

UNECE

White Paper
Gaps In Aligning
Digitization With Transit
Procedures

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The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)

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1. Introduction

As part of an international transport movement, a consignment¹ may cross the territory of many countries. These goods and means of transport that cross another country's territory are deemed to be in transit pursuant to GATT 1949 Article V². Whilst goods in transit enjoy freedom of transit, the movement across the territory of another country is regulated for economic, financial, security and safety reasons. For customs purposes goods in transit are placed under a special transit procedure. In addition to customs formalities, government authorities apply control measures on the goods in transit to protect human, animal, and plant health, the environment, or for security reasons³.

Consignments may only be authorized to be moved across the territory if they have obtained the necessary documentation from an official government service of the origin country stating that the goods i) meet the regulatory entry conditions, namely in the SPS area, of the destination, ii) are legally allowed to be exported pursuant to relevant international agreements, such as Montreal, CITES or Basel Convention; iii) that they conform to the transit requirements of the country. The consignments need to be declared and presented on arrival with the respective documentation to an authorized border inspection post for control.

Traditionally, in a paper-based environment, the presentation of the original (or authorized copy therefore) paper-based certificated satisfied the information requirements of the authorities of the transit country.

1.1 Problem statement

With the transition to a paperless environment, the presentation of such trade documents for consignments in transit becomes complex. In recent years, digital versions have replaced paper documents and certification data is digitally exchanged between the issuing authority and the receiving authority at destination. In a mature paperless environment a physical copy of the document, which is the human-friendly print out of data that looks like the original document, may no longer be available to accompany the consignment. However, authorities in transit countries still require a proof and often a paper-based proof of such certificates. Furthermore, authorities in transit countries are not automatically part of the digital data exchange and officials at border points cannot access the digital data equivalent to the certificate.

As a result, paper documents continue to be [used/required] to meet transit requirements, even in situations where certificate information is exchanged digitally between issuing and

¹ For this WP, the definition of consignment is "a separately identifiable collection of consignment items to be transported, or available to be transported, from one consignor to one consignee in a supply chain via one or more modes of transport.", For more details refer to UN/CEFACT WP for Integrated Track and Trace for Multimodal transport. https://unece.org/sites/default/files/2021-06/WhitePaper_Integrated-T-T-MMT_v1E.pdf

² This document defines transit based on WTO GATT Article V.1. "Goods (including baggage), and also vessels and other means of transport, shall be deemed to be in transit across the territory of a contracting party when the passage across such territory, with or without trans-shipment, warehousing, breaking bulk, or change in the mode of transport, is only a portion of a complete journey beginning and terminating beyond the frontier of the contracting party across whose territory the traffic passes. »

³ Article 11 of the WTO TFA stipulates that the regulations and formalities in connection with traffic in transit shall not be applied in an unnecessarily trade-restrictive manner and shall not constitute a disguised restriction on traffic in transit. Applying technical regulations and conformity assessment procedures to goods in transit is not allowed under the WTO Trade Facilitation Agreement, Article 11.8

destination authorities. This is a gap for cross-border paperless trade. Authorities that are operating a fully digital environment and digital data exchange with their trade partners still must issue a paper document for the transport journey.

1.2 Scope

This White paper looks into the transit formalities for specific products, namely product specific documentation issued by government authorities, using as example sanitary, plant and veterinary control certificates, CITES permits, and Waste certificates. These documents are considered to be trade documents within the meaning of UNECE Recommendation No. 1, namely Annex I-D official controls documents⁴[\[2\]](#) and are not transferable records. These documents are referred to as transit accompanying documents as they accompany the physical consignment in transit.

Not covered in this White paper are product specific transit permits which are authorizations issued by the authorities of the transit country for a particular shipment, the customs goods declaration and other transit accompany documents not mentioned above, which may be entitled transit accompany document or T1 or T2 or TIR Carnet.

Furthermore, this WP only looks into the entry procedures for consignments in transit as per the GATT Article V definition and excludes procedures for national transit or so-called transshipment as defined by the WCO RKC. Under normal circumstances border control procedures related to transshipment in a harbor or an airport do not require (hard copy of) health certificates unless certain time limits are exceeded.

This White paper will capture documentation requirements for consignments in transit of specific products, identify legal and operational challenges faced by digital trade documents for transit formalities and discuss opportunities and limitations of technological aspects of digital data exchange.

