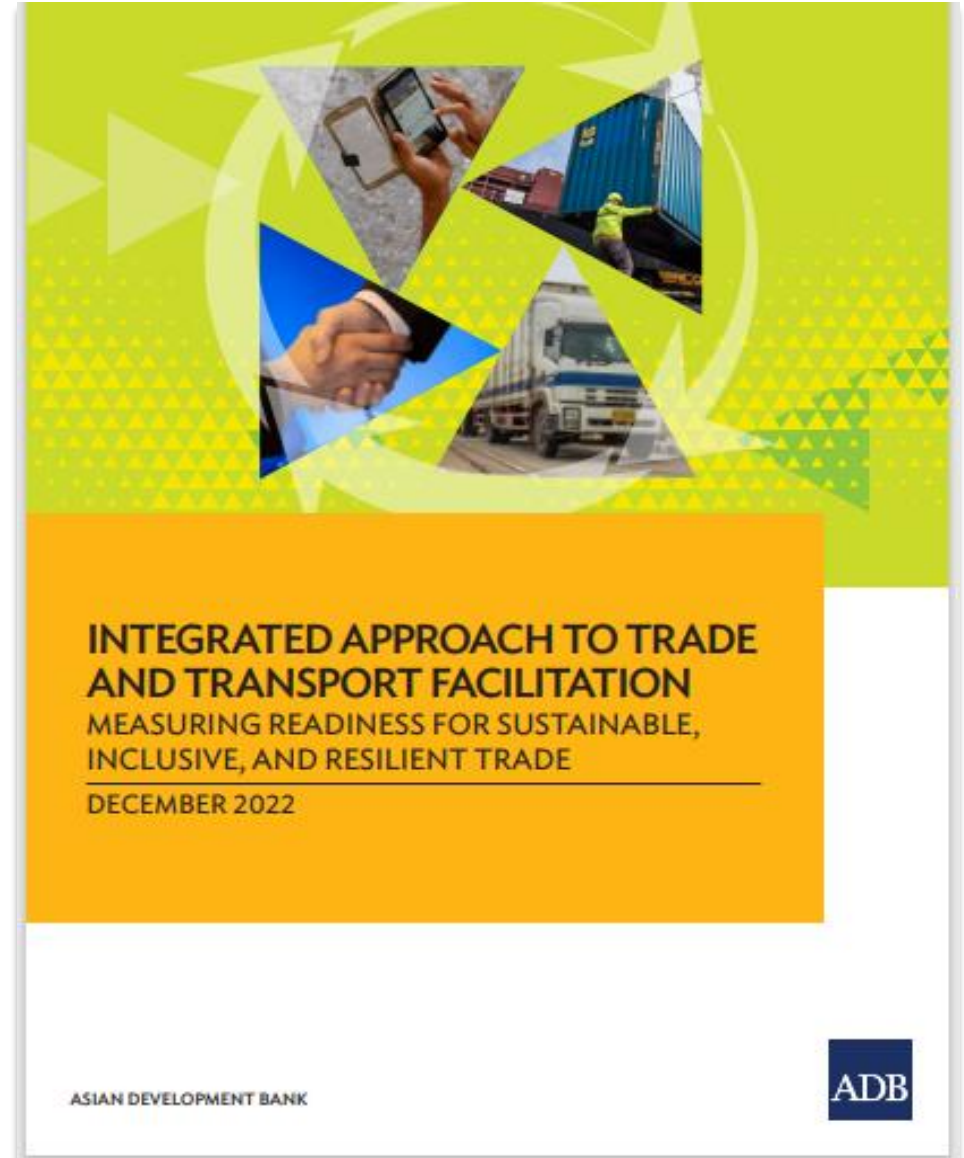
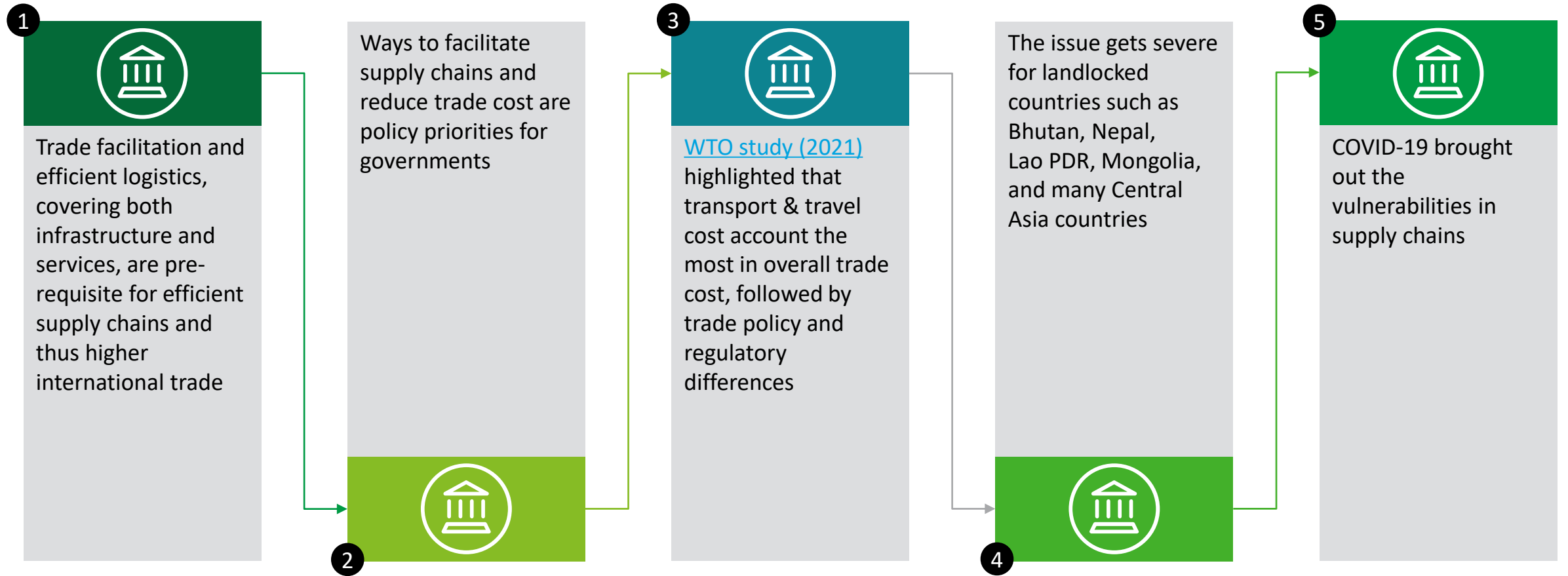


Integrated Approach to Trade and Transportation Facilitation

Shubham Gupta
October 2023



Introduction



This requires revisiting the policy issue of trade connectivity, using policy tools of trade facilitation and transport connectivity, covering both physical and institutional linkages

Assessment of policy, process and institutional coverage of 6 TTF clusters across 11 themes and 74 provisions based on union of major literature sources

Literature sources comprise frameworks, regional agreements, surveys and strategic studies



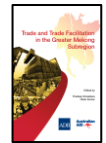
WTO Trade Facilitation Agreement



ADB SASEC Operational Plan



ADB CAREC Integrated Trade Agenda 2030



ADB GMS Trade and Transport Facilitation – Action Program



ADB-UNESCAP Trade and Transport Study



UN Regional Commissions Survey on Trade Facilitation
UN Global Survey on Digital and Sustainable Trade Facilitation




World Bank Trade and Transport Facilitation Assessment



ASEAN Trade Facilitation Framework



- 1  **Customs Procedures & Formalities**
 - ▶ Simplification & Harmonization
 - ▶ Digitization
- 2  **SPS / TBT**
 - ▶ Standardization
- 3  **Stakeholder Coordination**
 - ▶ Institutional Coordination
 - ▶ Stakeholder Involvement
- 4  **Transit and Cross Border Facilities**
 - ▶ Transit
 - ▶ Cross Border Facilities
- 5  **Transport Infrastructure**
 - ▶ Transport
- 6  **Sustainability and Resilience**
 - ▶ Trade Finance
 - ▶ Sustainable Trade
 - ▶ SME Trade Facilitation



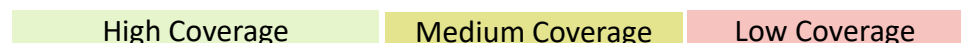
Gap analysis reveals areas which need strengthening across TTF clusters

Enabling provisions more robust for procedural aspects vis-a-vis transport / sustainability aspects

Relative coverage of thematic clusters across TTF frameworks	Customs Procedures and Formalities		SPS/TBT	Stakeholder Coordination		Transit and Cross Border Facilities		Transport	Sustainability and Resilience		
	Simplification and Harmonization	Digitization	Standardization	Institutional Coordination / Capacity Building	Stakeholder Involvement	Transit	Cross Border Facilities	Transport Infrastructure	Trade Finance	SME Trade Facilitation	Sustainable Trade
World Bank Trade and Transport Facilitation Assessment 2010	◐	◐	○	◐	◑	○	◐	◑	◑	○	○
WTO TFA, 2013	◑	◐	◐	◑	◑	◐	○	○	○	○	○
ADB CAREC Integrated Trade Agenda 2030	◐	◑	◐	◐	◐	◑	◐	○	◑	◑	○
ADB GMS TTF-AP, 2016	◑	◑	◑	◑	○	◑	◑	○	○	○	○
ADB SASEC Operational Plan, 2016	◐	◑	◑	◑	○	◑	◑	◐	○	○	○
ASEAN Trade Facilitation Framework 2020	◑	◐	◐	○	◑	◑	○	○	◑	○	○
ADB-UNESCAP Trade and Transport Study*, 2020	◑	◑	◐	◐	◐	◐	○	○	◑	◑	○
UN RCs Survey on TF*, 2021	◑	◑	◑	◐	○	◑	○	○	◑	◑	◑

