policy Rec.s
UN/CEFACT



UNECE
Standards
UN/CEFACT



UNECE /
UNNEtT
Guidelines,
Briefs, Case
Studies

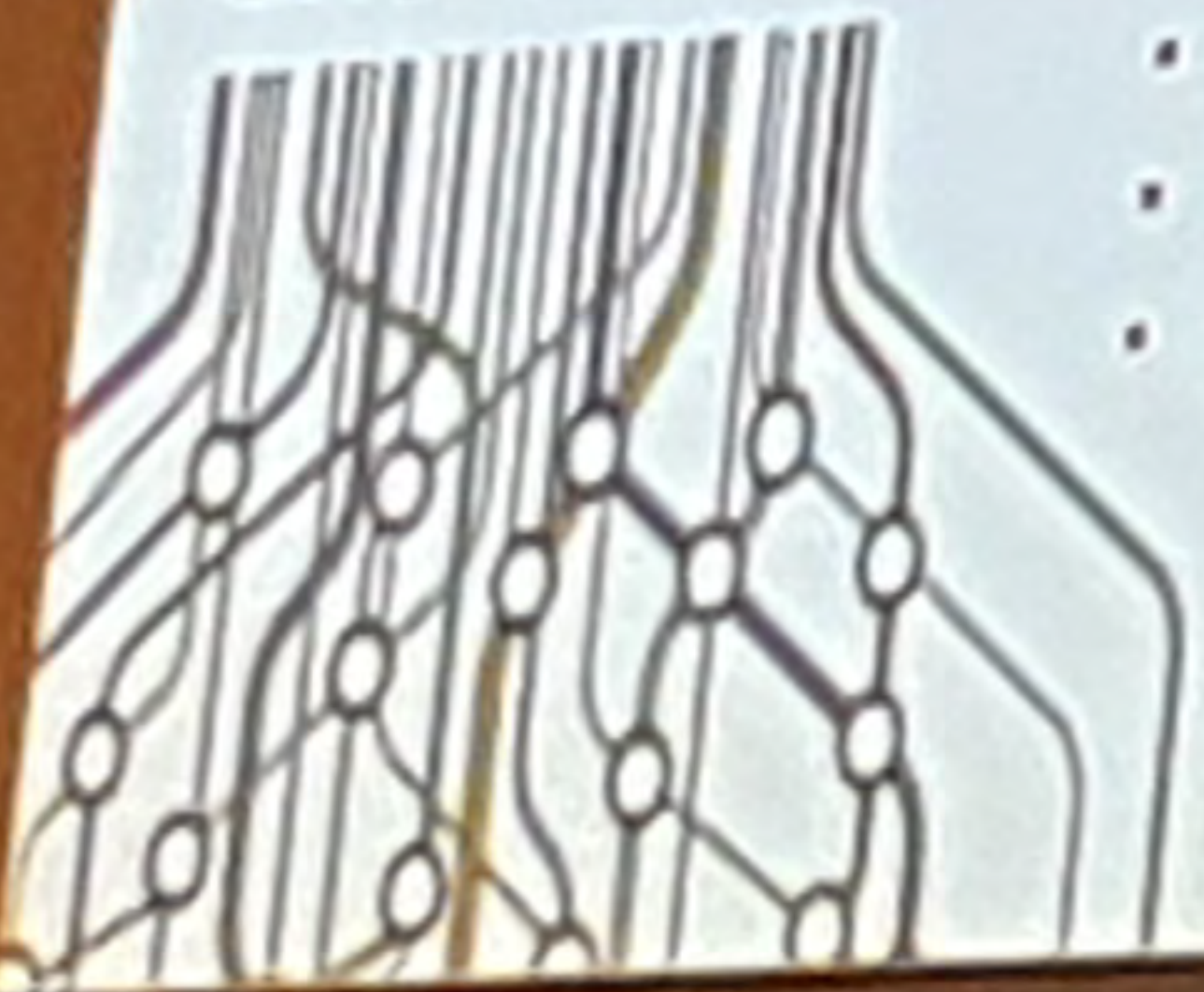


Capacity Building & Technical assistance

UNECE Trade Facilitation Recommendations



UN / CEFAC



- Rec 1 – UN Layout Key for Trade Documents (recently revised)
- Rec 4 – National Trade Facilitation Bodies (recently revised)
- Rec 6 – Aligned Invoice Layout Key for International Trade
- Rec 8 – Unique Identification Code Methodology – UNIC
- Rec 11 – Documentary Aspects of the Transport of Dangerous Goods
- Rec 12 – Measures to Facilitate Maritime Transport Documents Procedures
- Rec 13 – Facilitation of Identified Legal Problems in Import Clearance Procedures
- Rec 14 – Authentication of Trade Documents (recently revised)
- Rec 15 – Simpler Shipping Marks
- Rec 16 – LOCODE Code for Trade and Transport Locations (currently being revised)
- Rec 18 – Facilitation Measures Related to International Trade Procedures
- Rec 22 – Layout Key for Standard Consignment Instructions
- Rec 25 – Use of the UN Electronic Data Interchange for Administration, Commerce and Transport Standard (UN/EDIFACT)
- Rec 26 – The Commercial Use of Interchange Agreements for Electronic Data Interchange
- Rec 27 – Preshipment Inspection
- Rec 33 – Single Window Recommendation (recently revised)
- Rec 34 – Data Simplification and Standardization for International Trade
- Rec 35 – Establishing a legal framework for international trade Single Window
- Rec 36 – Single Window Interoperability
- Rec 40 – Consultation Approaches
- Rec 41 – Public Private Partnership in Trade Facilitation
- Rec 42 – Trade and Transport Facilitation Monitoring Mechanism

Role of Trade documents

- Trade Documents are the core means of exchanging the information
- Goods can not move faster than the information that controls them
- Information is the key to efficiency of processes
- .. and to risk analysis, supply chain management

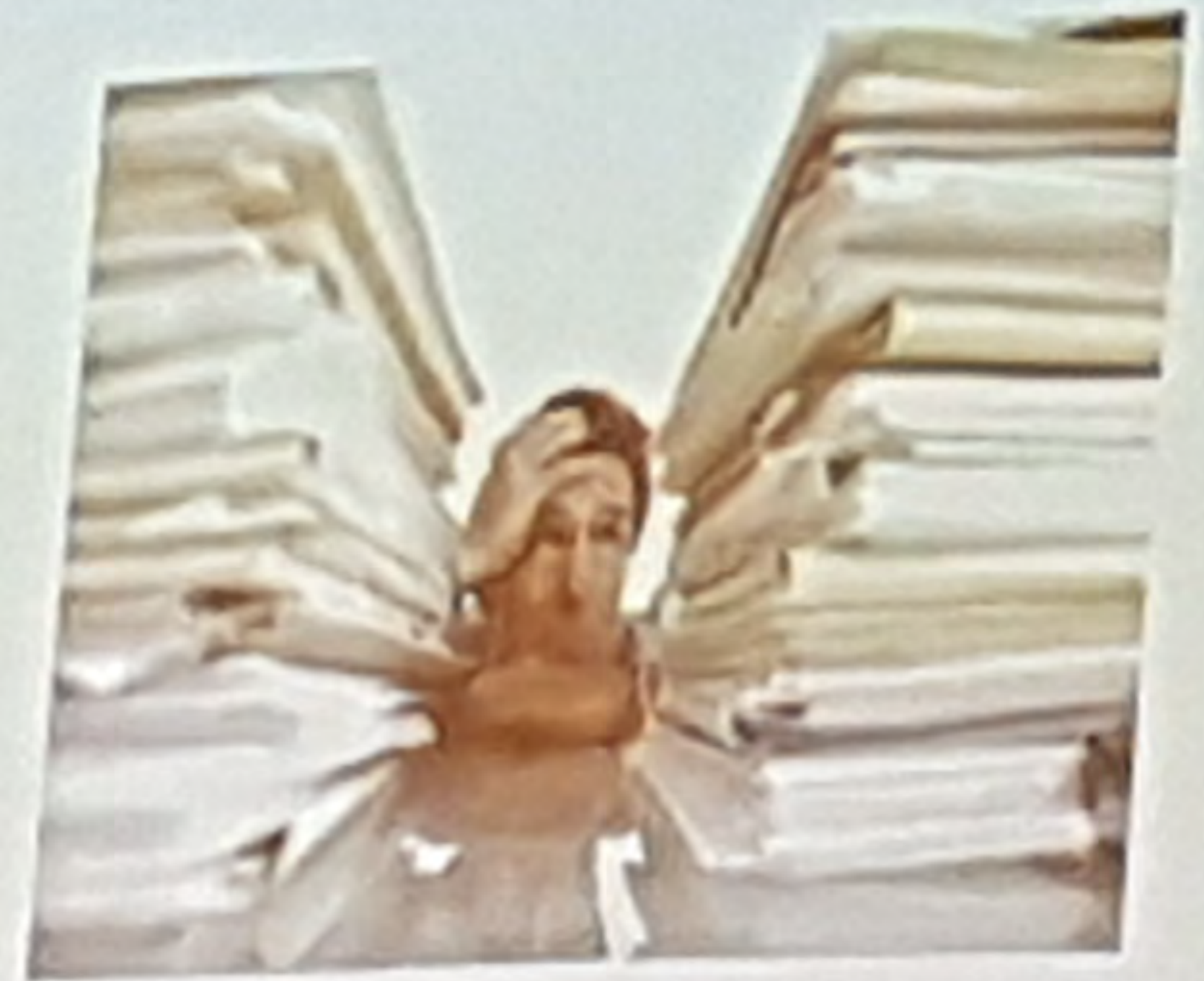
UN / CEFACT

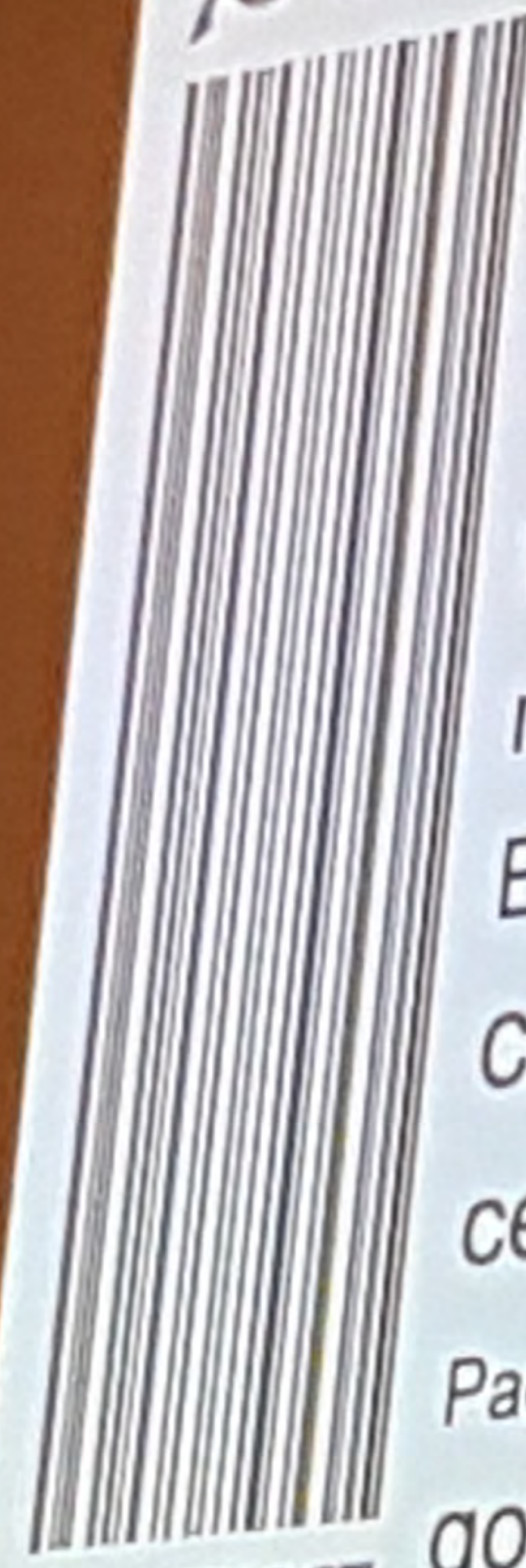


Large document volume in global trade

- UN/CEFACT: export process average: 27 parties involved, 40+ documents, 300+ copies to manage export processes
- UNCTAD: 5 Bio Trade and Transport documents are issued annually
- US: Total US international trade documentation annually consumes more than one billion man hours, equal to 600 thousand work years
- Australia: 22 Agencies collect the name of the exporter on 118 different forms ..described in 61 different ways