It borrows from recent discussions in other UN/CEFACT domains and projects with regards to decentralized digital data exchange platforms, track, and trace of shipments, and IoT standards.

2. Requirements for consignments in transit

This chapter describes the high-level requirements for transiting consignments of specific products regulated by international conventions.

Governments may regulate traffic in transit to protect human, animal, and plant health, the environment, or for security reasons. They may prohibit transit of goods or adopt specific measures for transit such as certification, quarantine, designated control and entry points, transport requirements.

2.1 National regulations

Consignments in transit must conform to national laws and must be controlled and approved at arrival at border crossing points by the competent authorities. Formalities may include prior notification of arrival, presentation and declaration of the goods and documents, and

⁴ This sector includes documents required for the control of goods moving in international trade, conducted by various official bodies in exporting, importing and transit countries.

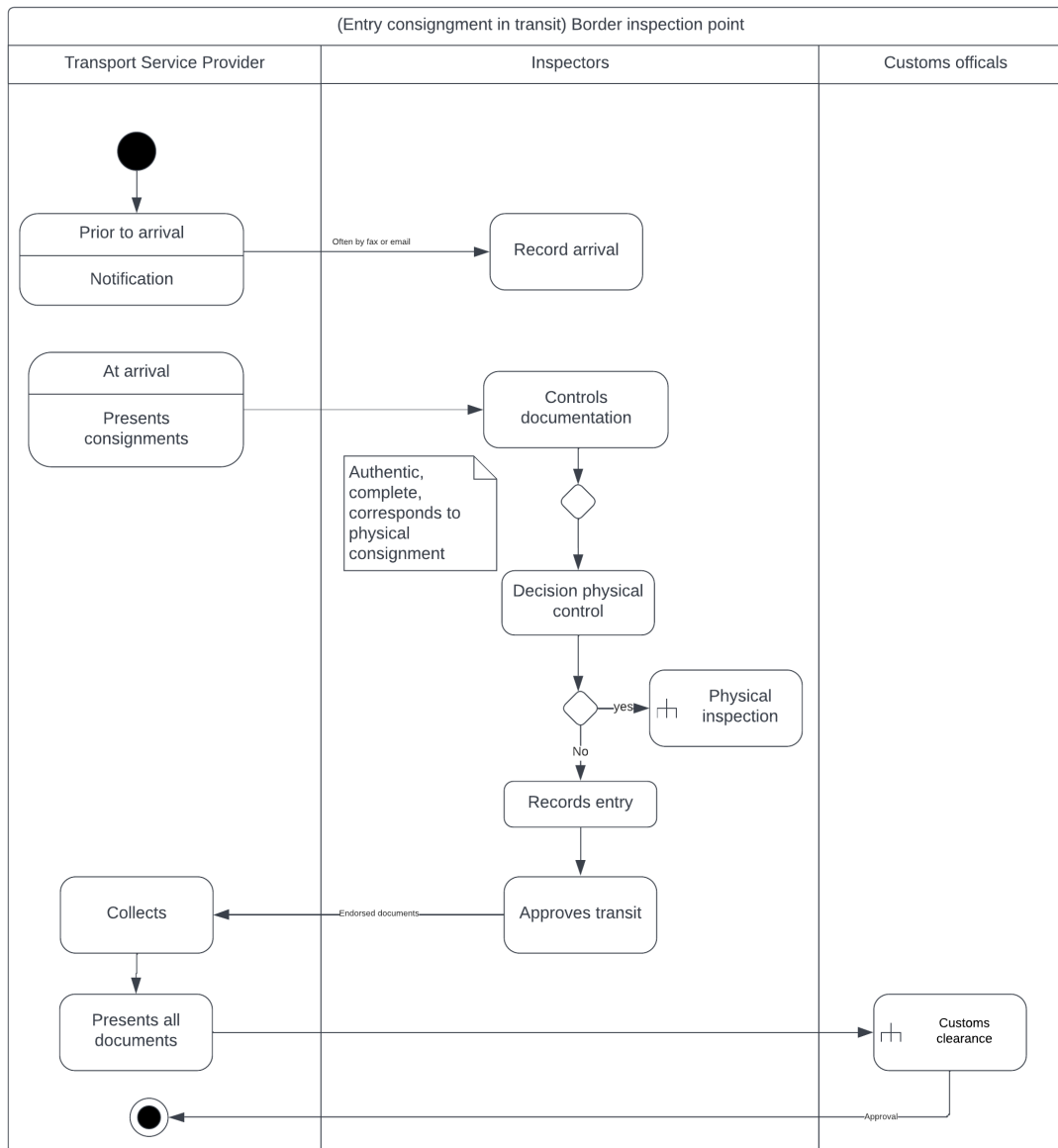
product specific control measures. Typically, if the goods in transit are regulated items such as plants, animals, waste the respective (cope of) official certificates issued by the authority of the exporting country needs to be presented⁵.