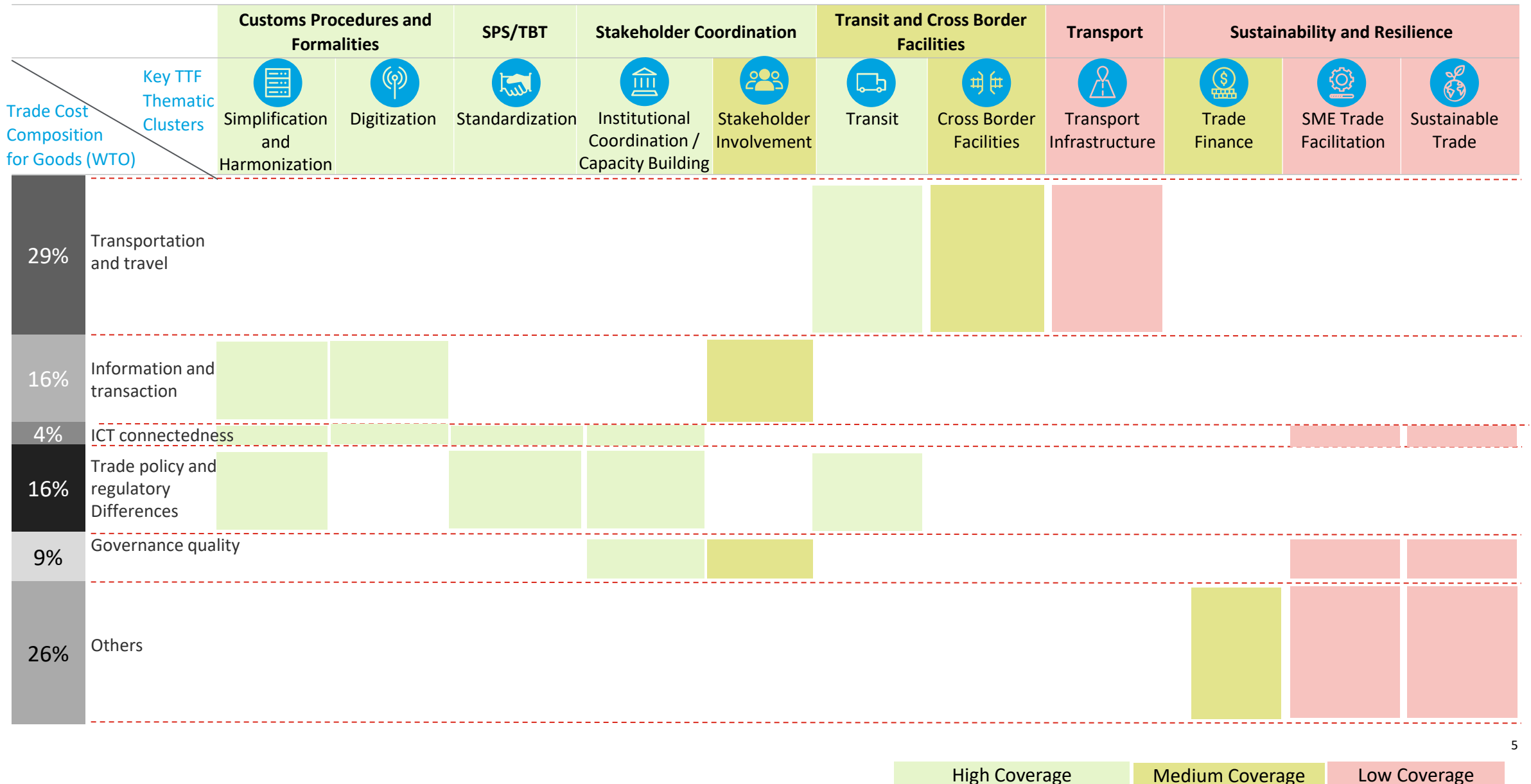


* - Survey

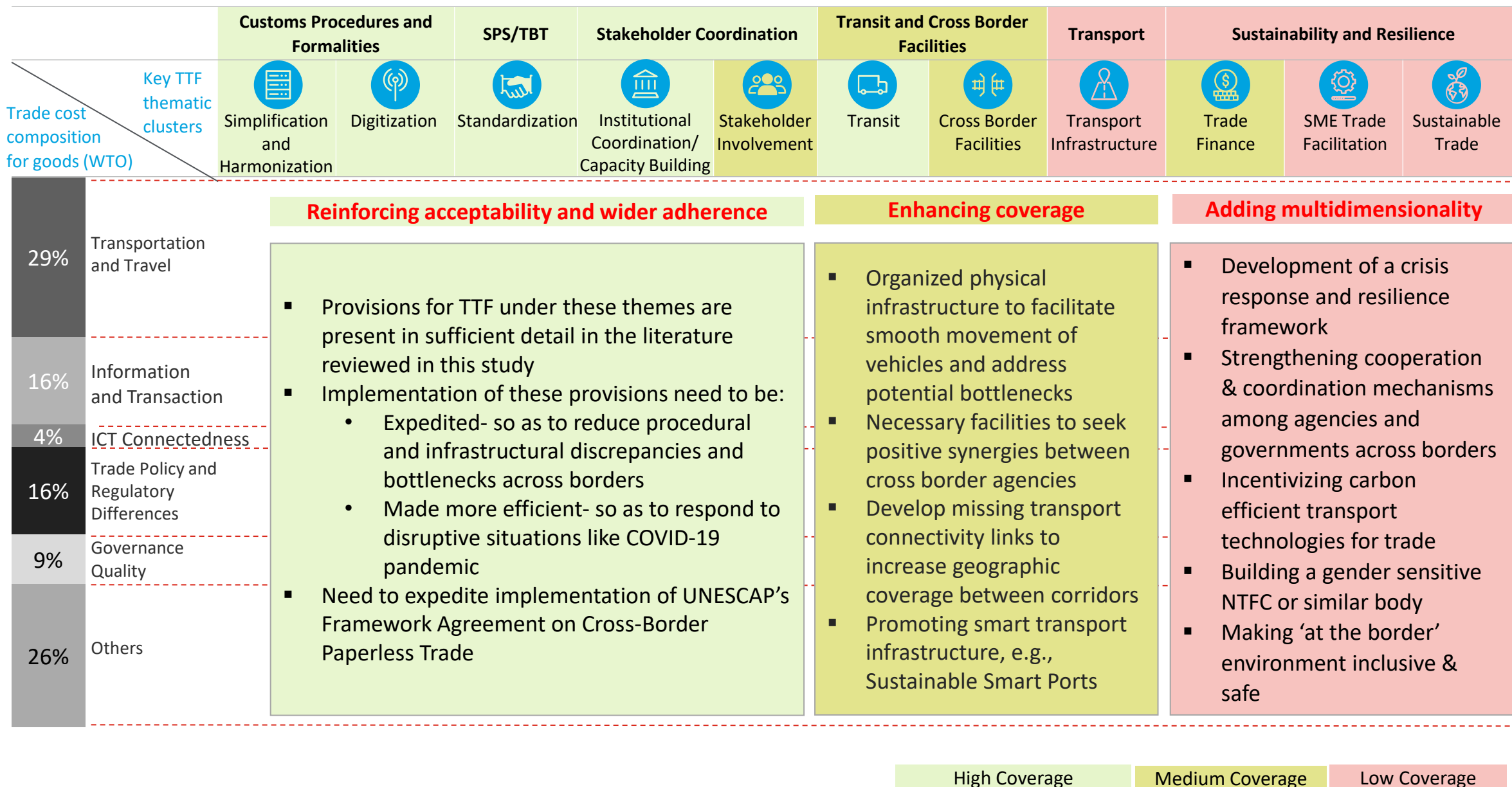


Identified gap areas are critical for reducing trade cost

TTF themes determining more than 50% of trade cost need strengthened facilitation guidance

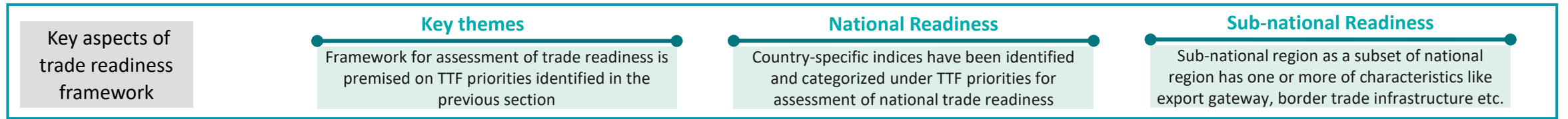


Two-pronged policy recommendations identified to enhance integrated trade and transport facilitation



Based on identified TTF priorities, frameworks for trade readiness assessment have been developed

Frameworks have been developed for national and sub-national levels [across 6 TTF clusters identified earlier](#)



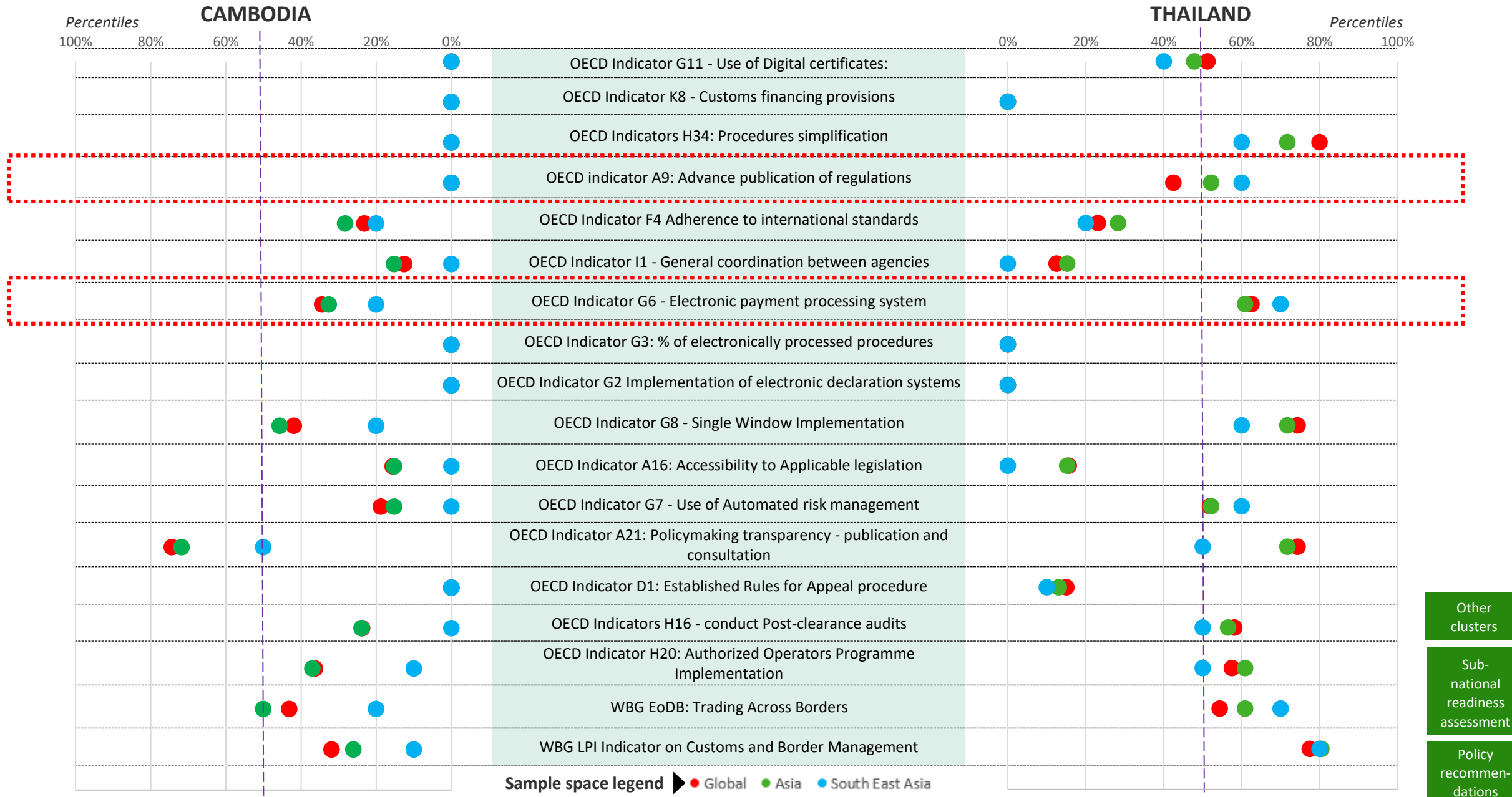
	Contours of national readiness	Contours of sub-national readiness
1 Scope	National region can be a country or an economic union	Sub-national region has been conceptualized as a trade region which can be: <ul style="list-style-type: none"> within a country, e.g., an SEZ along with its connectivity to transport gateways (port, airport etc.) or it can cut across national boundaries, e.g., transnational economic corridors.
2 Indicators	<p>46 from below mentioned 7 evaluation indices indicators</p> <p>Indices</p> <ul style="list-style-type: none"> OECD's Trade Facilitation Indicators (TFI) World Bank's Logistics Performance Index (LPI) World Bank's Ease of Doing Business Index (EoDB) WEF's Global Enabling Trade Report Hinrich's Foundation's Sustainable Trade Index United Nation's Global Survey on Digital and Sustainable Trade Facilitation World Bank Open Data 	<p>43 derived from evaluation approaches used in studies like WBG report on 'Cambodia Trade Corridor Performance Assessment' and ADBs study on 'Breaking Barriers: Leveraging Mongolia's Transport and Logistics Sector'</p> <p>Values for these indicators can be compiled from secondary sources like:</p> <ul style="list-style-type: none"> Websites / databanks / annual reports / notifications of respective agencies Technical studies / surveys / research documents Media reports <p>In situations where values are not available from secondary sources, primary research with relevant stakeholders will have to be conducted to fill those gaps.</p> <p>An illustrative questionnaire</p>
3 Calculation approach	Percentiles for a country's values for each indicator with respect to Global, Asian and Southeast Asian sample spaces have been calculated	Values of indicators for constituents of the trade region are compared across relevant benchmarks identified in the study