UN / CEFACT



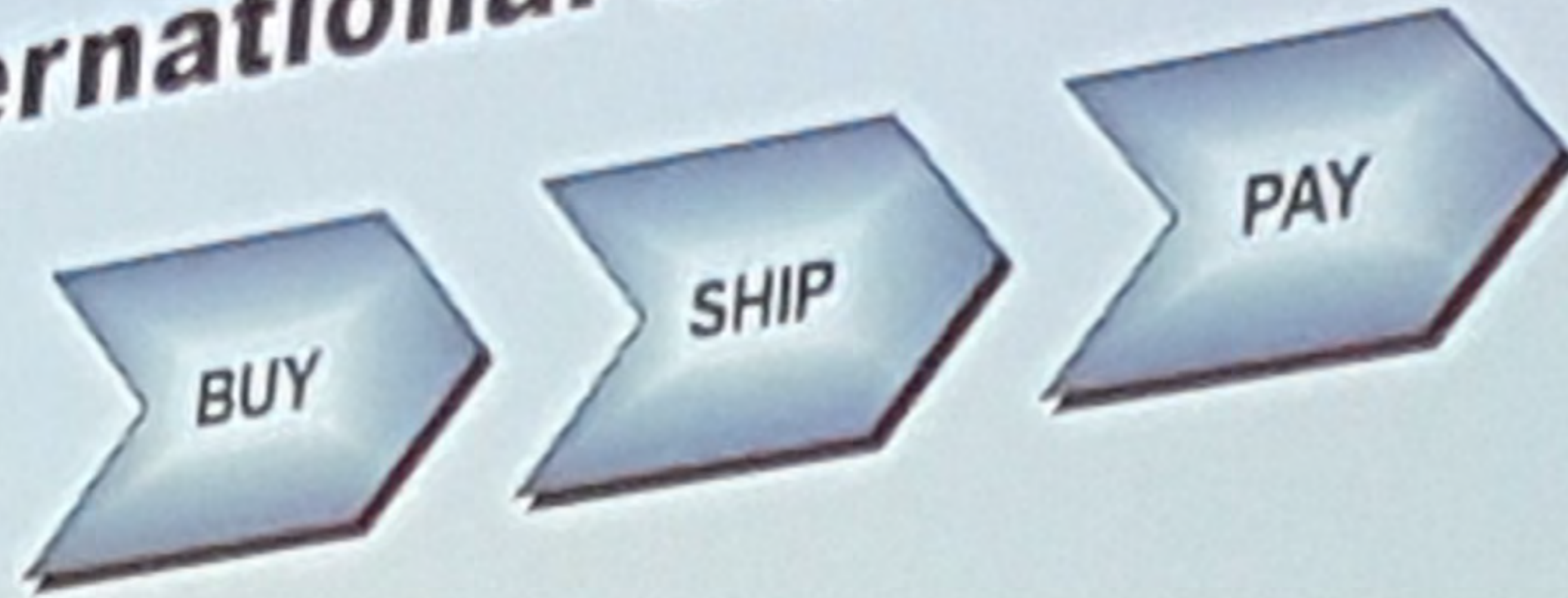


UN / CEFACT



Enquiry Order **Despatch advice** Collection order
 Payment order **Letter of credit** Forwarding
 instructions Forwarder's invoice Goods receipt **Air**
waybill Freight invoice Road consignment note Transit
 manifest Export licence **Bill of lading** Cargo manifest
 Exchange control doc **UN/EDIFACT DE 1001** Phytosanitary certificate **TIR**
 carnet Rail consignment note **Veterinary**
 certificate **Goods declaration** Examples of trade documents
 Packing note Certificate of origin Consular invoice **Dangerous**
 goods declaration Import/Export licence
Customs delivery note

International Supply Chain Model



INVOLVES

Commercial Procedures	Transport Procedures	Regulatory Procedures	Financial Procedures
<ul style="list-style-type: none">• Establish Contract• Order Goods• Advise On Delivery• Request Payment• Packing• Inspection• Certification• Accreditation• Warehousing	<ul style="list-style-type: none">• Establish Transport Contract• Collect, Transport and Deliver Goods• Provide Waybills, Goods Receipts Status reports etc.	<ul style="list-style-type: none">• Obtain Import/Export Licences etc• Provide Customs Declarations• Provide Cargo Declaration• Apply Trade Security Procedures• Clear Goods for Export/Import	<ul style="list-style-type: none">• Provide Credit Rating• Provide Insurance• Provide Finance• Execute Payment• Issue Statements

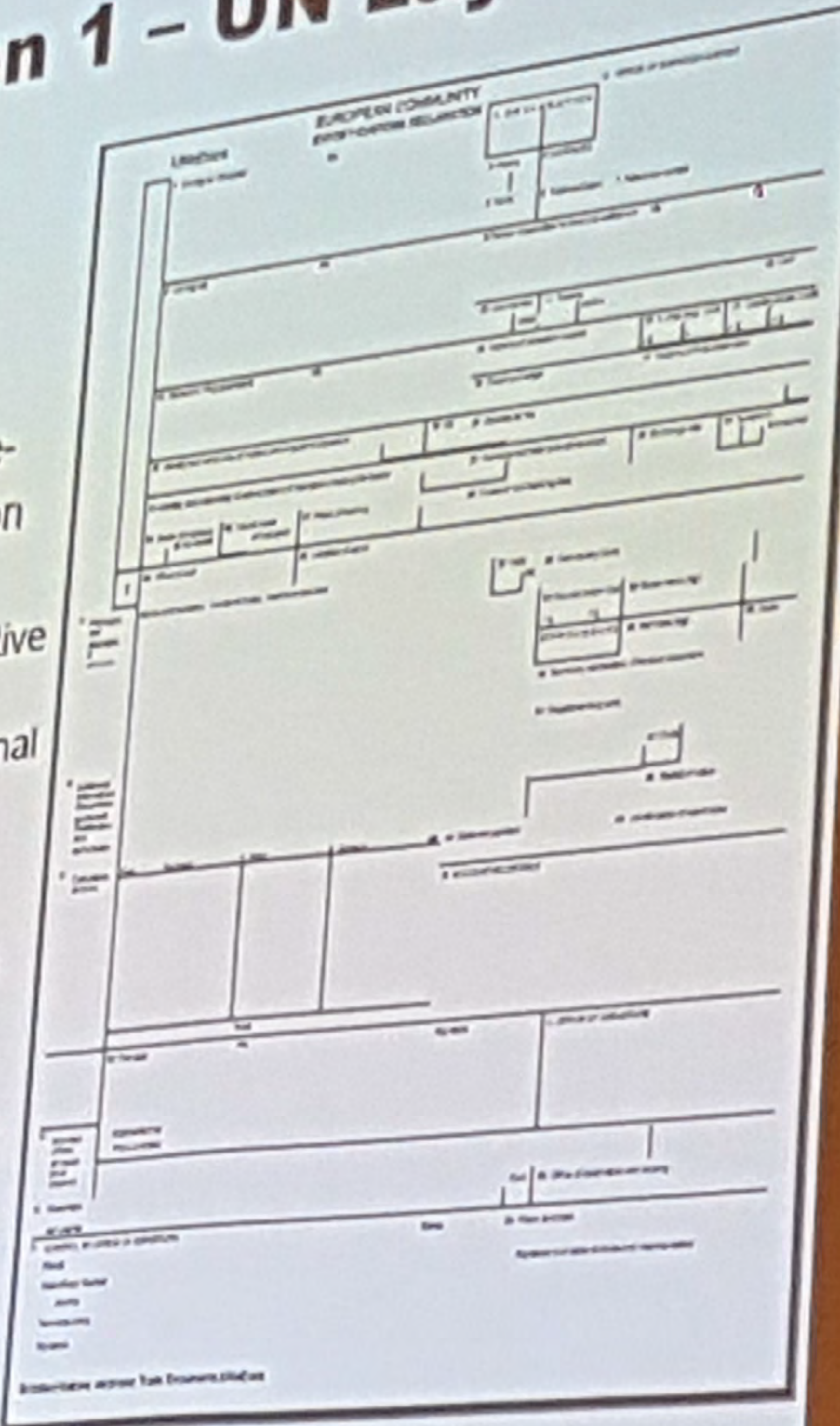
UN / CEFAC

Recommendation 1 - UN Layout Key



UN / CEFACT

- Specifically endorsed in the WCO Revised Kyoto Convention and the WTO TF Agreement
- Common basis for the layout of trade-related documents and the information they contain:
 - Basis for the EU Single Administrative Document (SAD);
 - Endorsed by key international organizations
- All data elements in UNLK aligned documents have electronic equivalents in UN/EDIFACT, ebXML, ...
- Recommendation text is currently being revised and updated