2.2 Border crossing procedures

At border inspection points, government services⁶ control and approve transit consignments. The formalities foremost consist of documentary control but may even include physical control of the consignment. However, control measures should be decided based on a risk assessment for the specific consignment and should be limited to consignments representing a risk (e.g as defined by ISPM 25). In this process there is a requirement that authorities from a transit country need view the transit accompanying documents or to receive a proof of issuance of such documents. The diagram below depicts a generic workflow at a border inspection point.

⁵ For other products, namely live animals and dual-use items national transit permits may also need to be applied prior to or at arrival. This is however not part of the WP.

⁶ This includes customs authorities and other inspection services or border forces. Depending on the national institutional set up controls may be delegated to another authority.



2.3 International provisions

International conventions regulating cross-border trade in specific products such as animals, plants, plastic, and endangered species also contain provisions to facilitate transit traffic. Measures pertaining for consignments transit include prior notification or consent procedures, documentation, and certification requirements.

International Plant Protection Convention Phytosanitary measures

The internal convention (IPPC) and related instruments contain the following provisions for consignments in transit, namely certification. The phytosanitary measures of Article VII paragraph 4⁷ of the IPPC can be applied to consignments in transit through their territories, where technically justified and necessary and applied in conformity with Article VIII, 2 requirements. Pursuant to Article VII, 1c permissible measures for consignments in transit

⁷ ARTICLE VII Requirements in relation to imports paragraph 4. "Contracting parties may apply measures specified in this Article to consignments in transit through their territories only where such measures are technically justified and necessary to prevent the introduction and/or spread of pests."

through the territory governments may (c) prohibit or restrict the movement of regulated pests into their territories. ISPM 25 consignments on transit (updated 2021), clarifies that a country of transit should carry out a pest risk assessment and analysis for consignments in transit, and that phytosanitary measures should only be applied for consignments presenting a high risk.

Measures that can be applied are listed in 1.3.2 and may include inspection and phytosanitary certificates with transit requirements, phytosanitary movement documents (transit permits) and documents other than those required by customs.

ISPM 12 on phytosanitary certificates further stipulates that where a country of transit has phytosanitary requirements for transiting consignments, the export certificate should be issued to the NPPO of the transit country, the entry points in the transit country should be indicated, and care should be taken to ensure that transit requirements are met and indicated. Importing countries can also define specific phytosanitary import requirements for consignments in transit through other countries (e.g., require seals, specific packaging). These requirements have been met and ensured by the exporting country.

Basel Convention

A family of three conventions regulate transboundary movement of hazardous wastes and their disposal (Basel Convention), persistent organic pollutants (POPs) (Stockholm Convention), and hazardous chemicals and pesticides (Rotterdam Convention).

These conventions also have provisions regarding transit of these products. The Basel Convention defines “State of transit” means any State, other than the State of export or import, through which a movement of hazardous wastes or other wastes is planned or takes place.

Under the Basel Convention, transboundary movements of hazardous wastes and other notifiable wastes must follow a Prior Informed Consent (PIC) notification process in which the competent authority in the state of export is to provide a notification to the competent authorities of the State of import and any State of transit. The State of import shall respond to the notifier, e.g., consenting the movement, and a State of transit may provide written or tacit consent.

CITES Convention

Trade in endangered species of wild fauna and flora is only allowed when the consignment is accompanied by some form of permit or certificate that is issued by an officially designated CITES Management Authority.

These permits or certificates are generally a single-use regulatory document which is issued to the traders or owners of the specimens (G2B). Validity of a CITES Export permit and Re-Export certificate is 6 months from the date of issue, meaning that the specimen(s) have to be exported or re-exported within this timeframe.