* Currently discontinued

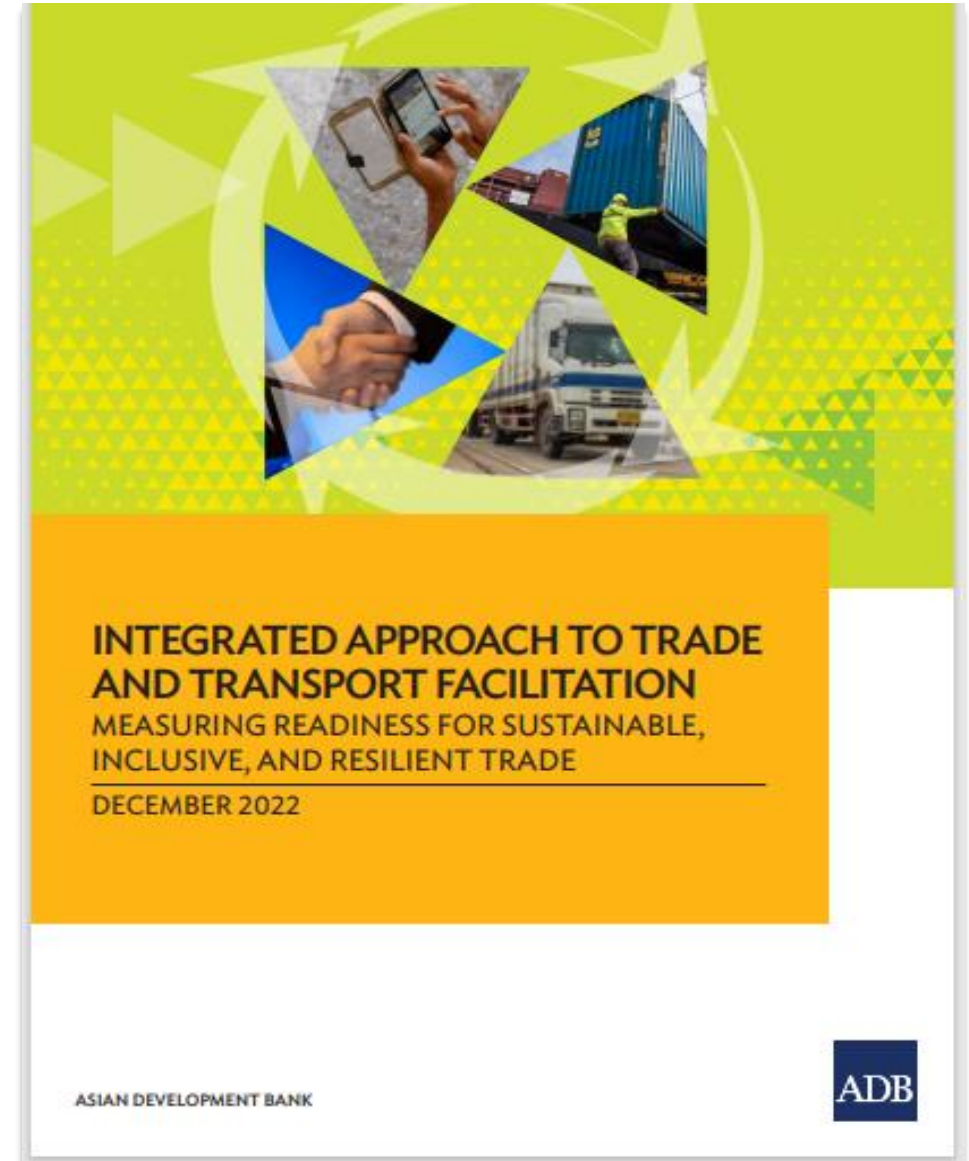
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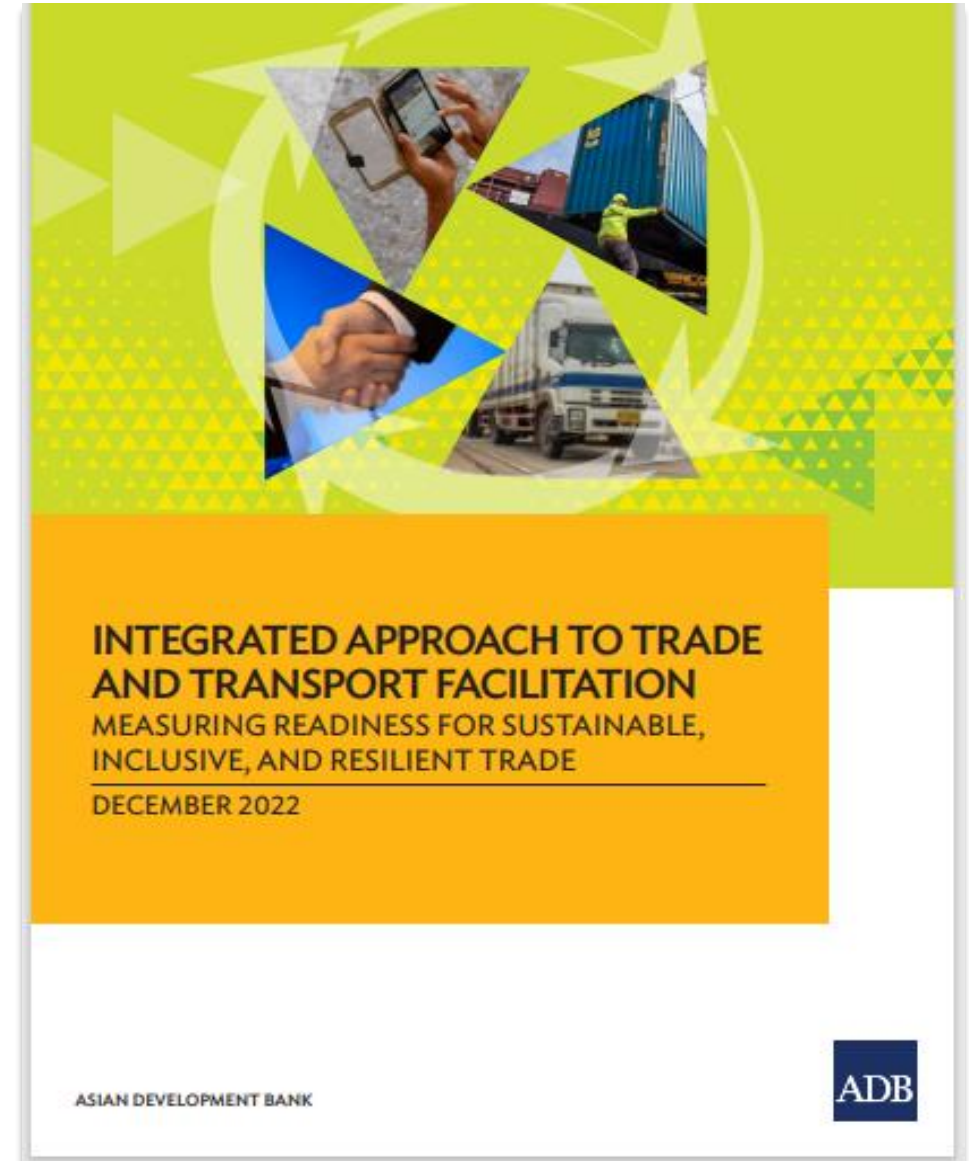
Illustration of national trade readiness assessment: Customs Procedures and Formalities Cluster



Thank You



Annexure



Simplification and Harmonization

- 1 Accede to the Revised Kyoto Convention
- 2 Implement the WCO SAFE Framework
- 3 Re-engineer business processes and documentation to promote efficiencies
- 4 Adoption of new simplified customs codes that are harmonized with international standards
- 5 Strengthen risk management systems at BCPs in order to expedite the clearance
- 6 Simplify trade rules and procedures, remove or reduce restrictive or unnecessary practices
- 7 Make rules and procedures non-discriminatory in nature
- 8 Facilitate access to adequate legal appeal procedures
- 9 Creating an outreach portal (e.g., single-window COVID-19 portal) to disseminate information
- 10 Publishing and notifying trade facilitation measures to relevant international organizations
- 11 Create 24/7 clearance system at major trade gateways
- 12 Development of special provisions (e.g. reduction and waiving of taxes and duties) for trade of essential goods during emergencies
- 13 Allowing trusted traders/ Authorized Economic Operators (AEO) with expedited clearance
- 14 Publication of existing import-export regulations on the Internet
- 15 Advance publication/notification of new trade-related regulations before their implementation
- 16 Advance ruling on tariff classification and origin of imported goods
- 17 Adoption of post-clearance audit procedures
- 18 Establishment and publication of average release times
- 19 Online publication of emergency trade facilitation measures

Digitization

- 1 Upgrade to automated customs management systems
 - 2 Develop National Single Window with connectivity to all the key border agencies and relevant stakeholders
 - 3 Modernize and update the rules and procedures based on adoption of modern techniques and technology
 - 4 Leveraging information technology and facilitate more streamlined customs procedures and electronic exchange of information between transport and control authorities
 - 5 Implementing Government digital platforms to facilitate remote working
 - 6 Electronic submission and exchange of documents
 - 7 Introducing e-registration of travel documents
 - 8 Acceptance of copies of original supporting documents required for import, export or transit formalities
 - 9 Electronic application and issuance of import and export permits, Certificate of Origin
 - 10 E-Payment of Customs duties and fees
 - 11 Electronic application for Customs refunds
 - 12 Recognized certification authority issuing digital certificates to traders to conduct electronic transactions
-

Standardisation

- 1 Identify SPS-sensitive products commodities, measures
 - 2 Strengthen national conformity assessment boards - mutual recognition agreements
 - 3 Recognition of testing reports and certificates by competent foreign authorities, as well as third parties for expedited clearance
 - 4 Testing and laboratory facilities available to meet SPS of main trading partners
 - 5 Electronic application and issuance of SPS certificates
-

Institutional Coordination / Capacity Building

- 1 Establish and/or operationalize trade facilitation committees
- 2 Establish and enhance trade portals
- 3 Build capacities linked to operational changes
- 4 Upgrade levels of ICT capacities to increase the automation processes
- 5 Improve overall institutional effectiveness
- 6 Coordination, cooperation of border, domestic and cross-border border agencies
- 7 Collaboration for expedited clearance of emergency supplies
- 8 Alignment of working days and hours with neighboring countries at border crossings
- 9 Alignment of formalities and procedures with neighboring countries at border crossings
- 10 Commercial Management of ports and airports

Stakeholder Involvement

- 1 Strengthen public-private sector cooperation, collaboration, and partnership in improving the process, institutional and infrastructural foundations of efficient and effective trade facilitation within the region
 - 2 Engage the business sector by providing easier access to official information on implementation and obtaining timely feedback on policies or measures
 - 3 Stakeholders' consultation on new draft regulations
 - 4 Increase private sector participation in the management of public infrastructure
-

Transit

- 1 Track the location of vehicles carrying transit goods
 - 2 Through transport arrangements based on legal agreements
 - 3 Simplified and streamlined procedures at border crossings
 - 4 Competitive, efficient and seamless movement of goods within the region
 - 5 Expedited clearance through green lanes
 - 6 Designated priority lanes and green corridors for essential goods and designated truck stop and rest area locations
 - 7 Use of TIR (Transports Internationaux Routiers or International Road Transports)/e-TIR system to facilitate transport and transit
 - 8 Pre-arrival processing
 - 9 Expedited shipments
-

Cross Border Facilities

- 1 Enhanced access to e-commerce facilities
 - 2 More efficient cargo handling and logistics services at the ports
 - 3 Integrated check posts at border crossing points with dedicated passenger and cargo terminal providing for passenger flows, cargo processing, cargo inspection sheds, warehouse and cold storage, a quarantine laboratory, and other services in a single complex
 - 4 Modern ICT infrastructure
 - 5 Designated truck stop and rest area locations
 - 6 Use of TIR/e-TIR system to facilitate transport and transit
 - 7 Automate border checks and processes
 - 8 Develop dry ports and inland clearance facilities
-

Transport Infrastructure

- 1 Develop multimodal corridor network to enhance efficiency and extent of connectivity
 - 2 Upgrading and expanding road connectivity especially along major trade routes
 - 3 Upgrading and expanding rail connectivity for movement of goods between gateways and hinterland within or across borders
 - 4 Multimodal logistics hub development for more efficient distribution and collection of goods
 - 5 Streamline and harmonize regulations of transport and logistics services
 - 6 Allowing foreign participation in transport and logistics services
 - 7 Adoption of modern technologies and practices for cargo tracking and security and supply chain management
 - 8 Develop urban and line haul transport interfaces (e.g., urban truck terminals)
-

Trade Finance

- 1 Improve MSME's access to finance
 - 2 Launch of financial support package to support business by reducing tax and allowing deferral payments, with support of SMEs as a priority
 - 3 Reduction in landing/port fees to help aviation and shipping industries
 - 4 Leveraging of e-commerce and broadcasting sales to boost exports
 - 5 Provision of various export credit insurance tools with reduced administrative fees
 - 6 Introduction of online trade finance facilities and provision of digital solutions for trade finance.
 - 7 Enable traders' access to finance through Single Window
 - 8 Deployment of modern technologies like blockchain-based supply chain management for trade finance
 - 9 Include wide variety of trade finance services
 - 10 Reform banking practices and exchange controls to improve trade
-