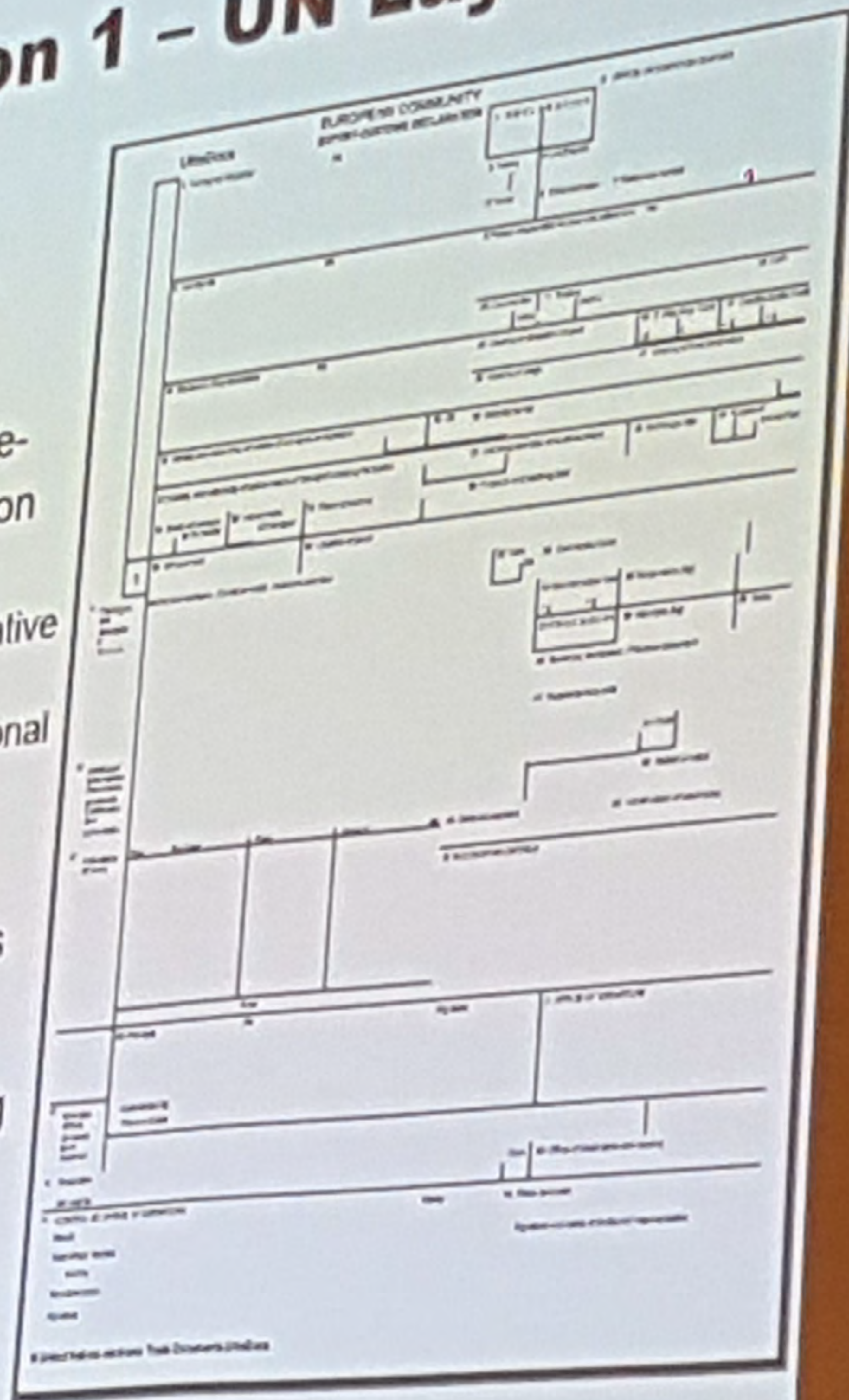


Recommendation 1 - UN Layout Key



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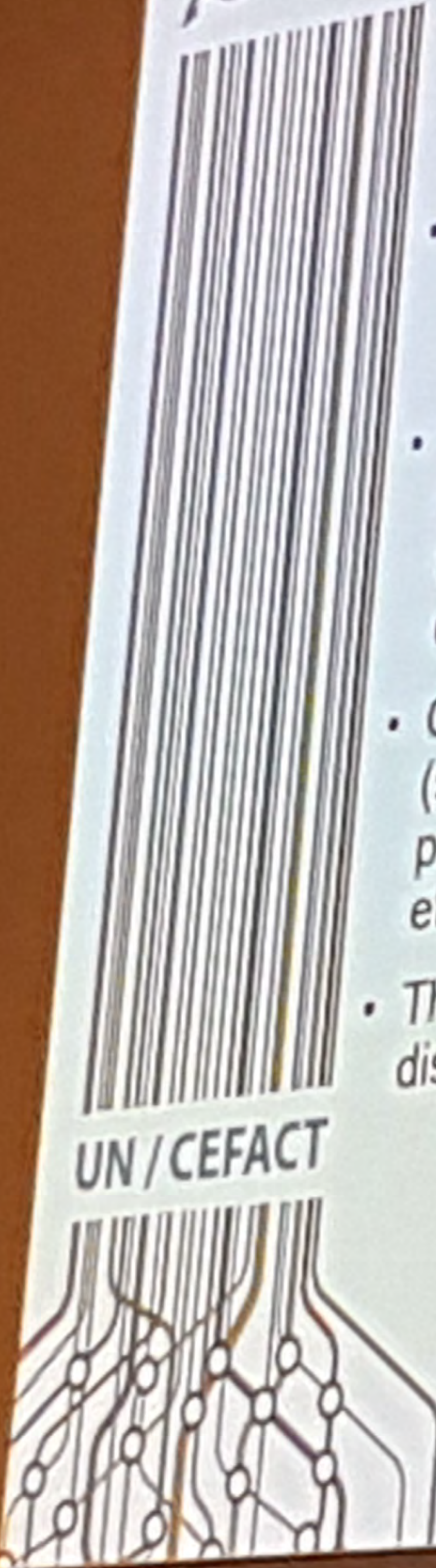
UN Layout Key - General Principles



- Upper left side - consignor, consignee, forwarder etc. and transport details
- Upper right side - commercial data (dates, references, terms of delivery/payment, country of origin etc.)
- Central area - goods details (shipping marks, numbers, packages, goods description, etc.)
- The bottom area - a "free disposal area"



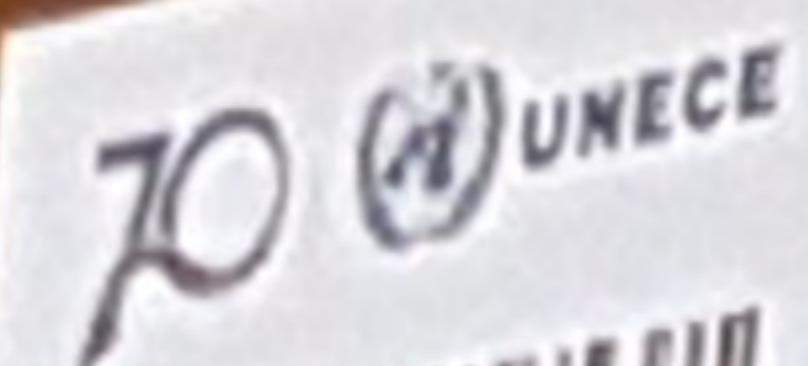
UN Layout Key - General Principles



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Use of internationally agreed Code Lists



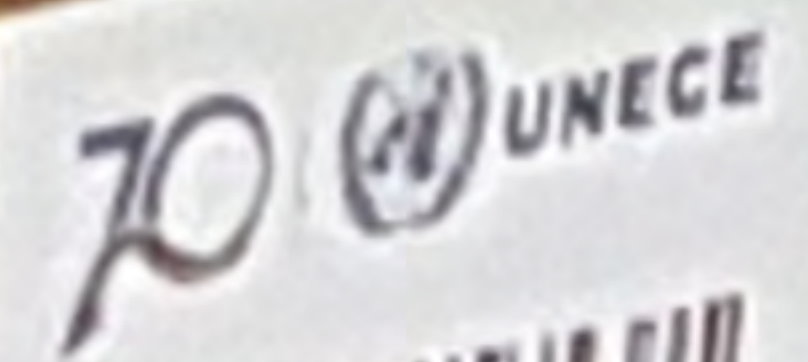
UN / EDIFACT

EUROPEAN COMMUNITY EXPORT CUSTOMS DECLARATION

1. Name of the exporter	2. Name of the importer	3. Name of the consignee	4. Name of the carrier
5. Name of the manufacturer	6. Name of the producer	7. Name of the supplier	8. Name of the contractor
9. Name of the manufacturer of the goods	10. Name of the manufacturer of the goods	11. Name of the manufacturer of the goods	12. Name of the manufacturer of the goods
13. Name of the manufacturer of the goods	14. Name of the manufacturer of the goods	15. Name of the manufacturer of the goods	16. Name of the manufacturer of the goods
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69. Name of the manufacturer of the goods	70. Name of the manufacturer of the goods	71. Name of the manufacturer of the goods	72. Name of the manufacturer of the goods
73. Name of the manufacturer of the goods	74. Name of the manufacturer of the goods	75. Name of the manufacturer of the goods	76. Name of the manufacturer of the goods
77. Name of the manufacturer of the goods	78. Name of the manufacturer of the goods	79. Name of the manufacturer of the goods	80. Name of the manufacturer of the goods
81. Name of the manufacturer of the goods	82. Name of the manufacturer of the goods	83. Name of the manufacturer of the goods	84. Name of the manufacturer of the goods
85. Name of the manufacturer of the goods	86. Name of the manufacturer of the goods	87. Name of the manufacturer of the goods	88. Name of the manufacturer of the goods
89. Name of the manufacturer of the goods	90. Name of the manufacturer of the goods	91. Name of the manufacturer of the goods	92. Name of the manufacturer of the goods
93. Name of the manufacturer of the goods	94. Name of the manufacturer of the goods	95. Name of the manufacturer of the goods	96. Name of the manufacturer of the goods
97. Name of the manufacturer of the goods	98. Name of the manufacturer of the goods	99. Name of the manufacturer of the goods	100. Name of the manufacturer of the goods

- Rec 7 Date Formats
- Rec 8 UNIC
- Rec 5 INCOTERMS
- Rec 3 Country Codes
- Rec 9 Currency Code
- Commodity Code
- Rec 20 Units of Measurement
- Other UN/EDIFACT Code Lists
- Rec 24 Status Codes
- Rec 15 Shipping Marks
- Rec 21 Package Codes
- Rec 19 Mode of Transport
- Rec 28 Means of Transport
- Rec 16 UN/Locode