Before leaving the country, a permit or certificate needs to be endorsed by border or enforcement agencies including Customs at the export border control. When the species or specimen(s) are in transit, they need to be accompanied by a validated/endorsed CITES export permit or certificate as required under the Convention, or satisfactory proof of its existence must be obtained. After use, CITES permits/certificates must be correctly endorsed, cancelled, and returned to the Management Authority of the importing country.

3. Current state of digitalisation efforts

Here we aim to describe the current procedures with regards to exchange and utilization of the certificates as well as the state of digitalization.

In the past 20 years many of the international conventions have been amended to provide for electronic versions of trade certificates and permits. Work by international organisations support the digitalisation of the data exchange starting with the plant health certificate.

3.1 CITES permit

Paper permits are attached to the consignment. In case, electronic permit exchange (EPIX) is possible, permit information is exchanged between the government agencies (G2G) of the exporting and the importing Parties. However, the latter is being piloted between a very few countries at present.

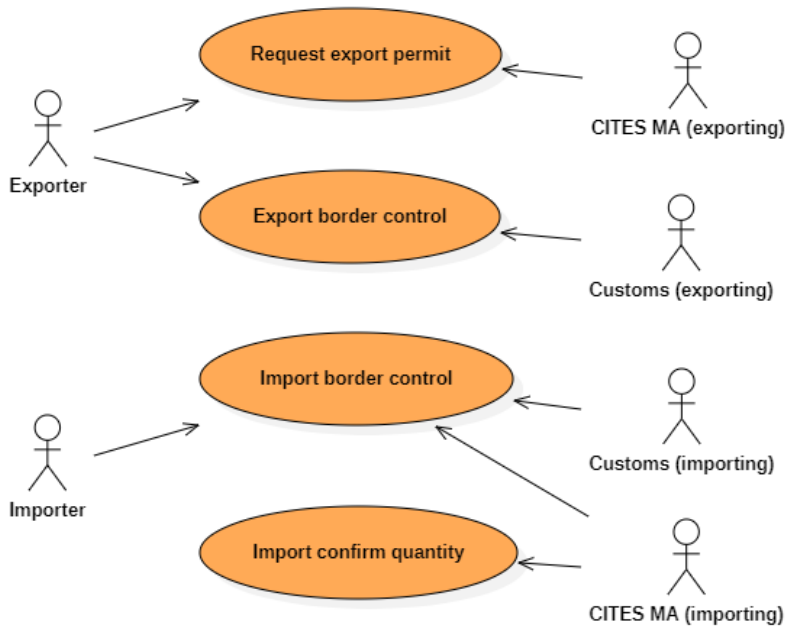
While paper permits are simple (but subject to fraudulent practices) to verify, in case of an electronic permit, the verification method may become more complicated.

- The electronic permit may not be acceptable as a legal document in the transit country. Border authorities may not accept digitally signed document as a legal document to let transit trade take place.
- Some transit countries, even if they accept electronic permits, may not have the capacity at the border to understand electronic messages such as XML.

Some Parties have introduced a two-dimensional barcode or a QR code for verification of the permits. However, upon scanning, these codes may simply indicate the validity of the permit or show the complete permit information. Some QR codes may redirect to a website and require authorized access for verification of the permit data. Allowing authorized access to individuals or agencies in transit countries add another layer of complexity.