Sustainable Trade

- 1 Trade facilitation policy/strategy to increase women's participation in trade
 - 2 Trade facilitation measures to benefit women involved in trade
 - 3 Women's membership in the National Trade Facilitation Committee or similar bodies
 - 4 Agency in place to manage trade facilitation in times of crises and emergencies
 - 5 Online publication of emergency trade facilitation measures
 - 6 Coordination between countries on emergency trade facilitation measures
 - 7 Additional trade facilitation measures to facilitate trade in times of emergencies
 - 8 Plan in place to facilitate trade during future crises
-

SME Trade Facilitation

- 1 Allowing SMEs easier access to trade facilitation information and measures, improving digital capacities of SMEs & providing training assistance for SMEs
 - 2 Provision of access to Single Window Portal to facilitate and enhance SME trade
 - 3 Inclusion of SMEs Associations in National Trade Facilitation Committee
 - 4 Inclusion of SMEs in AEO scheme
-

List of Indicators for National Readiness Assessment (1/2)

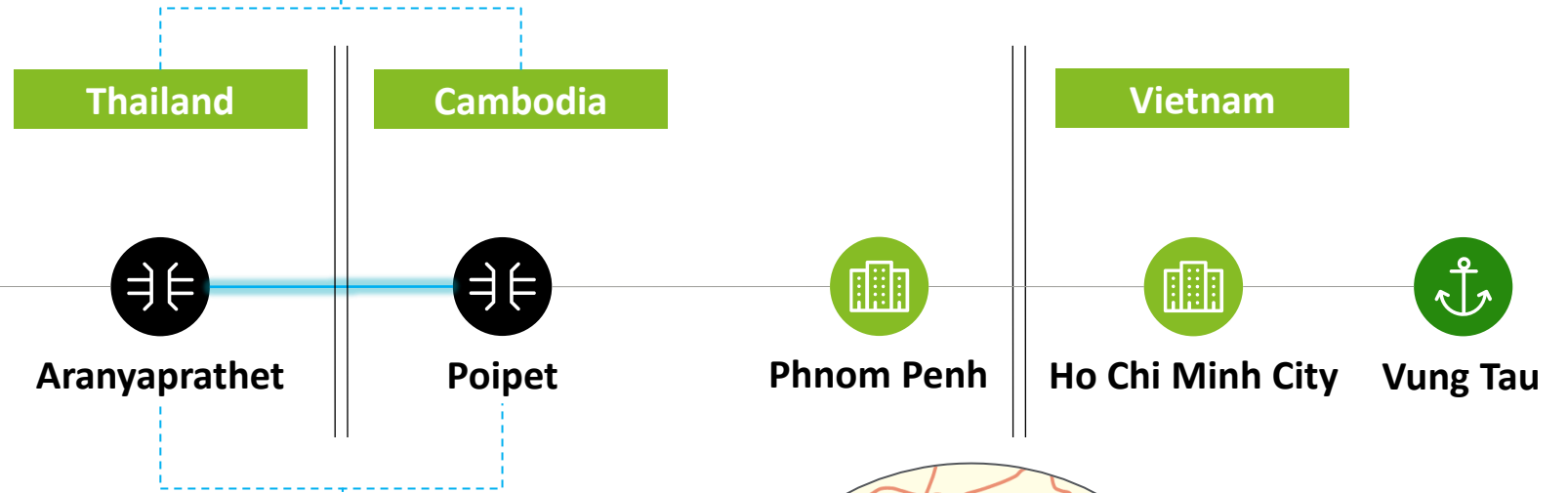
Clusters	Key International Indices of Measurement	Source
Customs Procedures and Formalities - Simplification and Harmonization - Digitization	Efficiency of customs and border management clearance (“Customs”)	WBG LPI
	Trading Across Borders - transport and border compliance	WB EoDB
	Authorized operators programme Implementation	OECD TFI
	Conduct post-clearance audits	OECD TFI
	Established rules for appeal procedures	OECD TFI
	Transparent policymaking - publication & consultation	OECD TFI
	Use of automated risk management	OECD TFI
	Accessibility to applicable legislation	OECD TFI
	Single window implementation	OECD TFI
	Implementation of electronic declaration systems	OECD TFI
	Number electronically processed procedures	OECD TFI
	Electronic payment processing system	OECD TFI
	General coordination between agencies	OECD TFI
	Adherence to international standards for customs	OECD TFI
	Advance publication of regulations	OECD TFI
	procedures simplification	OECD TFI
Accessibility of customs financing provisions	OECD TFI	
Use of digital certificates	OECD TFI	
SPS TBT	Mutual recognition agreements	OECD TFI
Transit and Cross Border Facilities	24/7 automated processing of customs declaration	OECD TFI
	Established procedures for pre-arrival processing	OECD TFI

List of Indicators for National Readiness Assessment (2/2)

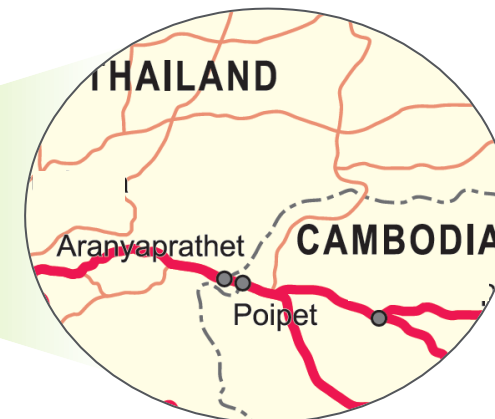
Clusters	Key International Indices of Measurement	Source
Stakeholder Coordination - Institutional Coordination / Capacity Building - Stakeholder Involvement	Internal coordination between domestic agencies	OECD TFI
	Coordinated Infrastructure use	OECD TFI
	Institutionalized mechanism to support inter-agency co-ordination	OECD TFI
	Cross-border coordination with border agencies	OECD TFI
	Cross-border harmonisation of the different computer systems	OECD TFI
	Cross border staff training programmes	OECD TFI
	Control delegation between agencies	OECD TFI
	Public consultations between stakeholders and government	OECD TFI
	Number of targeted stakeholder groups	OECD TFI
Transport Infrastructure	Policy objectives communication	OECD TFI
	Competence and quality of logistics services (“Quality of logistics services”)	WBG LPI
	The quality of trade and transport infrastructure (Infrastructure”)	WBG LPI
	Availability and quality of domestic infrastructure across 4 modes - road, rail, air and sea	WEFGETR
	Frequency with which shipments reach consignees within scheduled or expected delivery times (“Timeliness”)	WBG LPI
	Ease of arranging competitively priced shipments (Ease of arranging shipments”)	WBG LPI
Sustainability and Resilience - Trade Finance - Sustainable Trade - SME Trade Facilitation	Ability to track and trace consignments (“Tracking and tracing”)	WBG LPI
	Percentage of SMEs in authorized operators	OECD TFI
	Environmental pillar score	HFSTI*
	Women workplace indicator	WBOD
	Women entrepreneurship and access to finance	WBOD
	Implementation of TF measures for women	UNDGSTF
	Implementation of TF measures for SMEs	UNDGSTF
	Country signatory to Paris Agreement	UNSDG website
	Country Commitment to net zero emissions by 2050	Net Zero tracker website
Firms using banks to finance investment	WBOD	

A section of the Southern Economic Corridor (SEC) has been selected as the case study subject
It spans across Thailand and Cambodia and comprises two border points- Aranyaprathet and Poipet

1 National-level assessment has been done for Thailand and Cambodia



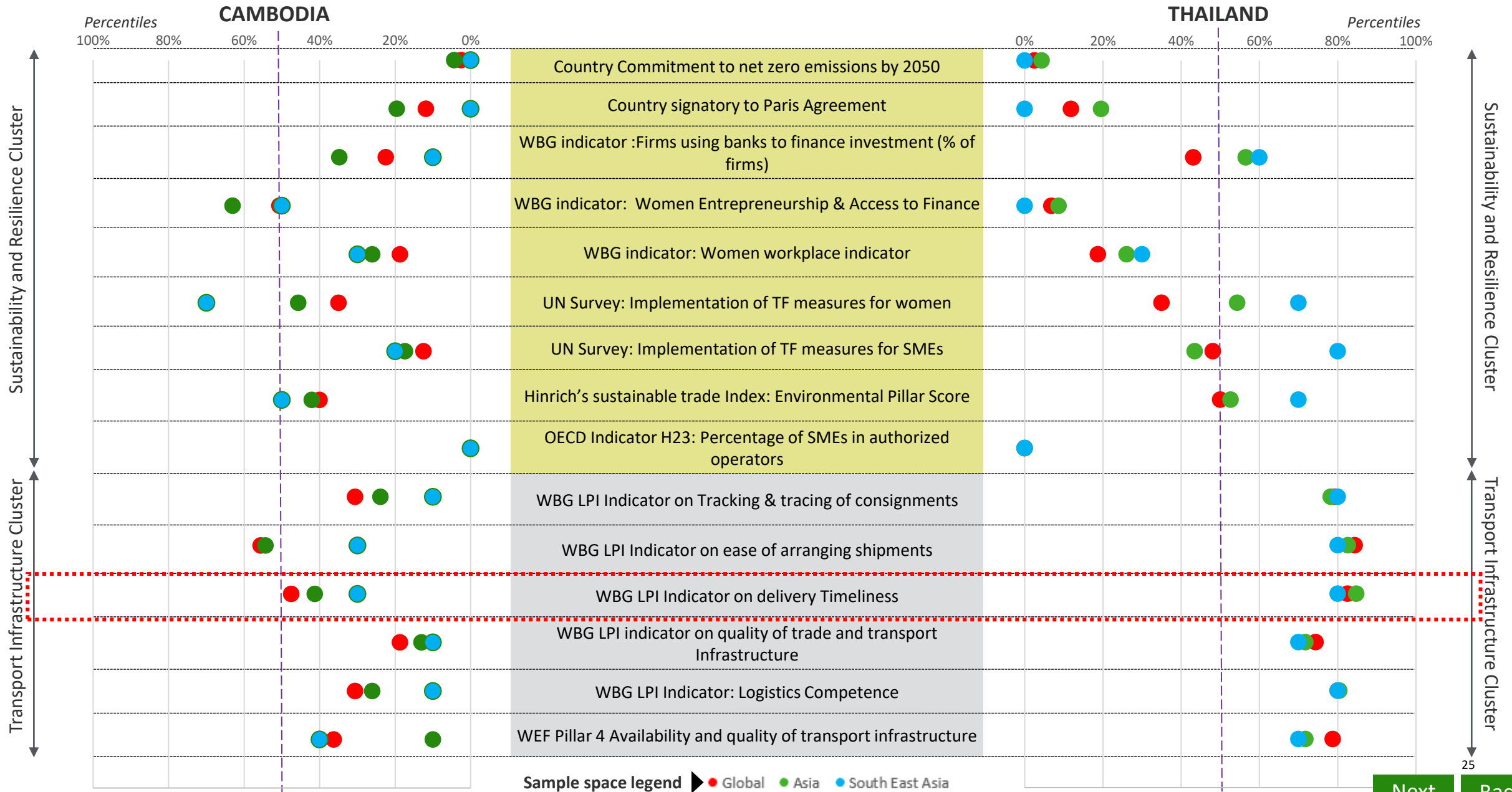
2 Sub-national-level assessment has been done for the BCPs of Aranyaprathet and Poipet



