National Trade Facilitation Roadmap

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Trade facilitation and its stakeholders

TRADE FACILITATION
“Simplification, harmonisation and standardisation of procedures and associated information flows required to move goods internationally from buyer to seller and to pass payment in the other direction”

UN/CEFACT

Traders & Intermediaries

Business associations

Customs

Other Government Agencies
Benefits of adopting and implementing a strategic plan (roadmap)

• Gives an overall vision for a number of organizations
• Complements other national development plans
• Supports implementation of the WTO TF Agreement
• Base for a formulated vision of TF reforms
• Supports NTFC activities
• Uses indicators of achievement as a driver for reform
• International donors can use it to plan their activities
• Encourages implementation of existing instruments and standards (of UNECE; UN/CEFACT; UNCTAD; WCO, etc.)

⇒ Is the base to establish vision of the future, servers as a baseline and efficiency indicator for TF reform
⇒ National Trade Facilitation Committee - supporting platform
Developing and implementing a TF strategy

Continuous change management – Prepare organizational, technical, methodological, competencies, regulatory change throughout the trade modernization effort

As-Is situation

Current indicators
Cost of exporting/importing a container
Time for exporting/importing a container etc.

Implemented instruments
e.g.
Coordinated Border Management
Advance ruling
Risk Management, Selectivity of controls etc.

To-Be situation

Desired indicators (in 1-5 years)
Cut cost of exportsIMPORTS by 1/2
Cut time of exports/imports by 1/2 etc.

New instruments
Simplified and aligned trade documents
Coordinated Border Management
Authorised Economic Operators
Single Window, Risk Management, Post-clearance audit and controls etc.

Consultative process – Engage the business community in all steps of the modernization effort

Carry out time release study
Business process analysis
Projects on implementing TF instruments: CBM, AEO, EO..
National/regional TF strategy

Structure of the Strategy Document

1. Vision statement
2. Baseline situation
3. Goals (and Goal performance indicators)
4. Activities (and Activities compliance indicators)
5. Schedule of implementation
6. Governance structure
7. Resources
8. Risks and assumptions

Structure of the logical framework

Roadmap simplified approach

The Strategy:
What do we want to do and how we will do it?

Implementation of the RoadMap:
Who will do what? When? And how much will it cost?

Conditions:
What are the risks and assumptions that need to be considered?
**Identify Activities**

- Support the development of electronic trade and transport documents, e.g. as part of a corridor management policy
- Support the National TF Committee and public-private consultations
- Support a paperless Trade System
- Support Advance Rulings regime
- Support an Authorized Economic Operators (AEO) regime
- Enhance Border Agency Cooperation
- Conduct BPA
- Support Customs Cooperation and Customs Reform Strategy
- Harmonize Data
- Support Expedited Shipments and e-commerce
- Advise Traders on Pre-Arrival Processing
- Publish and make Information Available
- Implement a Risk Management System
- Develop a Single Window
- Conduct Time Release Studies

**Identify Activities Compliance Indicators (ACI), which measure whether an Activity has been successfully implemented in terms of quantity, quality, time frame and location.**

**Prioritize activities:**
- Quick wins: moderate impact, but fast.
- Intermediary: considerable impact.
- Strategic: high impact on Goals.

**Implementation schedule:**
- Start-up phase: 6 months
- Delivery phase: 1-4 years.
- Review phase: evaluating whether the Goals have been achieved + drafting a new Roadmap for 3-5 years. Should start 6-12 months before the deadline.
Drafting a TF strategy

- **Initiation Phase**, draft the concept; nominate Lead Editor or Drafting Team (involve the key stakeholder agencies in a country).

- **Drafting Phase** of the document itself: 1) engage countries and stakeholders, 2) discuss with them existing issues and possible activities plan, and 3) define the performance indicators. Outcome – a consolidated draft strategy document. Gradually involve all key stakeholder agencies in all the countries. Good communication is a must. Support for some countries. Should not be an activity imposed from abroad.
  - Multi-stakeholder process – needs identification of issues and activities; resolving arguments (good moderator is needed) – encouraging dialogue, helping conciliate positions, summarizing and pointing to a solution. Brainstorming workshops are necessary.
  - Review: the Drafting Team needs to assess whether the proposed activities of the Roadmap stand a chance to be supported by the key stakeholders.

- **Validation Phase**, the document is presented to the government agencies and business stakeholders. This phase may include a high-level meeting to endorse the strategy and start the implementation of the Activities.
Recommendation 40: Levels of consultation

- **Strategic Level**
  - Development / Economic / Trade Policy
- **Operational Level**
  - Regional Integration
  - Trade negotiations and compliance
  - Rule- and Law-making process
  - Project Design
  - TF at border stations
- **Technical Level**
Multimodal corridor approach

General transport documents:
- SMGS, CIM/SMGS or CIM Consignment Note;
- CIM / SMGS Wagon List (Appendix 7.2 to point 20)
- Container List (Appendix 7.4 to point 20)
- Handover sheet (Appendix 3 to SI to SMGS)
- CMR, (eCMR);
- Air waybill (eAir waybill);
- Bill of Lading - B/L (e B/L)) and

Additional accompanying documents:
- Invoice;
- Specification;
- Packing list;
- Proforma invoice;
- Certificate of Quality;
- Shipping order (export and transit) and Order (Import and Transit)

Customs Documents:
- Export Declaration (EX-1);
- Transit Declaration (T-1);
- Administrative Accompanying Document (AAD)
- TIR Carnet;
- ATA Carnet;
- Finance guarantee (for transit);

OGA Certificates:
- CO, C/O
- Certificate of Safety or Compliance;
- Quarantine Certificate;
- Veterinary Certificate;
- Hygienic Certificate;
- Fire Safety Certificate;
- Sanitary and Phytosanitary Certificates

Align data in these documents with UN/CEFACT reference data models and WCO data model
UN/CEFACT eCMR

SEMANTIC MODEL

MultiModal Transport (MMT)
(subset of BSP)

MultiModal (MMT)
Master message structure

eCMR message model

XML eCMR schema

Buy/Ship/Pay (BSP)
Semantic model
Subset of CCL

BUY SHIP PAY
Master message structure

MMT subset
Exchange Syntax-
neutral
data exchange
structure
Bill of lading, Invoice, Specification; Packing list, Wagon list, Proforma invoice, Quality certificate, Shipping order, Customs documents:
- Export declaration (EX-1);
- Transit declaration (T-1);
- Accompanying administrative documents
- TIR Carnet;
- ATA carnet;
- Financial guarantee (for transit);
Other regulatory agency certificates:
- Certificate of Origin;
- Certificate of compliance;
- Carantine certificate;
- Veterinary certificate;
- Hygiene certificate;
- Fire safety certificate;
- Sanitary and phytosanitary certificate
Related concepts: data pipeline
Future Customs and International trade systems (David Hesketh and others)

Data about the goods

Data of the manifest

Information pipelines

40%
20%
10%
15%
15%

Consignor or Exporter
Forwarder or 3rd party
Container / Carrier
Forwarder or 3rd party
Consignee or Importer

Port 1
Port 2

Country A
Country B

Physical level
Organizational level
Information Documentation and data level

Risks
Risks
Risks
Risks

Customs
MIA
Border control
Port; Public Health

State regulatory requirement
Third country regulatory requirements

Country A
Cargo
Port 1
Carg

Country B
Carg
Port 2
Carg
Thank you!

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