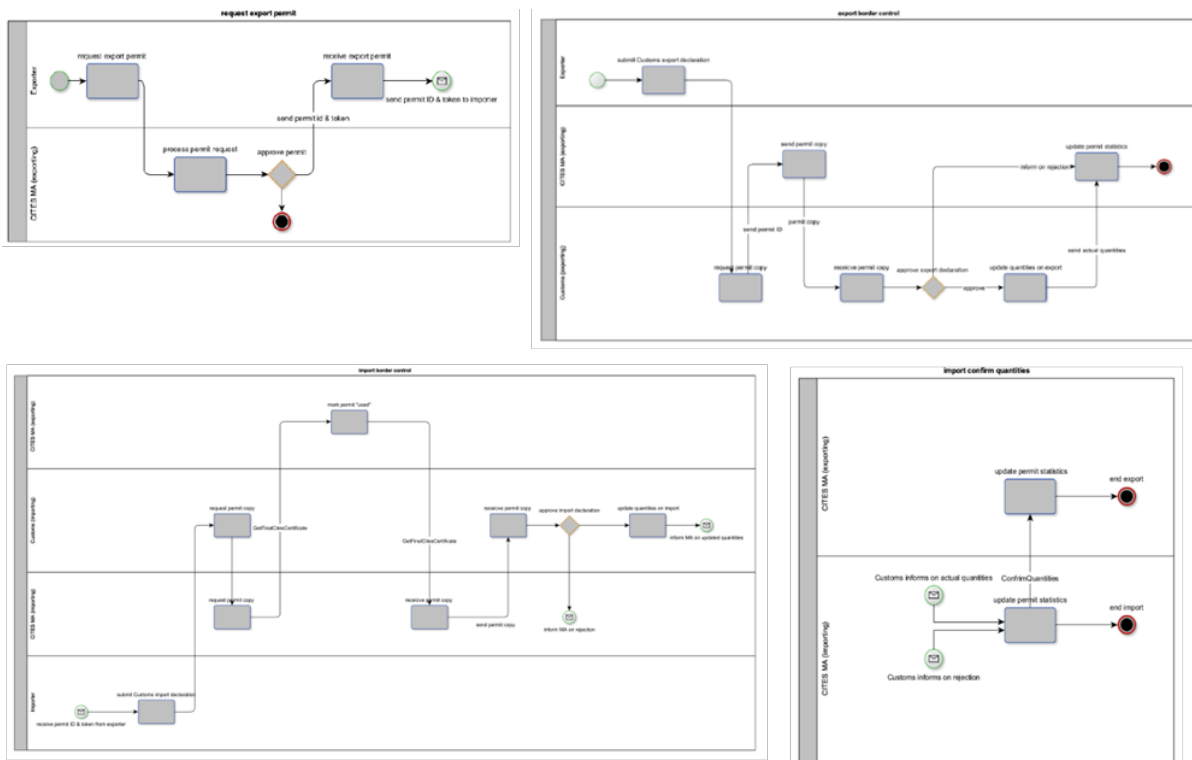
It is found that in eCITES Process Flow document, the processes for transit countries are not stated in the Use Case Diagrams and Activity Diagrams. Below are examples of eCITES Use Case Diagram and Activity Diagram.

Figure 1
Use Case Diagram of the Electronic CITES Permit for Appendix II Process with electronic permit information exchange



Source: Guidelines and Specifications for Electronic Permit Information Exchange (EPIX) of CITES Permits and Certificates

Figure 2
Activity Diagrams of the CITES Appendix II process with electronic permit information exchange



Source: Guidelines and Specifications for Electronic Permit Information Exchange (EPIX) of CITES Permits and Certificates

3.2 Sanitary and Phytosanitary Certificates

The (electronic) SPS certificate is a unique G2G regulatory file for single-use which is valid for a dedicated consignment for the duration from the time of issuance until completion of the documentary border control procedures by the authorities of the country of destination issued in paper format to the consignor or available for the consignor as a printed template, the hard copy can mostly be used by the carrier to also satisfy procedural requirements of transit countries. For border authorities the hard copy functions as physical evidence of a valid certificate for the consignment and provides at the same time opportunity for those authorities to endorse such document for transit through manually stamping and signing.

An increasing number of countries have adopted a digital SPS certificate and exchange the data with their trade partners bilaterally or through the so-called IPPC hub. Both solutions are based on the e-CERT standard. However, for the bilateral exchanges, the integration of transit authorities into the digital data exchange is not yet covered.

Some countries have implemented procedures under the umbrella of bilateral e-Cert cooperation. An example of such procedure is the use of the statement in PDF format from the issuing official body to the exporter in which the issuing body confirms the issuance of the electronic certificate for the involved consignment. The G2G certificate exchange between the exporting and importing country has now become paperless, but another (paper) document needed to be introduced to satisfy amongst others transit and/or endorsement procedures.

However, such statement from the same issuing official body for a certificate that is issued for another country of destination is not accepted for procedures related to transit to that other place of destination. In such cases, cross-border authorities keep insisting on (a hard copy of) the health certificate that is issued for the consignment.