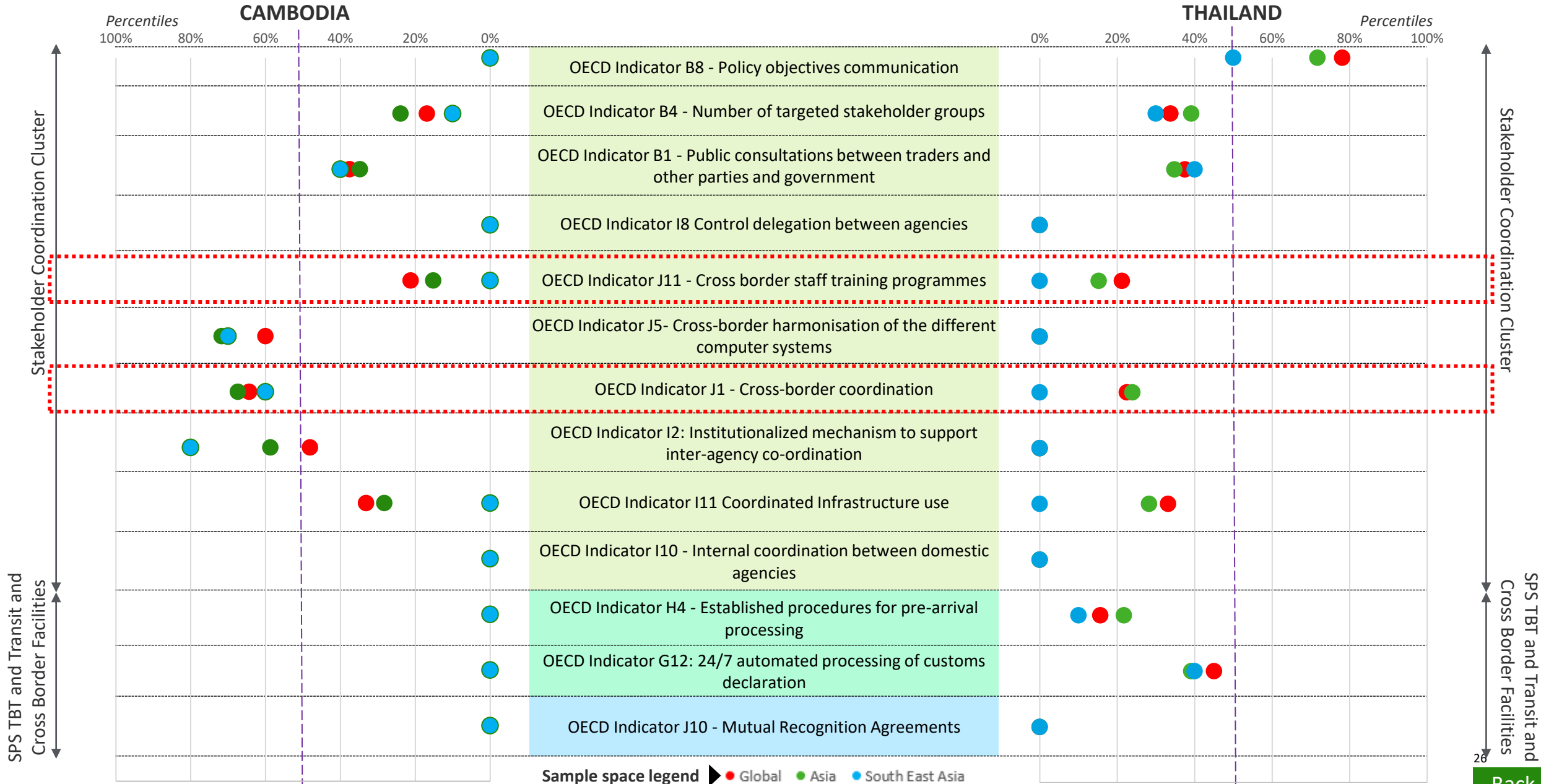
- || International border
- 🏢 Capital city
- ⚓ Port / Gateway
- 🚧 Border crossing point

Next Back

National trade readiness assessment: Sustainability and Resilience and Transport Infrastructure Clusters



National trade readiness assessment: SPS TBT, Transit and Cross border facilities and Stakeholder Coordination Clusters



List of Indicators for Sub-National Readiness Assessment (1/2)

Clusters	Parameters	Indicators	At the border facilities	Competence and quality	Process efficiency	Sources of major delays
Customs Procedures and Formalities and Stakeholder Coordination - Simplification and Harmonisation - Digitisation - Institutional Coordination / Capacity Building - Stakeholder Involvement	Clearance and delivery of imports	Average time taken for Import clearance				
		Percent of import declarations cleared electronically				
	Clearance and delivery of exports	Average time taken for export clearance				
		Percent of export declarations cleared electronically				
	Other customs clearance process	Rate duplication of bureaucratic activities				
		Special Dispensation allowance to AEOs/ trusted firms				
		Border clearance cost				
		Provision of digital payments				
	Pre-shipment inspection	Time taken for pre shipment physical inspection				
		Percentage of physical Inspection				
	Solicitation of informal payments	Prevalence of Informal Payments for cargo clearance/ checkpoints/ weighbridge stations/ traffic stops, etc.				
	Cross Border coordination	Synchronization of Border timings, clearance Procedures				
		Presence of CBTA and MoUs				
	Transit and Cross Border Facilities and SPS/TBT - Transit - Cross Border Facilities - Standardisation	Warehousing/transloading facilities	Total No. of Warehousing Facilities			
Presence of transshipment Yard						
Cost of warehousing and transloading						
Compulsory Warehousing / transloading Process						
Telecommunications and IT		Presence of ICT Infrastructure				
		Availability of Internet and Mobile Connectivity				
Export Processing Zones		No. of SEZs/ Manufacturing Facilities				
		Presence of Custom Bonded Warehouses				
Quality /Standards inspection agencies		Presence of Inspection facilities				
Health/SPS agencies		Presence of quarantine facilities				
Other Facilities	Presence of X rays, scanners, weighbridges, etc.					

List of Indicators for Sub-National Readiness Assessment (2/2)

Case for Sustainability and Resilience and Transport Infrastructure Clusters

Cluster	Parameters	Indicators	At the border facilities	Competence and quality	Process efficiency	Sources of major delays
Transport Infrastructure and Sustainability & Resilience\ - Transport - Trade Finance - Sustainable Trade - SME Trade Facilitation	Maritime transport	Fees Charged by Port				
		Annual Capacity				
		Total No. of available Terminals				
		Total No. of available Berths				
		Utilization Percentage				
		Size of Containers handled				
	Air transport	Airport Charges for Cargo Transit				
		Time taken for cargo processing				
	Road	Connectivity of a BCP to a National Highway/ Carriageway/ Expressway				
		Type of laning of the connecting road (2 laned or 4 laned)				
		Availability of Parking Area				
		No. of Cargo trucks/capacity of trucks exchanged per day				
		Rates of Road Transport				
		Average time taken for cross border Cargo Transport				
	Rail	Presence of operational Rail line and haul infrastructure				
		Type of Rail Gauge in use				
		Rail Transport Rates				
	Freight Forwarders/ Logistics Service Providers/ Shippers	Charges by Freight Forwarders				
		Type of trucks/cargo vehicles used (Use of Environment friendly vehicles)				

Sub-national trade readiness assessment: Customs Procedures and Formalities and Stakeholder Coordination Clusters

Parameters	Indicators	Aranyaprathet	Poipet	Comparators
Customs clearance Process	Average time taken for import clearance			Average import clearance time is 2 hours 12 minutes in Thailand (Aranyaprathet)
	Percent of import declarations cleared electronically			Presence of 100% electronic clearance of import documents
	Average time taken for export clearance			Average export clearance time is 3h 52 minutes in Lao PDR
	Percent of export declarations cleared electronically			Presence of 100% electronic clearance of export documents
	Rate of duplication of bureaucratic activities			Presence of electronic data exchange system and single window mechanism to eliminate duplication
	Border clearance cost			Average border import clearance cost for ASEAN as per Trading Across Border Indicators - \$105.3
	Provision of digital payments			Presence of operational e-payment system of tariffs and duties
Pre-shipment inspection	Time taken for pre shipment physical inspection			Time for physical inspection should not exceed 1 day (country average as per WBG LPI)
	Percentage of physical Inspection			Physical inspection should not exceed more than 5% (probability by WBG trading across borders)
Solicitation of informal payments	Prevalence of Informal Payments for cargo clearance/ checkpoints/ weighbridge stations/ traffic stops, etc.			Transparent and digital procedures to ensure 0% informal payments
Cross Border Coordination	Synchronization of border timings, clearance procedures			Border time harmonization requirement for seamless cargo transit across borders
	Presence of CBTA and MoUs			Presence of CBTA / MoUs to allow 100% of vehicles for cross border transportation

[Next](#) [Back](#)

Above comparator
Below comparator
Not available / Not applicable

Sub-national trade readiness assessment: Transit and Cross Border facilities and SPS TBT Clusters

Parameters	Indicators	Aranyaprathet	Poipet	Comparators
Warehousing/ transloading facilities	Total No. of Warehousing Facilities			Presence of at least one warehousing facility in the BCP's vicinity for ease of storage and shipments
	Presence of transshipment Yard			Presence of at least one transshipment facility for loading and unloading of cargos
	Cost of Warehousing			Average warehousing cost in China is \$6.35 per sq. m.
	Compulsory warehousing / transloading Process			Warehousing/transloading facilities not to be compulsory by implementing CBTA/ Bilateral trade and transport agreements
Telecommunication s and IT	Presence of ICT Infrastructure			Presence of ICT infrastructure
	Quality of internet and mobile connectivity			Presence of secure network services with adequate bandwidth
Export Processing Zones	Presence of SEZs			Presence of Cross Border SEZs: China has SEZs at the Border Point with Myanmar at Ruili (PRC)-Muse (Myanmar) BCPs
	Presence of custom bonded warehouses			Presence of custom bonded warehousing facilities
Quality/standards inspection agencies	Presence of inspection facilities			Presence of inspection facilities
	Operation of Risk Management System			Presence of IT tool to conduct 100% Risk management System
Health/SPS agencies	Presence of quarantine facilities			Presence of quarantine facilities
Other Facilities				X Ray for Freight Trucks, Weighbridges, Video Surveillance system, Radiation Detectors, Banks, Fueling Stations, etc.

[Next](#)
[Back](#)

Sub-national trade readiness assessment: Transport Infrastructure and Sustainability & resilience Clusters (1/2)

Parameters	Indicators	Aranyaprathet	Poipet	Comparators
Maritime transport	Fees charged by port			Lowest demurrage and detention charges at Busan - \$ 114
	Annual capacity			Shanghai port (world's busiest port) has a annual handling capacity of 43.3 Million TEU
	Total No. of available terminals			Shanghai port has 7 terminals
	Total No. of available berths			Shanghai port has 43 berths
	Utilization percentage			70% capacity utilisation is considered to be optimum as per secondary sources
	Size of containers handled			Shanghai port has the capacity to deliver 24000 TEU container ship (largest container ship in the world)
Airport	Airport charges for cargo transit			Singapore airport import handling Service: 5% of the weight and valuation charge subject to a minimum charge of \$15.00 per airwaybill (Applicable to all charges collect shipments into Singapore)
	Time taken for cargo processing			Customs clearance time for air shipments: 3-5 days in Hong Kong (Worlds Biggest cargo Airport)
Road	Connectivity of a BCP to a National Highway/ Carriageway/ Expressway			Connectivity to National Highways/ Expressways
	Type of laning of the connecting road			Minimum requirement of 4 laning road for seamless cargo transport
	Availability of parking area			Presence of adequate parking areas to avoid delays
	No. of Cargo trucks exchanged per day			Traffic volumes at the border of Ruili and Muse amount to 1,000-1,500 trucks per day
	Cost of road transport			Average road freight hauling rates in China at USD 0.86/Kms.
	Average time taken for cross border cargo transport			Moc Bai and Bavet BCP average border cargo transport time is between 1-2 hours; Average outbound time at USA border crossings is 14.2 minutes; and inbound time is 26.8 minutes

[Next](#)
[Back](#)

Sub-national trade readiness assessment: Transport Infrastructure and Sustainability & resilience Clusters (2/2)

Parameters	Indicators	Aranyprathet	Poipet	Comparators
Rail	Presence of operational rail line and haul infrastructure			Presence of operational cross border rail line
	Cross border synchronization of rail gauge			Presence of synchronized rail gauge on both sides of the border crossing points Standard Track gauge of 1,435 mm (4 ft 8 1/2 in) is prevalent in 60% of the global countries including parts of China.; 1000 mm track gauge is largely prevalent in Malaysia, Myanmar, Cambodia, Lao, Thailand, Vietnam and China
	Cost of rail transport			Average rail freight rates at \$17.43/ Ton-1000 km in Russia (Highest goods transported in Railways in Million Tons/km as per WBG open data)
Freight Forwarders	Charges by freight forwarders			Depends on type of goods carried and type of container (freight forwarding charges range between \$75 to \$200 in China)
	Type of trucks/cargo vehicles used			Use of environmentally friendly vehicle will enable sustainable trade facilitation