Use of internationally agreed Code Lists



UN / CEFACT

Rec 7
Date Formats

Rec 8
UNIC

Rec 5
INCOTERMS

Rec 3
Country
Codes

Rec 9
Currency
Code

Commodity
Code

Rec 20 Units
of
Measurement

Other
UN/EDIFACT
Code Lists

Rec 24
Status
Codes

Rec 15
Shipping
Marks

Rec 21
Package
Codes

Rec 19
Mode of
Transport

Rec 28
Means of
Transport

Rec 16
UN/Locode

EUROPEAN COMMUNITY
EXPORT CUSTOMS DECLARATION

1. Commodity Code	2. Country of Origin	3. Country of Destination	4. Country of Transit	5. Country of Origin	6. Country of Destination	7. Country of Transit	8. Country of Origin	9. Country of Destination	10. Country of Transit
11. Country of Origin	12. Country of Destination	13. Country of Transit	14. Country of Origin	15. Country of Destination	16. Country of Transit	17. Country of Origin	18. Country of Destination	19. Country of Transit	20. Country of Origin
21. Country of Origin	22. Country of Destination	23. Country of Transit	24. Country of Origin	25. Country of Destination	26. Country of Transit	27. Country of Origin	28. Country of Destination	29. Country of Transit	30. Country of Origin

agreed
Lists

Rec 5
INCOTERMS

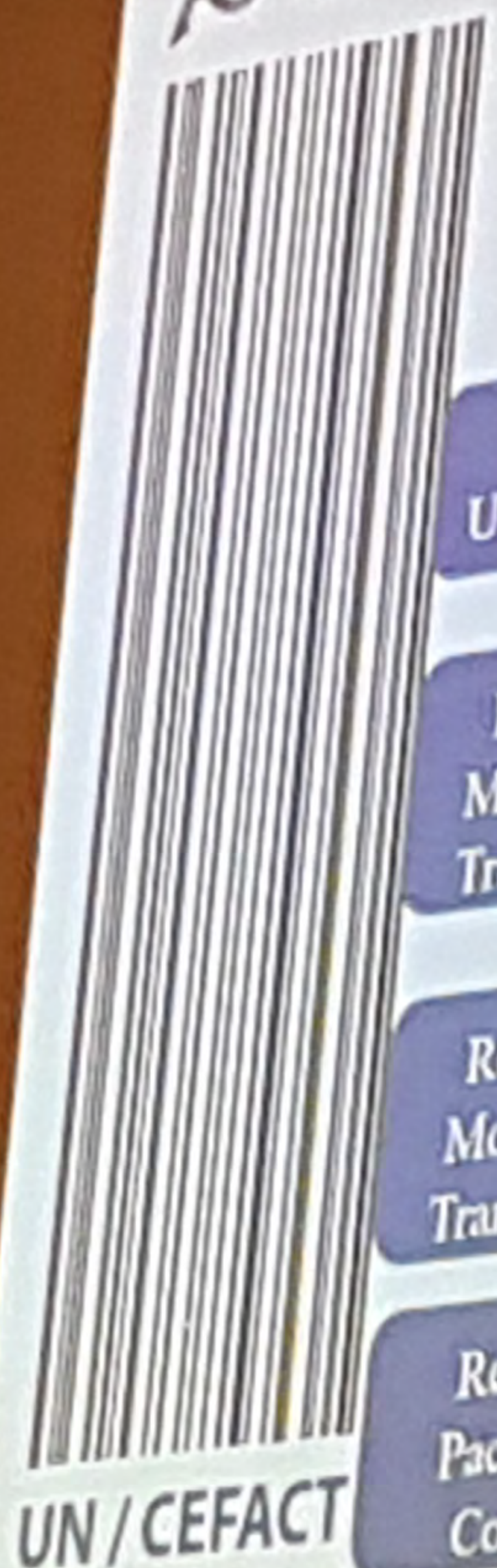
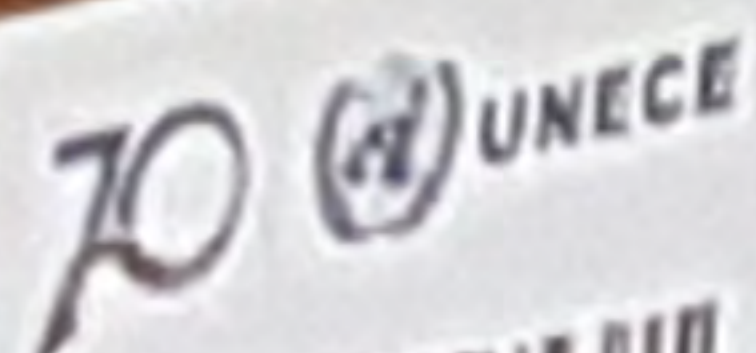
Rec 3
Country
Codes

Rec 9
Currency
Code

Commodity
Code

Rec 20 Units
of
Measurement

Use of internationally agreed Code Lists

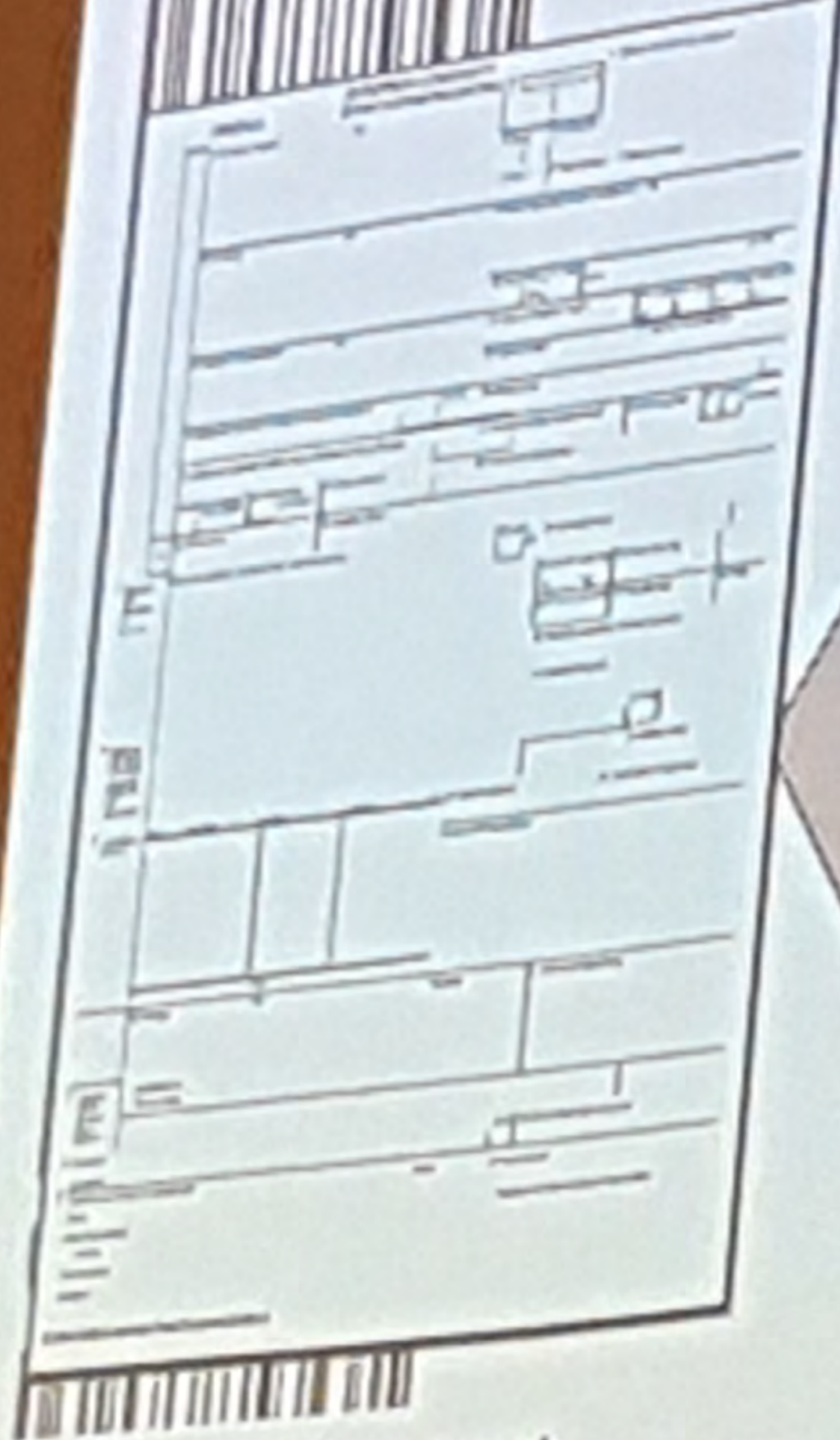
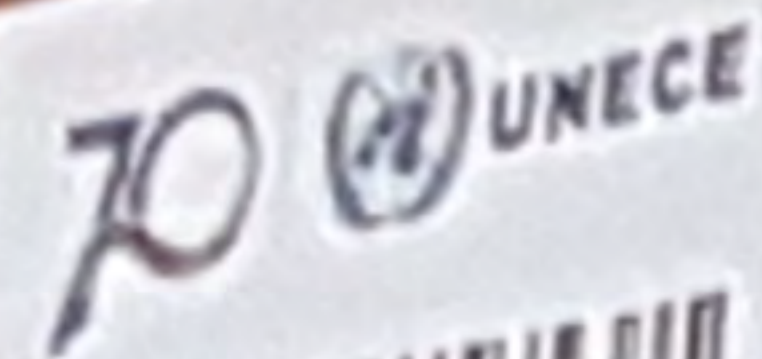


EUROPEAN COMMUNITY EXPORT CUSTOMS DECLARATION

1. Consignor Name		2. Consignee Name		3. Invoice Number		4. Invoice Date	
5. Commodity Code		6. Description of Goods		7. Country of Origin		8. Country of Destination	
9. Means of Transport		10. Mode of Transport		11. Package Codes		12. Shipping Marks	
13. Status Codes		14. Units of Measurement		15. Currency Code		16. Country Codes	
17. Date Formats		18. Incoterms		19. Country of Origin		20. Country of Destination	
21. Other UN/EDIFACT Code Lists		22. Commodity Code		23. Units of Measurement		24. Status Codes	

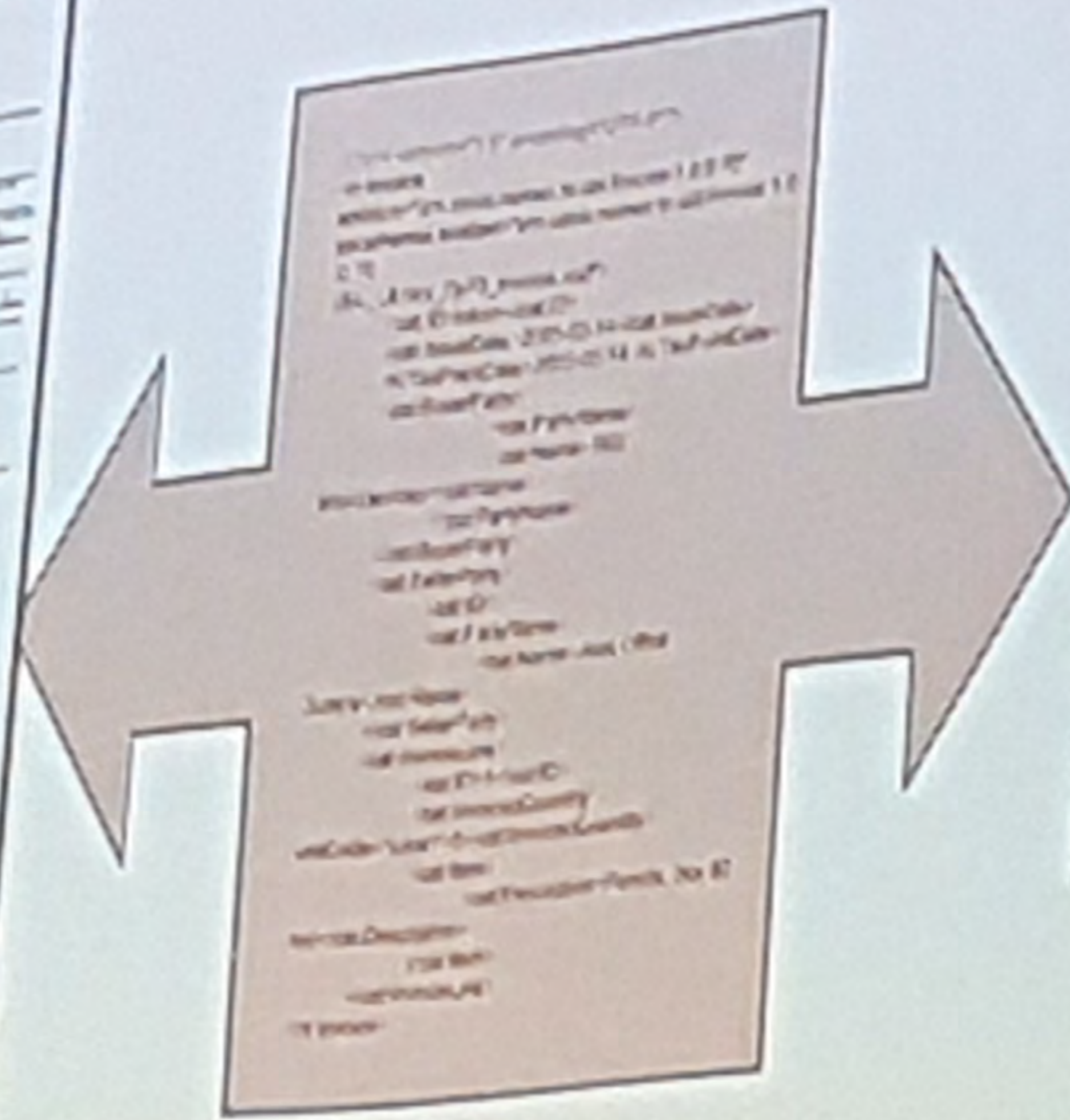
- Rec 7 Date Formats
- Rec 8 UNIC
- Rec 5 INCOTERMS
- Rec 3 Country Codes
- Rec 9 Currency Code
- Commodity Code
- Rec 20 Units of Measurement
- Other UN/EDIFACT Code Lists
- Rec 24 Status Codes
- Rec 15 Shipping Marks
- Rec 21 Package Codes
- Rec 19 Mode of Transport
- Rec 28 Means of Transport
- Rec 16 UN/Locode

From paper to EDI



Paper Document
aligned to UN Layout Key

Electronic Document Exchange
XML or UN/EDIFACT



2000 Flight Forwarding Instructions		
Carrier	00000000000000000000	00000000000000000000
Origin	00000000000000000000	00000000000000000000
Destination	00000000000000000000	00000000000000000000
Class of Service	00000000000000000000	00000000000000000000
Rate	00000000000000000000	00000000000000000000
Remarks	00000000000000000000	
Special Handling	00000000000000000000	00000000000000000000
Weight	00000000000000000000	00000000000000000000
Volume	00000000000000000000	00000000000000000000
Temperature	00000000000000000000	00000000000000000000
Remarks	00000000000000000000	
Remarks	00000000000000000000	
Remarks	00000000000000000000	
Remarks	00000000000000000000	


Electronic Edit Form

UN/EDIFACT standard

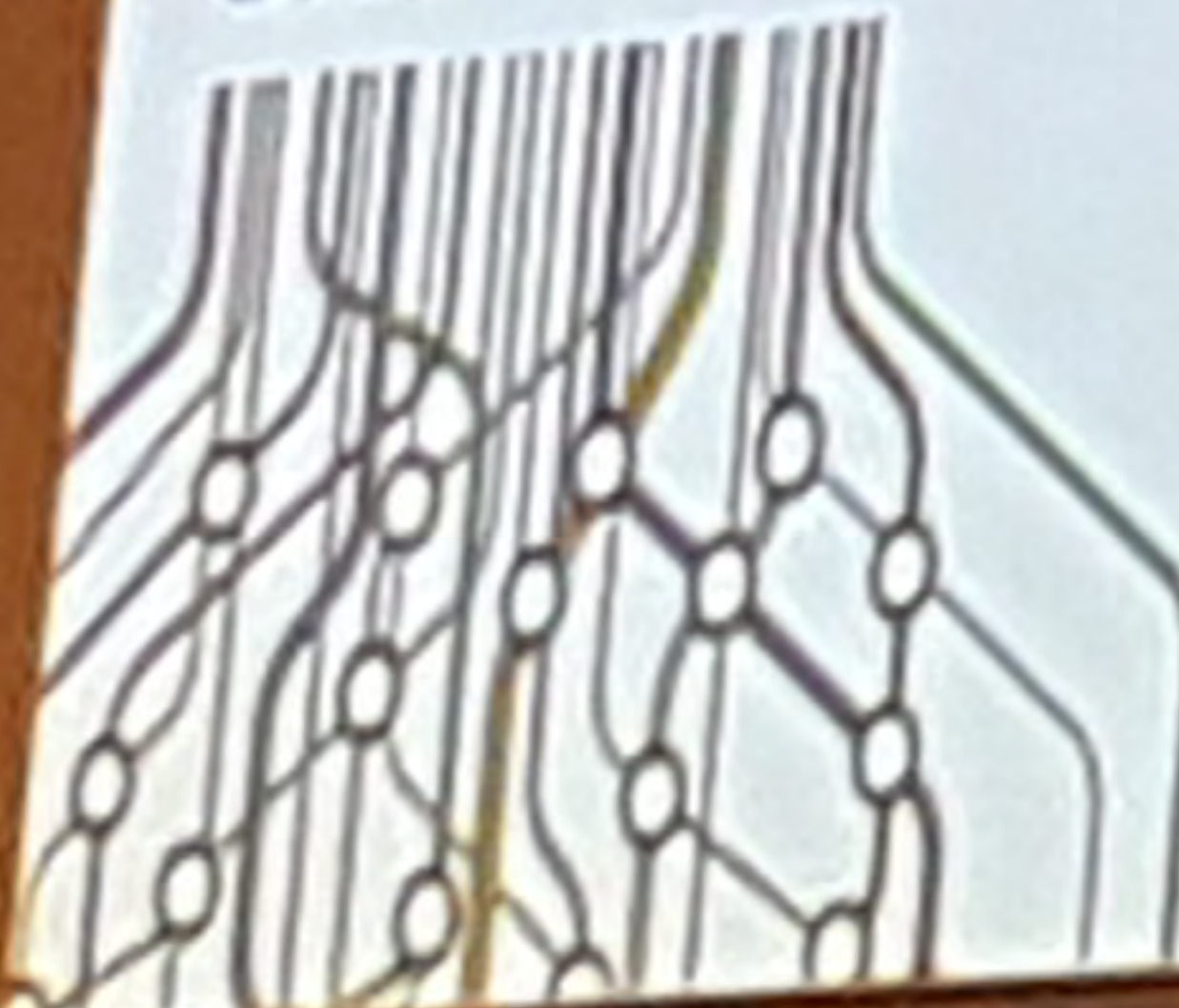
- Global Electronic Data Interchange (EDI) standard developed and maintained by the UN/CEFACT
- Standardized representation of semantics
- Concise data format
- Since approximately 1990
- Over 200 messages covering multiple domains. For

example:

- Customs (customs declaration, cargo report, ...)
- Commercial (orders, invoices, remittance advice, ...)
- Transport (Bill of Lading, manifest, ...)
- Logistics (dispatch advice, shipping instruction, inventory report...)
- Master data (price catalogue, ...)
- Many industries (retail, DIY, container handling, ...)

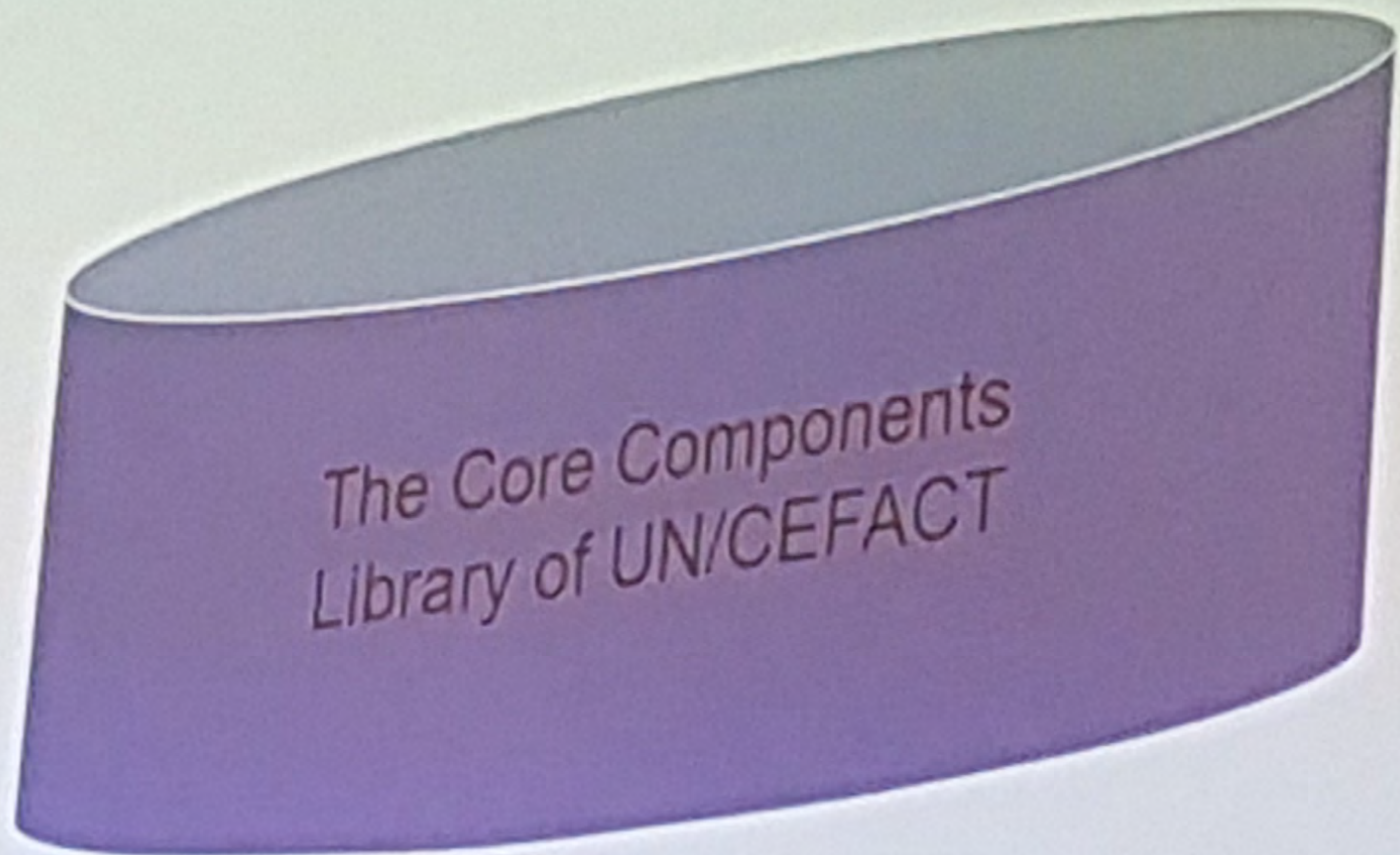


UN / CEFACT





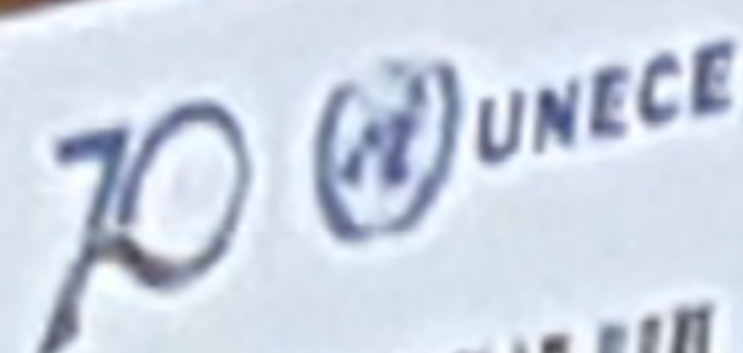
UN / CEFACT



The Core Components
Library of UN/CEFACT

The foundation of the library is the definition of the formats
and semantic content of data
Each "Core Component" captures and defines the details of
a concrete concept used in business or administration (for
example: address)