Next

Back

Illustrative Policy recommendations: National Level Illustrative Policy Recommendations (1/3)

Sl. No.	Identified Issue	Illustrative Recommendations	
		Cambodia	Thailand
Key Recommendations on Customs Procedures and Formalities			
1.	Low filing of digital certificates due to lack of proper implementation of electronic declaration system	<ul style="list-style-type: none"> Fiscal and nonfiscal incentives to encourage digital filing of certificates by the traders to reduce dwelling time for cargo at the trading gateways Operationalisation and implementation of advanced electronic declaration system to promote paperless transactions and electronic procedures 	
2.	Lack of adequate financing provision	<ul style="list-style-type: none"> Provision for funding schemes, particularly for small and medium-sized enterprises and women traders Conduct workshops and awareness training sessions on the custom financing provision 	
3.	Low adherence to international standards	National level policy provisions in line with international trade process standards to improve level of compliance	
4.	Lack of proper provisions for advance publication of regulations	Provisions for mandatory notification system on any changes in trade regulations and process	*(Please see end note of the table for this reference)
5.	Limited implementation of Automated Risk Management System	<ul style="list-style-type: none"> Upgrade Customs Risk Management Database System (CRMDS 2011) Implementation of CRMDS in all of the border checkpoints in Cambodia 	*
6.	Electronic payment processing system	Mechanism to implement digital payment interface for trade related payments in Cambodia	*
7.	Lack of single window implementation	Implement and upgrade the Cambodia National Single Window System, integrated with all concerned regulatory agencies	*
8.	Lack of proper rules on appeal procedures and lack of accessibility to applicable legislation	<ul style="list-style-type: none"> Introduce initiative for a simplified appeal procedure with provisions of time periods of the procedures. Provide information on available legislation to SMEs and women traders through advance publications/SMS services, etc. 	
9.	Outdated manual for post clearance audits	Development of up-to-date dedicated manual for post clearance audit	*
10.	Limited implementation for authorised economic operators	<ul style="list-style-type: none"> Upgrade the existing Best Trader Incentive Mechanism for complete implementation as per 2023 strategy Introduce policy provisions for trade and regulation to facilitate special MSME Authorized Economic Operators accreditation 	*

[Next](#)
[Back](#)

Illustrative Policy recommendations: National Level Illustrative Policy Recommendations (2/3)

Sl. No.	Identified Issue	Illustrative Recommendations	
		Cambodia	Thailand
Key Recommendations on SPS TBT			
11.	Absence of required Mutual Recognition Agreements (SPS standards for certain agricultural products are applied arbitrarily and without prior notification in Thailand)	<ul style="list-style-type: none"> Initiate dialogues for Mutual Recognition Agreements with major trading partners to recognize each other's competent conformity assessment bodies thereby reducing nontariff barriers Development of appropriate country level legislation for the signing of mutual recognition agreements 	*
Key Recommendations on Transit and Cross Border Facilities			
12.	Low rates of pre-arrival processing	<ul style="list-style-type: none"> Encourage traders through workshops to undertake pre-shipment testing for all consignments to avoid lag at border crossing and for advance filling of documents to reduce dwell time of cargo at the BCP Include a provision in the country level Customs Act to allow customs clearance of containerized export cargo at factory premises/off border clearances prior to its movement to the respective BCPs 	Increase the rate of pre-arrival processing at land ports in Thailand through advanced electronic manifests
		Simplification of the existing advance ruling procedures in Cambodia	
13.	Limited consultations between stakeholders and internal coordination of domestic border agencies and lack of effective control delegation and institutionalised mechanism to improve inter agency coordination	<ul style="list-style-type: none"> Policy upgradation for strengthening and institutionalising National Trade Facilitation Committee (NTFC) to represent exhaustive range of internal stakeholders have a role in trade and transport Conduct annual policy dialogues to improve collaboration between at the border and behind the border agencies and the private sector Set short-term and long-term goals for NTFCs to achieve 100% interagency coordination within a time frame 	
14.	Lack of cross border harmonization, coordination and infrastructure use	<ul style="list-style-type: none"> Increase cross border coordination through establishment of memorandum of understanding, initiatives on joint infrastructure projects and cross border agreements Mutually share and accept weighment slips, accompanied by weighment of select import cargo Development of regional single window system to enable exchange of key documents between Cambodia and Thailand to further expedite cargo clearance process and reduce paperwork 	
15.	Automated processing of customs declaration not operational 24/7	Initiate discussions with concerned authorities in Cambodia and Thailand to ensure adherence to 24/7 operations at all BCPs	
16.	Lack of provisions for cross border staff training program	Develop and implement policy mandates for joint staff training programs of Thailand and Cambodia to enhance collaboration and information exchange of cross border processes between the countries	

*Indicators where both countries have scored more than the 50th percentile or have performance above the comparator have not been included for recommendations.

Illustrative Policy recommendations: National Level Illustrative Policy Recommendations (3/3)

Sl. No.	Identified Issue	Illustrative Recommendations	
		Cambodia	Thailand
Key Recommendations on Transport Infrastructure			
17.	Absence of tracking and tracing of consignments	<ul style="list-style-type: none"> Explore installation of e-seal on the Cambodia registered vehicles subject to evaluation of its commercial viability Explore deployment of a tracking system to facilitate cargo reconciliation 	*
18.	Lack of quality trade and transport infrastructure at the border	<ul style="list-style-type: none"> Develop detailed report to undertake construction related activities to augment existing facilities and to create new facilities for trade and transport, 	*
Key Recommendations on Sustainability and resilience			
19.	Lack of efficient trade facilitation measures for women	<ul style="list-style-type: none"> Implement gender responsive trade facilitation policy measures and digital tools (promoting contactless trade) to eliminate gender-based barriers at borders Build gender sensitive NTFCs through training sessions Provision for conducting information sessions (through NTFC/other committees/bodies) for informal women traders to provide fact-based insights and to promote women entrepreneurs in the trade and transport sector Adopt a client service charter with a code of conduct for public agents, stating the responsibilities and obligations of administrations towards women traders. Provision for favourable tax regime and trade facilitation schemes for women and informal traders Construction activities for appropriate gender sensitive at the border facilities Establishment of complaint mechanism (grievance redressal mechanism) for victims of gender-based discrimination at borders. 	
20.	Lack of efficient Trade Environment for SMEs	<ul style="list-style-type: none"> Provision for deferred tax/subsidized tax and duties for small and medium-sized enterprises(SMEs) for expedited shipments Application of targeted compliance management approach (under risk management system) for operators that are SMEs, that favours efforts to assist them to comply rather than to penalize them for non-compliance. Trade procedures information dissemination to SMEs through regular online publication/mobile service, etc. Provision for technical consultation and training services to SMEs on registering and using the single window facility 	

*Indicators where both countries have scored more than the 50th percentile or have performance above the comparator have not been included for recommendations.

Illustrative Policy recommendations: Sub-National Level Illustrative Policy Recommendations (1/2)

Sl. No.	Identified Issue	Illustrative Recommendations	
		Aranyaprathet (Thailand)	Poipet (Cambodia)
Key Recommendations on Soft Infrastructure			
1.	Existence of practice of manual submission of supporting documents for securing approvals which increases the cargo clearance time and trade costs	<ul style="list-style-type: none"> Online submission of all documents should be encouraged to facilitate advance filing of declarations through conducting workshops for sensitization/awareness creation amongst the traders as well as the customs officials to encourage the practice of online submission of all documents 	
2.	Prevalence of process duplication at the borders	*	<ul style="list-style-type: none"> Operationalize National Single Window System integrated with all concerned regulatory agencies providing clearances/approvals to the traders Integrate various existing systems (on either side of the border) on a common digital platform
3.	Lack of appropriate digital tool for customs related payments	*	Design, develop and implement digital payment interface for trade related payments at Poipet
4.	Presence of high rates of physical inspection	<ul style="list-style-type: none"> Implementation of advanced information-technology driven risk management system to reduce physical inspection rate and time both at Aranyaprathet and Poipet 	
5.	Limited truck exchange capacity at the borders	<ul style="list-style-type: none"> Amend the existing bilateral memorandum of understanding (MOU) under the CBTA to allow 100% of vehicles to cross border Implement Motor Vehicles Agreement across Thailand and Cambodia 	
6.	Use of traditional fuel trucks	<ul style="list-style-type: none"> Public policies to adopt use of sustainable e-vehicles for the purpose of trade to reduce trade related carbon footprint Sensitization of trucking companies through workshops/sessions on the benefits of adopting environment friendly practices Joint regulatory intervention between Cambodia and Thailand to mandate a percentage of electric vehicles for trade 	

Next

Back

Illustrative Policy recommendations: Sub-National Level Illustrative Policy Recommendations (2/2)

Sl. No.	Identified Issue	Illustrative Recommendations	
		Aranyaprathet (Thailand)	Poipet (Cambodia)
Key Recommendations on Hard Infrastructure			
7.	High traffic congestion at the BCP	<ul style="list-style-type: none"> Augmentation of the identified road stretches in number of lanes/construction of roads on a greenfield basis on both sides Construction of an additional gate within the premises to facilitate (i) movement of all cargo vehicles within the customs premises, and (ii) passenger movement only at the existing zero point 	
8.	Lack of warehousing, parking area, etc.	<ul style="list-style-type: none"> Conduct feasibility studies and prepare detailed report to undertake construction activities for the development of intermodal transshipment facilities Initiate discussions with the concerned agencies to expedite development of requisite infrastructure such as warehouse, and augment parking area to accommodate 2,000 vehicles Implementation of an online parking management system providing real-time information on availability of parking slots at the BCPs to reduce waiting time and associated costs Develop detailed report for augmenting internal roads and set up adequate halting, as well as maintenance/repair facilities enroute to the BCP on both sides 	
9.	Presence of Compulsory transloading at the borders	<ul style="list-style-type: none"> Upgrade the CBTA bilateral MOU to allow 100% of the vehicles for cross border transport without transloading Simplification of process to obtain license to drive through member country Sensitization of the trucking companies through workshops on the process of obtaining the license 	
10.	Absence of Custom Bonded Warehouses	<ul style="list-style-type: none"> Initiate discussion with Customs officials and conduct feasibility study to develop custom bonded warehouses at Aranyaprathet and Poipet for improving trade Development of a dedicated “export hub” in Aranyaprathet BCP and Poipet BCP which will allow direct entry of export cargo trucks 	
11.	Lack of Operational Rail Line for trade of goods	<ul style="list-style-type: none"> Develop detailed report for construction of railway infrastructure such as track, railway sidings, goods yards, import inspection zone, etc. to facilitate import of cargo traffic from Bangkok to Phnom Penh through Aranyaprathet and Poipet and vice versa to reduce trade and logistics cost 	
12.	Lack of initiatives on sustainability and inclusiveness	<ul style="list-style-type: none"> In line with recommendations on National readiness, implementing agencies at Aranyaprathet and Poipet need to align their action plans in line with the National level policies around SME inclusiveness, gender equity and sustainability of Trade Facilitation measures 	

[Back](#)

Simplification and Harmonization

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCA P	UNTF Survey	World Bank	ADB GMS
1		✓	✓					✓
2		✓						
3		✓						
4	✓		✓					✓
5	✓	✓	✓		✓	✓	✓	✓
6	✓			✓	✓		✓	
7	✓			✓				
8	✓			✓		✓		
9					✓	✓		
10					✓			
11					✓			
12					✓			
13	✓	✓	✓	✓	✓	✓		✓
14	✓					✓		
15	✓					✓		
16	✓					✓		✓
17	✓					✓		
18	✓					✓		✓
19						✓		

Digitization

	WTO TFA	ADB SASEC	ADB CAREC	ASEA N	ADB- UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Upgrade to automated customs management systems		✓	✓			✓		✓
2 Develop National Single Window with connectivity to all the key border agencies and relevant stakeholders	✓	✓	✓	✓		✓	✓	
3 Modernize and update the rules and procedures based on adoption of modern techniques and technology				✓				
4 Leveraging information technology and facilitate more streamlined customs procedures and electronic exchange of information between transport and control authorities					✓			
5 Implementing Government digital platforms to facilitate remote working					✓			
6 Electronic submission and exchange of documents					✓			
7 Introducing e-registration of travel documents					✓			
8 Acceptance of copies of original supporting documents required for import, export or transit formalities	✓					✓		
9 Electronic application and issuance of import and export permits, Certificate of Origin						✓		
10 E-Payment of Customs duties and fees	✓					✓		
11 Electronic application for Customs refunds	✓					✓		
12 Recognized certification authority issuing digital certificates to traders to conduct electronic transactions						✓	✓	