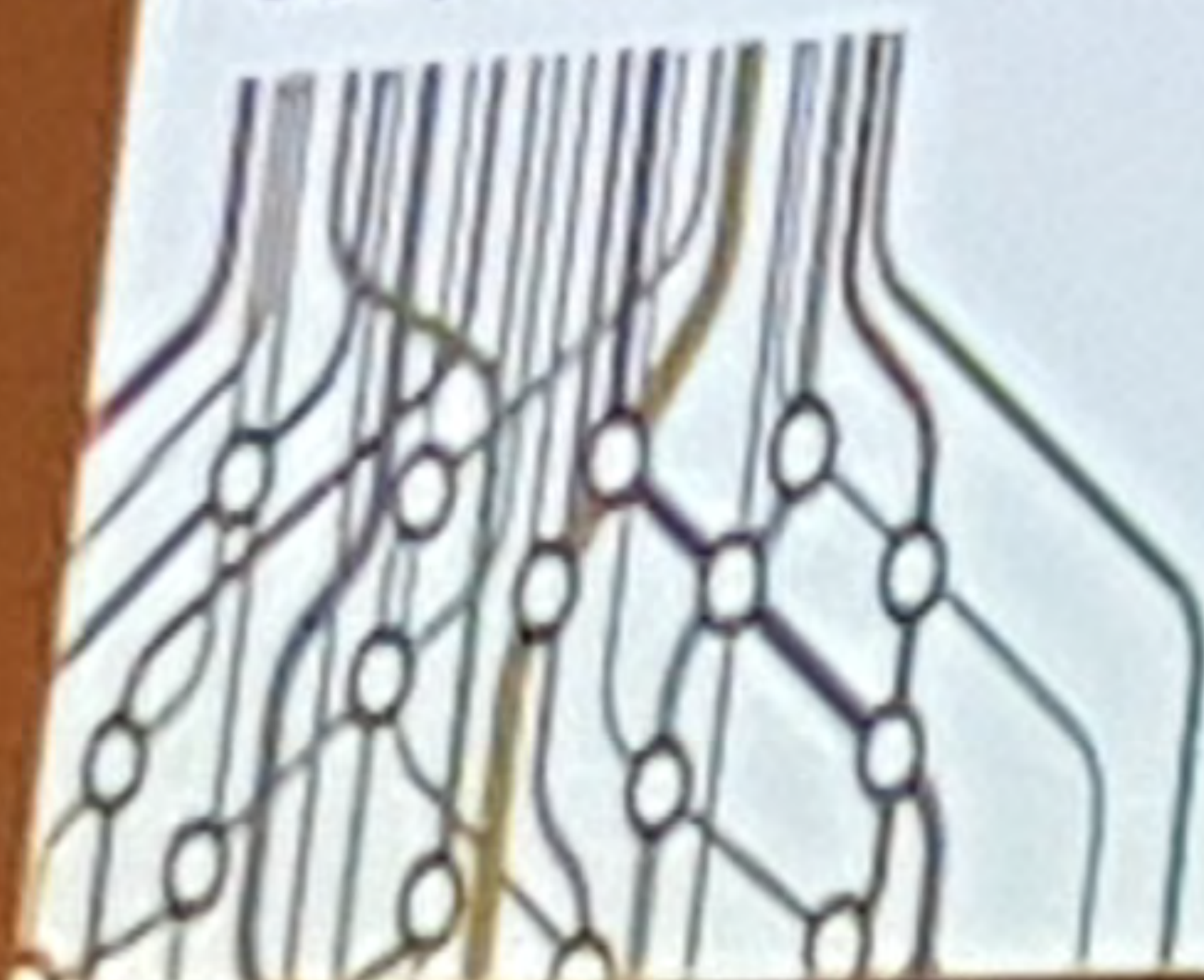
UN Core Component Library (UN/CCL)



- One of the key deliverables of UN/CEFACT
- Defines all terms related to trade, providing a common semantic content of data and a common format
- Contains over a thousand reusable core components provided in a business context
- Also integrates requirements from other organizations such as the WCO, SWIFT, GS1, CITES, US Government, German Government etc.
- Syntax neutral
- Can be used to develop messages in specific syntaxes such as EDIFACT or XML etc.



UN / CEFAC

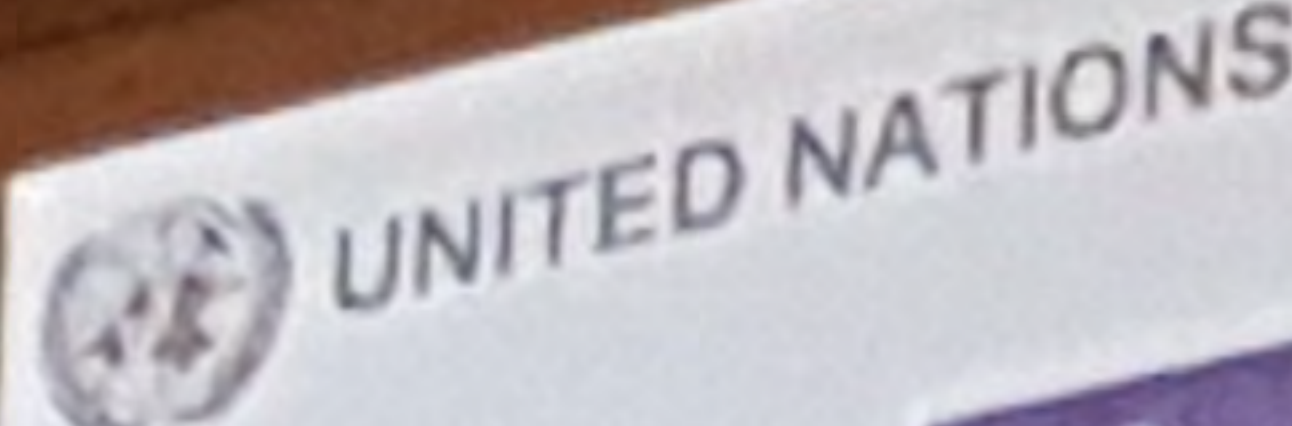


Conclusion

- Excessive trade formalities and documentary procedures create numerous barriers to trade, increase the cost of landed goods - prices for consumers, reduce the competitiveness of companies and exclude some countries from integrating into global value chains.
- To reduce trade costs it is indispensable to use simplified and standardized trade documentation
- The UN/CEFACT develops global trade facilitation and electronic business recommendations, standards and guidelines to bring simple, transparent and effective processes for global businesses, and enhance an efficient and automated exchange of information, therefore helping to reduce costs streamlining trade formalities and documentary procedures.

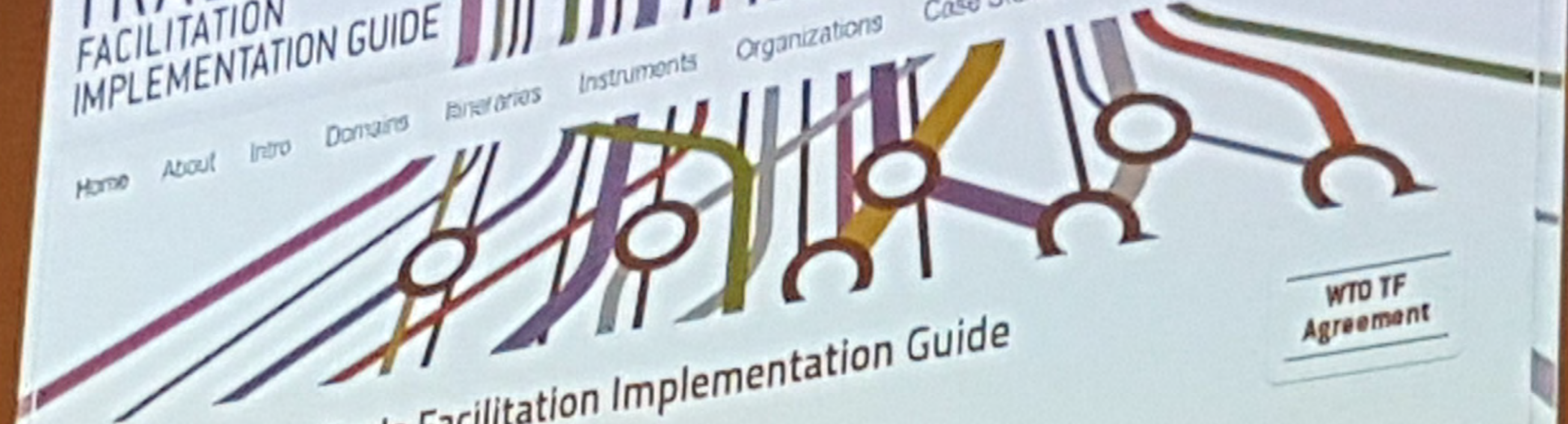


TRADE FACILITATION IMPLEMENTATION GUIDE



Home About Intro Domains Itineraries Instruments Organizations Case Stories Training

English



WTO TF Agreement

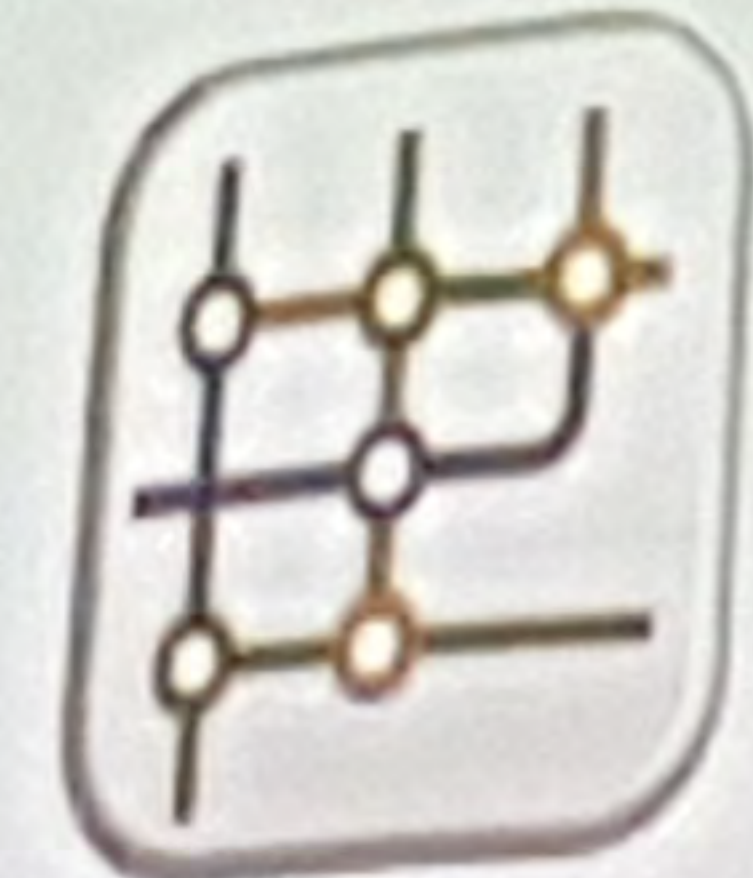
Welcome to the Trade Facilitation Implementation Guide
A tool for simplifying cross-border trade

Introduction to Trade Facilitation

Domains



Itineraries



Instruments



Organizations



Upcoming events of UN/CEFACT

- UN/CEFACT 34th Forum

- 28 October – 1st November, London, UK

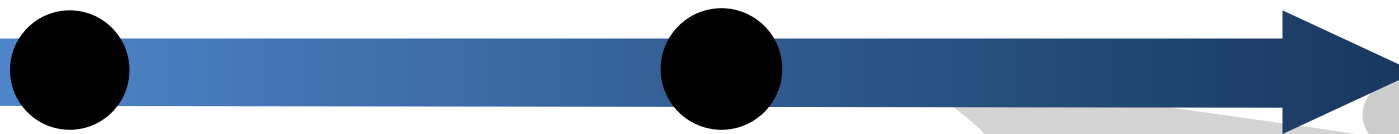


Conference on
Single Window
Implementations,
Tuesday 29 October

Conference on
Application
Programming
Interfaces (APIs),
Wednesday 30
October

UN / CEFACT

Enhancing Customs Cross-border Cooperation



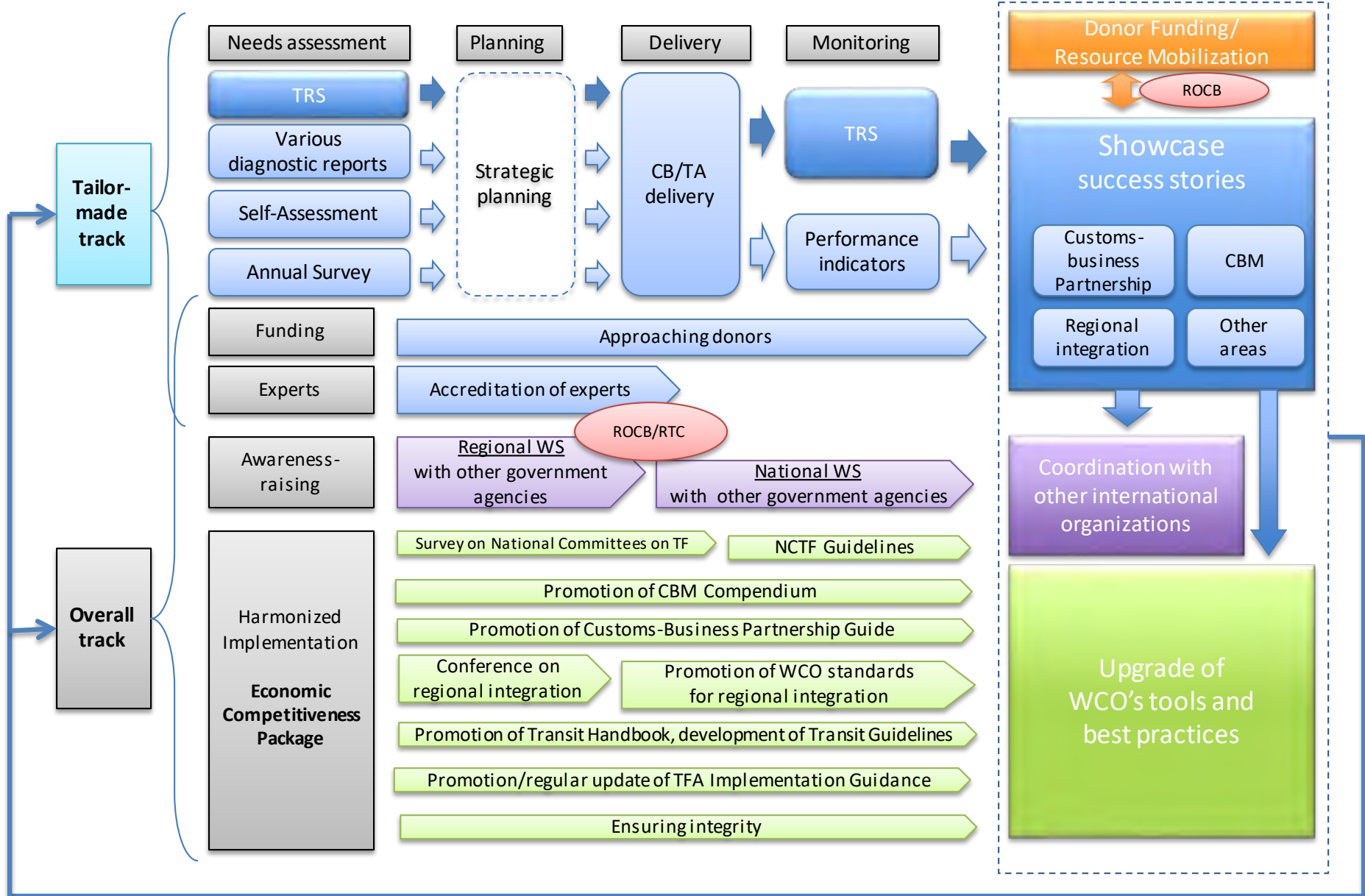
**EGM on improving transit cooperation and
trade facilitation for LLDCs
Geneva, 18 October 2019**

Introduction to the WCO



- Independent intergovernmental organization exclusively focused on Customs matters
- Established in 1952 as the Customs Co-operation Council
- 183 Members (incl. all 32 LLDCs)
- Mission - The WCO develops international standards, fosters cooperation and builds capacity to facilitate legitimate trade, to secure a fair revenue collection and to protect society, providing leadership, guidance and support to Customs administrations

WCO Mercator Programme to support TF



WCO Instruments and Tools



Revised Kyoto Convention



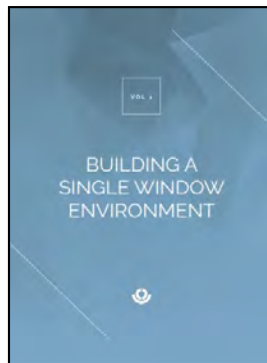
Transit Handbook



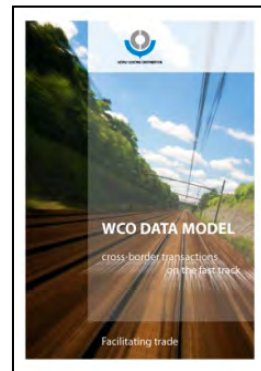
Transit Guidelines



SAFE Framework of Standards



Single Window Guidelines



Data Model



CBM Compendium

**In development – Compendium of best practices in the area of transit
– Single Window Study Report**













TFA Implementation Guidance

www.wcoomd.org/en/topics/wco-implementing-the-wto-atf/atf.aspx

SHARE YOUR PRACTICES (PILOT)

[Complete the form](#)

Search articles:

<p>Article 1 Publication and availability of information</p> 	<p>Article 2 Opportunity to comment, information before entry into force and consultations</p> 	<p>Article 3 Advance rulings</p> 
<p>Article 4 Procedures for appeal or review</p> 	<p>Article 5 Other measures to enhance impartiality, non discrimination and transparency</p> 	<p>Article 6 Disciplines on fees and charges imposed on or in connection with importation and exportation and penalties</p> 
<p>Article 7 Release and clearance of goods</p> 	<p>Article 8 Border agency cooperation</p> 	<p>Article 9 Movement of Goods Intended for Import Under Customs Control</p> 
<p>Article 10 Formalities connected with importation and exportation and transit</p> 	<p>Article 11 Freedom of transit</p> 	<p>Article 12 Customs cooperation</p> 

OVERVIEW

The TFA requests all national border authorities/agencies to cooperate with each other and coordinate border control and procedures to facilitate trade. Such cooperation and coordination may include alignment of working days and hours, alignment of procedures and formalities, development and sharing of common facilities, joint controls and establishment of one stop border post control.

Standard 3.35 of the Revised Kyoto Convention lays down the principle that the Customs inspection of goods should take place in coordination with other competent authorities. The SAFE Framework of Standards takes the same approach as the TFA text.

[print this item](#)

WTO TFA



REVISED KYOTO CONVENTION



OTHER WCO TOOLS



MEMBERS PRACTICES



PERFORMANCE INDICATORS



The WCO Transit Guidelines

1. Legal framework
2. **ICT and efficient information management**
3. **Guarantee system**
4. Fees and charges
5. Simplification of formalities
6. Risk management
7. Authorized Economic Operators
8. Customs seals and other security measures
9. **Coordinated Border Management**
10. Hard infrastructure and equipment
11. Transparency and anti-corruption
12. Partnership with Business
13. Performance measurement



Transit Guidelines
Route for efficient transit regime
World Customs Organization

Efficient information management

Type of the information exchanged

14. **An anticipated arrival record** should be shared with the office of destination and other relevant Customs offices immediately after the office of departure accepts the transit declaration.
16. When a Customs office inspects transit goods, **the results of the inspection** and any other useful information should be shared immediately with all other relevant Customs offices of transit.
21. **If irregularities are detected at an office en route**, the information should be shared with all relevant Customs offices involved in the transit operation.
24. All relevant Customs offices, starting with the office of departure, and then offices en route and at the final destination, should be informed about **all details of the transit operation.**

Guarantee system

International/regional guarantee systems

59. Governments are encouraged to take the necessary steps to develop or accede to regional or international guarantee systems, which are **more efficient than a chain of national guarantee systems.**

61. Governments are encouraged to establish conditions for **mutual recognition of guarantees.**

Coordinated border management

121. Governments should cooperate **with neighbouring governments** to coordinate procedures at border crossings and facilitate transit operations.

122. Governments should coordinate transit operation activities between different border control agencies, in particular **through the national committee on trade facilitation.**

130. Governments should cooperate with the governments of neighbouring countries to conduct joint controls on transit goods. Governments are encouraged to **recognize the results of controls** and risk management activities carried out by other governments in order to avoid unnecessary multiple inspections on the transit goods.

131. Governments should seek to establish a **one stop border post (OSBP)** for effective transit operations, using existing references such as the One Stop Border Post Sourcebook.