Standardisation

	WTO TFA	ADB SASEC	ADB CAREC	ASEA N	ADB- UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Identify SPS-sensitive products commodities, measures	✓	✓	✓					
2 Strengthen national conformity assessment boards - mutual recognition agreements		✓		✓		✓		✓
3 Recognition of testing reports and certificates by competent foreign authorities, as well as third parties for expedited clearance				✓	✓			
4 Testing and laboratory facilities available to meet SPS of main trading partners				✓		✓		✓
5 Electronic application and issuance of SPS certificates						✓		

Institutional Coordination / Capacity Building

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Establish and/or operationalize trade facilitation committees	✓	✓				✓		
2 Establish and enhance trade portals	✓	✓						
3 Build capacities linked to operational changes	✓	✓					✓	
4 Upgrade levels of ICT capacities to increase the automation processes		✓						
5 Improve overall institutional effectiveness	✓		✓					
6 Coordination, cooperation of border, domestic and cross-border border agencies	✓				✓	✓	✓	✓
7 Collaboration for expedited clearance of emergency supplies					✓			
8 Alignment of working days and hours with neighboring countries at border crossings	✓					✓		
9 Alignment of formalities and procedures with neighboring countries at border crossings	✓					✓		✓
10 Commercial Management of ports and airports							✓	

Stakeholder Involvement

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCA P	UNTF Survey	World Bank	ADB GMS
1 Strengthen public-private sector cooperation, collaboration, and partnership in improving the process, institutional and infrastructural foundations of efficient and effective trade facilitation within the region	✓			✓				
2 Engage the business sector by providing easier access to official information on implementation and obtaining timely feedback on policies or measures	✓			✓				
3 Stakeholders' consultation on new draft regulations	✓					✓		
4 Increase private sector participation in the management of public infrastructure							✓	✓

Transit

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Track the location of vehicles carrying transit goods		✓						
2 Through transport arrangements based on legal agreements	✓	✓				✓	✓	✓
3 Simplified and streamlined procedures at border crossings	✓	✓						✓
4 Competitive, efficient and seamless movement of goods within the region	✓		✓	✓				✓
5 Expedited clearance through green lanes	✓				✓			
6 Designated priority lanes and green corridors for essential goods and designated truck stop and rest area locations	✓				✓			
7 Use of TIR (Transports Internationaux Routiers or International Road Transports)/e-TIR system to facilitate transport and transit			✓		✓			
8 Pre-arrival processing	✓					✓		
9 Expedited shipments	✓					✓		

Cross Border Facilities

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Enhanced access to e-commerce facilities		✓						
2 More efficient cargo handling and logistics services at the ports		✓						
3 Integrated check posts at border crossing points with dedicated passenger and cargo terminal providing for passenger flows, cargo processing, cargo inspection sheds, warehouse and cold storage, a quarantine laboratory, and other services in a single complex		✓					✓	
4 Modern ICT infrastructure		✓						
5 Designated truck stop and rest area locations		✓	✓					
6 Use of TIR/e-TIR system to facilitate transport and transit					✓		✓	
7 Automate border checks and processes					✓			✓
8 Develop dry ports and inland clearance facilities							✓	✓
9 Enhanced access to e-commerce facilities							✓	

Transport Infrastructure

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Develop multimodal corridor network to enhance efficiency and extent of connectivity		✓	✓				✓	
2 Upgrading and expanding road connectivity especially along major trade routes		✓	✓					
3 Upgrading and expanding rail connectivity for movement of goods between gateways and hinterland within or across borders		✓	✓					
4 Multimodal logistics hub development for more efficient distribution and collection of goods			✓				✓	
5 Streamline and harmonize regulations of transport and logistics services							✓	
6 Allowing foreign participation in transport and logistics services							✓	
7 Adoption of modern technologies and practices for cargo tracking and security and supply chain management							✓	
8 Develop urban and line haul transport interfaces (e.g., urban truck terminals)							✓	

Trade Finance

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB- UNESCA P	UNTF Survey	World Bank	ADB GMS
1 Improve MSME's access to finance				✓	✓	✓		
2 Launch of financial support package to support business by reducing tax and allowing deferral payments, with support of SMEs as a priority					✓			
3 Reduction in landing/port fees to help aviation and shipping industries					✓			
4 Leveraging of e-commerce and broadcasting sales to boost exports					✓			
5 Provision of various export credit insurance tools with reduced administrative fees					✓			
6 Introduction of online trade finance facilities and provision of digital solutions for trade finance.					✓			
7 Enable traders' access to finance through Single Window						✓		
8 Deployment of modern technologies like blockchain-based supply chain management for trade finance						✓		
9 Include wide variety of trade finance services						✓		
10 Reform banking practices and exchange controls to improve trade							✓	

SME Trade Facilitation

WTO TFA ADB SASEC ADB CAREC ASEAN ADB-UNESCAP UNTF Survey World Bank ADB GMS

	WTO TFA	ADB SASEC	ADB CAREC	ASEAN	ADB-UNESCAP	UNTF Survey	World Bank	ADB GMS
1 Allowing SMEs easier access to trade facilitation information and measures, improving digital capacities of SMEs and providing training assistance for SMEs resilience					✓	✓		
2 Trade-related information measures for SMEs						✓		
3 SMEs access Single Window						✓		
4 SMEs in National Trade Facilitation Committee						✓		

Sustainable Trade

WTO TFA ADB SASEC ADB CAREC ASEAN ADB-UNESCAP UNTF Survey World Bank ADB GMS

- 1 Trade facilitation policy/strategy to increase women’s participation in trade
- 2 Trade facilitation measures to benefit women involved in trade
- 3 Women’s membership in the National Trade Facilitation Committee or similar bodies
- 4 Agency in place to manage trade facilitation in times of crises and emergencies
- 5 Online publication of emergency trade facilitation measures
- 6 Coordination between countries on emergency trade facilitation measures
- 7 Additional trade facilitation measures to facilitate trade in times of emergencies
- 8 Plan in place to facilitate trade during future crises

✓
✓
✓
✓
✓
✓
✓
✓

We have analyzed 4 Trade Facilitation effectiveness evaluation frameworks to identify usable metrics

Not exhaustive, [metrics for other themes have been placed in the annexure](#)

Simplification and Harmonization

1 ASEAN Trade Facilitation Indicators

2 ESCAP TCD/CAREC

3 WBG Grow with Flow

4 OECD Trade Facilitation Indicators

1	Customs website/trade portal and information	Time taken to clear a border-crossing point (BCP)	Efficiency of customs clearance process	Information availability - enquiry points
2	Information on export and import formalities of regulatory agencies	Cost incurred at a BCP	Cost to export	Publication of trade information, including on internet
3	National Trade Repository And Association Of Southeast Asian Nations (ASEAN) trade repository		Cost to import	Advance rulings - prior statements by the administration to requesting traders concerning the classification, origin, valuation method, etc., Applied to specific goods at the time of importation; the rules and process applied to such statements
4	Implementation of interactive information channels/customs contact centre		Documents to export	Appeal procedures - the possibility and modalities to appeal administrative decisions by border agencies
5	Advance rulings for classification and valuation		Documents to import	Formalities – documents - acceptance of copies,
6	Best practice risk management		Time to export	Simplification of trade documents;
7	Appeal and review mechanism		Time to import	Harmonization in accordance with international standards
8	Post-clearance audit			Formalities – procedures - streamlining of border controls;
9	Dwell time publication			Single submission points for all required documentation (single windows);

Most frameworks under review evaluate extent of TF across:



No evaluation metrics were found to be covered in these reviewed frameworks for:



We have also identified metrics for evaluation of themes not or inadequately covered under existing frameworks



Standardization

- 1 No. of sector wise testing laboratories for providing quality and standard certifications to meet Sanitary and Phytosanitary measures
- 2 No. of conformity assessment bodies (e.g., laboratories, inspection or certification bodies) to prove regional / Global Accreditation certifications
- 3 Wider coverage and implementation of Mutual Recognition Agreements (MRAs)
- 4 Comparative reduction in time of obtaining quality certificates through SPS Portal



Trade Finance

- Measure of Credit penetration (share of loan disbursed, percentage of insurance coverage) for MSMEs/Women Entrepreneurs in trade & transport sector
- Budget allocated to trade and transport sector under Trade Finance Policy
- Decrease in finance cost and time due to online Portal for Finance and single E2E Portal
- Periodic Increase in Digitized Transactions services



SME Trade Facilitation

- Training workshops conducted for capacity building of SMEs
- Grants disbursed for capability uplift package/schemes for SMEs
- Increase in SME participation in trade due to Single portal for Trade information
- Percentage Share of NTFC represented by SMEs



Sustainable Trade

- Share of women-led businesses in sectoral and overall trade
- Training workshops conducted for capacity building of women entrepreneurs
- Participation of women in NTFC
- GHG Emissions for trade and transport related activities; No. of EV/hydrogen fuels transit vehicles registered
- Vehicle Crossing time / lead time measurements during emergencies
- Presence of business continuity planning processes to develop action protocols for contingency scenarios based on recommendations from national & regional authorities



Customs Procedures & Formalities

- Decrease in pilferage incidents and increase in customs revenue by adoption of WCO SAFE framework
- Reduction in trade and transport cost by Adoption of WCO ISCM guidelines








Transit

- No. of Cross border vehicle permits issued; Reduction in through transit time and cost

The study has developed a comprehensive union of provisions for Trade and Transport Facilitation (1/3)




It is a union of outcomes of literature review and new provisions identified to address identified gaps

 Customs Procedures & Formalities	 Digitization	 Standardization	 Institutional Coordination / Capacity Building
1 Enhance Transparency and predictability of customs actions	Upgrade to Automated Customs Management Systems	Identify SPS-sensitive products commodities and corresponding measures	Establish and/or operationalize trade facilitation committees
2 Standardization and simplification of the goods declaration and supporting documents,	Develop National Single Windows project	Strengthen national conformity assessment boards - Mutual Recognition Agreements	Build capacities linked to operational changes
3 Minimum necessary customs control to ensure compliance with regulations,	Leveraging information technology and facilitate more streamlined customs procedures and electronic exchange of information between transport and control authorities	Recognition of testing reports and certificates by competent authorities, as well as third parties for expedited clearance	Upgrade levels of ICT capacities to increase the automation processes
4 Coordinated interventions with other border agencies	Facilitate Electronic submission and exchange of documents	Setting up testing and laboratory facilities to meet SPS of main trading partners	Coordination, cooperation of border, domestic and cross-border border agencies
5 Establish standards that provide supply chain security and facilitation at a global level	Electronic application and issuance of import and export permits, Certificate of Origin	Implement Electronic application and issuance of SPS certificates	Alignment of formalities and procedures with neighboring countries at border crossings
6 Enable integrated supply chain management for all modes of transport	Enable E-payment of customs duties and fees	<div style="background-color: #cccccc; padding: 10px;"> <p>7 Adoption of new simplified customs codes that are harmonized with international standards</p> <p>8 Strengthen Risk Management Systems at BCPs in order to expedite the clearance</p> <p>9 Simplify trade rules and procedures, remove / reduce restrictive or unnecessary practices</p> <p>10 Non-discriminatory rules and procedures</p> <p>11 Access to adequate legal appeal procedures</p> <p>12 Allowing trusted traders/ Authorized Economic Operators (AEO) with expedited clearance</p> <p>13 Advance publication/notification of new trade-related regulations before their implementation</p> <p>14 Establishment and publication of average release times</p> </div>	
7 Adoption of new simplified customs codes that are harmonized with international standards	Implement Electronic application for customs refunds		
8 Strengthen Risk Management Systems at BCPs in order to expedite the clearance	Implement ESCAP framework agreement on cross border paperless trade		
9 Simplify trade rules and procedures, remove / reduce restrictive or unnecessary practices	Institute National Level Committee on paperless trade and supporting legal environment and regulatory policies		
10 Non-discriminatory rules and procedures			
11 Access to adequate legal appeal procedures			
12 Allowing trusted traders/ Authorized Economic Operators (AEO) with expedited clearance			
13 Advance publication/notification of new trade-related regulations before their implementation			
14 Establishment and publication of average release times			

 New Sub themes

The study has developed a comprehensive union of provisions for Trade and Transport Facilitation (2/3)