Members' practices

- **IT Interconnectivity in WCA region (ALISA, PACIR, SIGMAT projects)**
- **The Single Customs Territory (SCT) of the East African Community**
- **The Regional Customs Transit Guarantee in the Common Market for Eastern and Southern Africa (COMESA)**
- **The Regional Electronic Cargo Tracking System (RECTS) implemented by Uganda, Kenya and Rwanda (+DRC)**
- **South Africa – Eswatini Pilot Project on exchange of information**

Thank you for your kind attention!

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Compliance and Facilitation Directorate
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E-mail: Vyara.Filipova@wcoomd.org

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SADC TRANSIT MANAGEMENT SYSTEM

Regional Customs Transit Bond Guarantee

GENEVA, 14- 18 October 2019

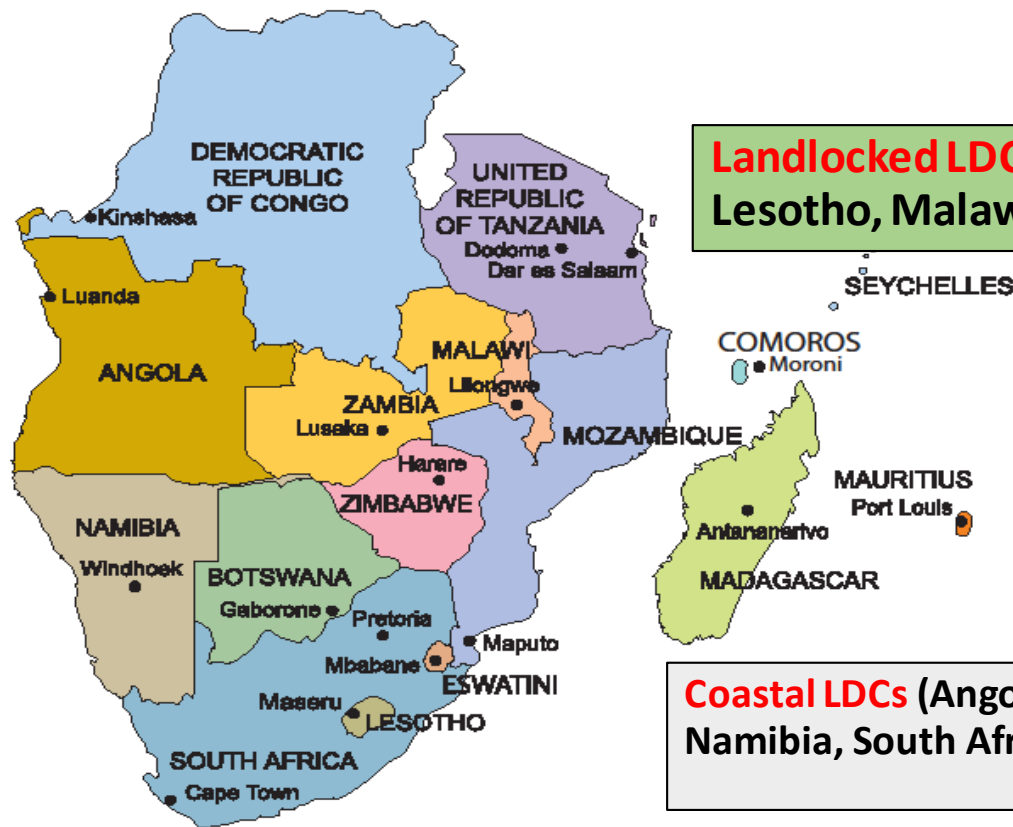
**By Alcides Monteiro: Senior Programme Officer-
Customs; Head of Customs Unit- SADC
Secretariat**



The main objective of SADC is to achieve economic development, peace and security, alleviate poverty, enhance the standard and quality of life of the peoples of Southern Africa, and support the socially disadvantaged through regional integration. built on democratic

Population: 277 million

Area: 9,860,999



Landlocked LDCs (Botswana, Eswatini, Lesotho, Malawi, Zambia, Zimbabwe).

Coastal LDCs (Angola, DRC, Mozambique, Namibia, South Africa and Tanzania).

Island LDCs (Comoros, Madagascar, Mauritius and Seychelle).

Legal Instruments:
Treaty & Protocols



TRADE FACILITATION /COMPETITIVENESS/ TRADE TRANSATION COST



- Customs clearance times are key determinants of **foreign investment**, export status and productivity.
- For integration into **global value chains** efficient importation is as important as exportation.
- Trade costs are a crucial ingredient for **competitiveness and FDI**.



SADC TRADE FACILITATION PROGRAMME

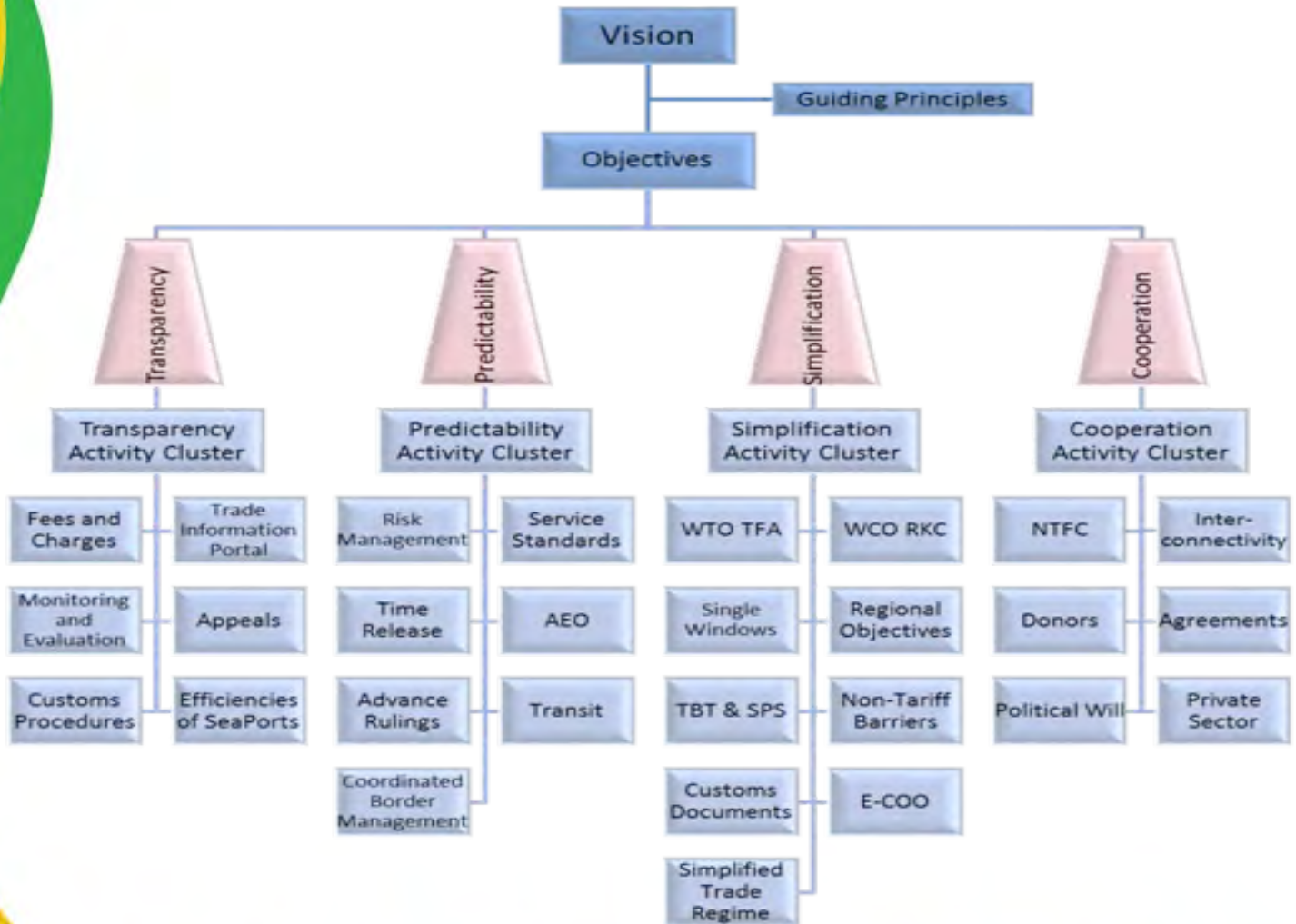
- 13th meeting of the Ministerial Task Force on Regional Economic Integration held in July 2013.



The tariff phase down is almost completed, but NTBs and other barriers which impedes the movement of goods are the challenges to be addressed.



SADC TFP PROGRAMME



TRANSIT APPROACHES

- Information Sharing
- Guarantee
- Simplification of formalities
- Risk Management
- Customs seals and other measures
- E-tracking System
- Coordinated Border Management
- One Stop Border Post
- Performance Measurement



INTER. INSTRUMENTS & NATIONAL



INTERNATIONAL

- Annex E of the RKC
- Article 11 of the WTO TFA
- WCO Transit Guidelines
- Vienna Programme of Action
- GATT Article VI
- Istanbul/ATA Convention
- TIR Convention

NATIONAL

- Protocol on trade (Annex IV)
- Appendix VI RCTBG
- ✓ Transit Regulation
- Transit Manual



RCTBG USED FOR

- **Regional Customs Transit Bond Guarantee (RCTBG)**- is Guarantee under which Customs Administration in country of commencement requires in order for the goods to be moved under Transit Procedure
- Regional Bonds Guarantee, means bond issued in one country should be recognized across the region
- Secure the duties when the goods are in transit
- is used for pay amount of customs duties and other charges in transit country in the event that the goods cannot be accounted for.



CHALLENGES WITH THE CURRENT TMS

- Each Customs Administration requires the bond to be issued in their country before the goods can move under transit procedure
- Each MS is using its national bond; no regional
- Cost of issuing and processing bond each time goods pass through a country
 - This situation creates delays at the border
 - repetition of procedures;
 - verification;
 - Examination; and
 - Processing



KEY PLAYER OF THE RCTBG

• Customs Authorities

• Principal Bond Holder (Freight Forwarders/Clearance Agent, Import/Export)

• Designated Representative (appointed by PBH private arrangement)

• Guarantor (Insurance Industry/Banks)



CURRENT ARCHITECTURE/ FLOW



At port of Commencement:

- Application of the bond (PBH), issuance (Guarantor), submission to Customs (PBH) and approval (Customs)
- Transit Countries
- Goods in transit (no bond required to be issued)
- Port of Destination
- Acquittal



EXTRA TERRITORIAL RECOGNITION OF THE BOND

- Bond Should be issued in one country and recognized across the region;
- Guarantor should appoint correspondent Bank/Insurance Agent
- Acquittal should occur at the last port of destination once the goods is under customs control; and



Role of the Regional Financial Regulatory Board

The **Banks Regulatory Authorities** shall:

- provide oversight on the banking regulation and payment system; and
- **approve** the banking institutions that participate in the regional transit customs Guarantee system;
- **monitor** and **resolve** issues related to the banking regulation and payment system arising from implementation of the Guarantee; and
- **determine** minimum requirements for the commercial banks to participate in the Guarantee.
- keep and **share with Customs Administration a list of the names of commercial banks that participate in the regional transit customs Guarantee system**



THANK YOU ONCE AGAIN