It is a union of outcomes of literature review and new provisions identified to address identified gaps

	 Stakeholder Involvement	 Transit	 Cross Border facilities	 Transport infrastructure
1	Strengthen public-private sector cooperation, collaboration, and partnership in improving the process, institutional and infrastructural foundations of trade facilitation within the region	Through transport arrangements based on legal agreements	More efficient cargo handling and logistics services at the ports	Develop multimodal transport corridors to support market and value chain integration
2	Engage the business sector by providing easier access to official information on implementation and obtaining timely feedback on policies or measures	Simplified and streamlined procedures at border crossings	Integrated check posts at border crossing points, improved physical infrastructure	Develop multimodal logistics hubs and improved telecommunications support
3	Conduct stakeholders' consultation on new draft regulations	Designated priority lanes and green corridors for essential goods and designated truck stop and rest area locations	Provision of Warehouse	Streamline policies affecting organization of transport sector
4	Increase private sector participation in the management of public infrastructure	Use of TIR (transports internationaux routiers or international road transports)/e-TIR system to facilitate transport and transit	Provision of Cold storage	Adoption of modern management practices and technologies to improve scope and scale of transport sector
5		Pre-arrival processing of documentation	Provision of Testing laboratories	Develop urban and line haul transport interfaces (e.g., urban truck terminals)
6		Clearance of relief consignments for export, transit, temporary admission and import as a matter of urgency	Provision for designated truck stop and rest area locations	Developing policies on road safety and regular maintenance
7		Develop bilateral and multilateral transport agreements for seamless movement of goods	Automate border checks and processes	Promoting smart transport connectivity, e.g. Sustainable Smart Ports (SSP)

The study has developed a comprehensive union of provisions for Trade and Transport Facilitation (3/3)

It is a union of outcomes of literature review and new provisions identified to address identified gaps



Trade Finance



SME Trade Facilitation



Sustainable Trade

1 Enabling MSME's and women's access to finance	Allowing SMEs easier access to trade facilitation information and measures, improving digital capacities of SMEs & providing training assistance for SMEs	Development of a 3-phase crisis response and resilience framework for: (1) Immediate response (2) Recovery and (3) Resilience
2 Provision of various export credit insurance tools with reduced administrative fees	Provision of Single Window Portal to facilitate and enhance SME trade	Incentivizing new and efficient transport technologies, e.g., using sustainable and alternative fuels, and substitution to more carbon-efficient alternative means of transportation
3 Introduction of online trade finance facilities and provision of digital solutions for trade finance.	Inclusion of SMEs in National Trade Facilitation Committee	Specific technical assistance to bridge capacity-building gaps in addressing the sustainability and resilience imperative
4 Provision of Single window mechanism to facilitate traders' access to finance	Inclusion of SMEs in AEO scheme	Building a gender sensitive NTFC or similar body
5 Reform banking practices and exchange controls to improve trade		Incorporation of outreach measures to target women stakeholders
6		Addressing legal barriers to trade for women entrepreneurs
7		Making 'at the border' environment inclusive and safe, setting up of reporting mechanism on gender-based discrimination and adoption of client service charter for border agencies

Illustrative sub-national Indicator data collection questionnaire (1/2)

Parameters	Indicator	Stakeholder Involved	
		Public Stakeholders	Private Stakeholders
Customs Procedures and Formalities and Stakeholder Coordination			
Customs clearance process	What is the average time taken for Import clearance?	Customs Authority	Traders/ Exporters/Importers/ Trade Associations/ Logistics Service providers/ Traders/ Exporters/Importers/ Trade Associations
	What percentage of import declarations are cleared electronically?		
	What is the average time taken for export clearance?		
	What percentage of export declarations are cleared electronically?		
	Is duplication of bureaucratic activities prevalent?		
	What is the cost of border clearance?		
Pre-shipment inspection	What is the total time taken for pre shipment physical inspection?	Customs Authority	Traders/ Exporters/Importers/ Trade Associations
	What is the Percentage of physical Inspection?		
Solicitation of informal payments	Is Informal Payments prevalent at cargo clearance/ checkpoints/ weighbridge stations/ traffic stops, etc.?	Customs Authority	Traders/ Exporters/Importers/ Trade Associations/ Transport Associations
Cross Border coordination	Are the Border timings, clearance Procedures synchronized?	Customs Authority	Traders/ Exporters/Importers/ Trade Associations/ Transport Associations
	Are the borders crossings governed by CBTA and MoUs?	Customs Authority	
Transit Cross Border facilities and SPS TBT			
Warehousing/transloading facilities	What is the total No. of Warehousing Facilities in the vicinity?	Warehousing Associations/ Corporation	Transport Associations/ Freight Forwarders/ Logistics Service Providers
	Is transshipment Yard present?		
	What is the Cost of warehousing and transloading?		
	Is Warehousing / transloading Process Compulsory?		
Telecommunications and IT	Is ICT Infrastructure present?	Department of IT and Telecommunications	Traders/ Exporters/Importers/ Trade Associations
	Is Internet and Mobile Connectivity available at the location?		
Export Processing Zones	What is the total No. of SEZs/ Manufacturing Facilities in the vicinity (5 Kms. Radius)?	Export Promotion Councils/ Industries Department/ MSME Department/ Logistics Division/ Customs Authority	Industry Associations/ MSMEs
	Are Custom Bonded Warehouses available in the vicinity?		
Quality/standards inspection agencies	Is Inspection facility available?	Inspection agencies/ Councils	Traders/ Exporters/Importers/ Trade Associations
	Is IT based Risk Management System operational?		
Health/SPS agencies	Is quarantine facility available?	SPS agencies	Traders/ Exporters/Importers/ Trade Associations
Other Facilities	Are facilities such as X rays, scanners, weighbridges, etc. available at the crossing point?		All of the above

Illustrative sub-national Indicator data collection questionnaire (2/2)

Transport Infrastructure and Sustainability & resilience			
Maritime transport	What is the Fees Charged by Port?	Ministry/Department of Ports/Regional Port Authority/ Ministry of Commerce	Traders/ Exporters/Importers/ Trade Associations
	What is the Annual Capacity of the port?		
	What is the total No. of available Terminals?		
	What is the total No. of available Berths?		
	What is the Utilization Percentage of the port?		
	What is the Size of Containers handled?		
Air transport	What are the Charges for Cargo Transit by Airport?	Airports Authorities/ Civil Aviation/ Ministry of Commerce	Traders/ Exporters/Importers/ Trade Associations
	What is the time taken for cargo processing?		
Road	Is the BCP connected to a National Highway/ Carriageway/ Expressway?	National Highway Authority/ Logistics Division/ Road and Transport Authority/ Ministry of Commerce	Transport Associations/ Freight Forwarders/ Logistics Service Provider
	What is the type of laning of the connecting road?		
	Is Parking Area available in the vicinity?		
	What is the total volume of cargo trucks exchanged per day?		
	What is the Rate of Road Transport?		
Rail	What is the average time taken for cross border Cargo Transport?	Railway Authority/ Ministry of Commerce	Transport Associations/ Freight Forwarders/ Logistics Service Providers
	Is operational Rail line and haul infrastructure present at the BCP?		
	What is the type of Rail Gauge in use?		
	What are the Rail Transport Rates?		
Freight Forwarders/ Logistics Service Providers/ Shippers	What are the freight forwarding Charges?	Ministry of Environment/ Ministry of Transport	Transport Associations/ Freight Forwarders/ Logistics Service Providers

Trade enhancement needs both trade facilitation measures and transport network

A WTO's study on Global Trade Costs highlights the significance of transport facilitation for trade enhancement

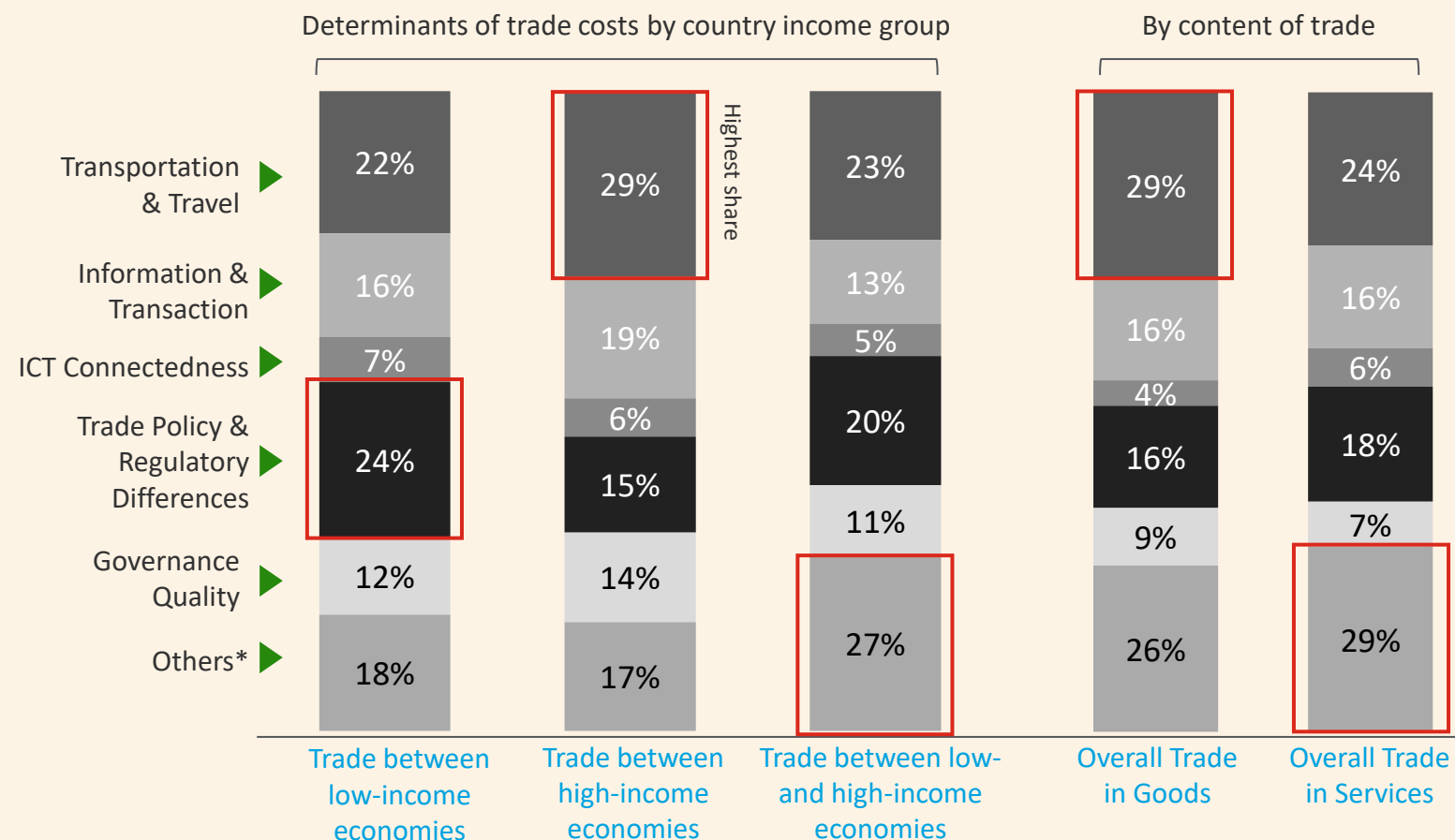
The WTO Trade Cost Index uses estimates of bilateral trade costs for 43 economies and 31 sectors between 2000-2018 to illustrate:

- main factors determining trade costs
- evolution of trade costs over time
- the incidence of trade costs across economies and sectors, for different household income groups, by gender, firms size and skill groups

Key Findings

- Global trade costs have declined by 15 per cent between 2000 and 2018
- **Trade flows among lower income economies face the highest cost.** Trade flows among high-income economies face the lowest cost
- **Trade policy barriers are the most important component of trade costs for trade among low-income economies.**
- **Transport and travel costs** together with information and transaction costs explain the largest share of trade costs for **Goods**
- **Overall trade costs are higher for women, SMEs, and unskilled workers**

Composition of trade costs vary depending upon the income group of trading partners and content of trade



* Includes determinants not objectively categorized under other 5 determinants

Source: The WTO Global Trade Costs Index and Its Determinants, WTO Working Papers, 12 Feb 2021, No.2021/06 and Study Team Analysis