This situation might be caused by a legal basis in which is specified that in case certificates are issued in electronic form, the competent authority of the country of shipping of the controlled goods and (or) the competent authority of the country of receipt of the controlled goods need to provide the authorized bodies the possibility to view such certificates.

In the framework of the IPPC ePhyto solution NPPO's of transit countries (as long as these NPPO's are connected to the ePhyto hub) can receive ePhyto's when the NPPO in the exporting country has indicated this in the ePhyto that is issued (similar to putting someone in cc in an email). There is no confirmation from any transit country whether or how this facility is used in border controls for transit.

Despite the International Standards for Phytosanitary Measures (ISPM) Chapter 25 has outlined the procedures for consignment in transit, however IPPC technical documentations/specifications on ePhyto implementation has not defined processes for transit countries namely IPPC Service Requirement Specification V1.0. Please refer to snapshot of 4.16 Certificates Verification below:

4.16 Certificates Verification

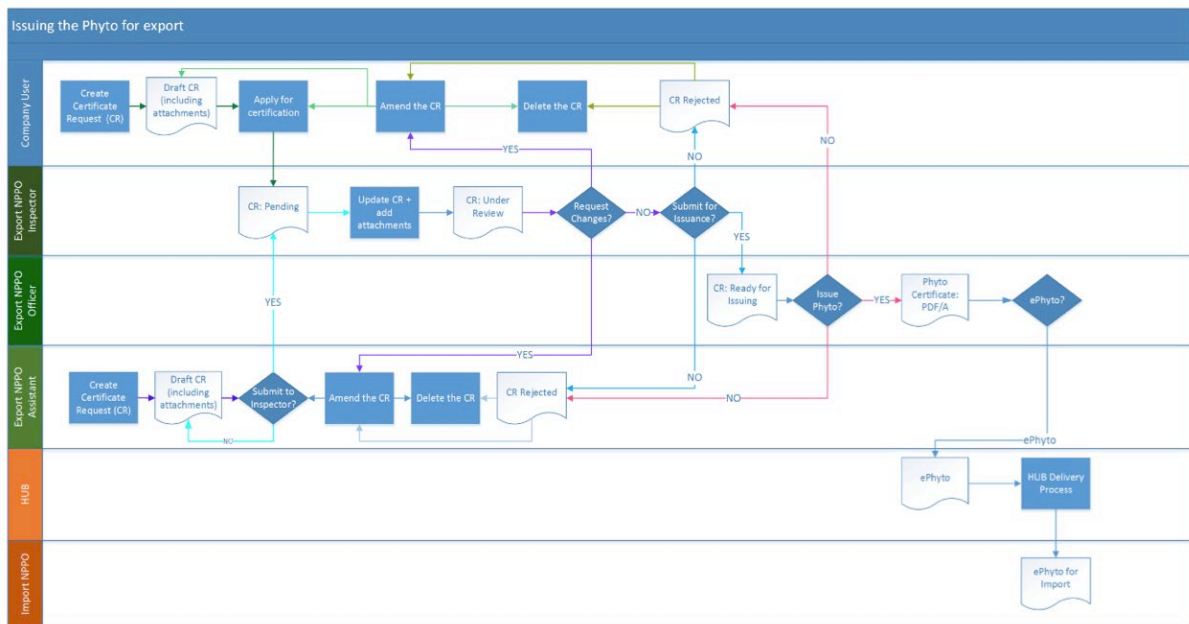
4.16.1 Description and Priority

GeNS will mark all printed certificates with a unique identifier and also may provide a batch of blank Phytosanitary certificates as PDF/A files, each uniquely identified from a specific number series, to be able to track and validate the off-line paper based delivery process.

4.16.2 Stimulus/Response Sequences

The importing NPPO will be able to visit a 'public' page of the GeNS and enter the Phytosanitary certificate number, the exporting NPPO country name and the verification code. GeNS will confirm if the certificate 'belongs' to the exporting NPPO by providing a set of fields or the entire certificate, based on the exporting country configuration in GeNS. A list of available fields will be given to the NPPO administrator to select for displaying in the verification page including, and not limited to, the following:

- Importing Country
- Name of produce and Quantity declared
- Botanical names
- Place of origin
- Replacement information



3.3 Hazardous Waste

<http://www.basel.int/Implementation/Controllingtransboundarymovements/eapproachesfornotificationandmovement/Overview/tabid/7375/Default.aspx>

In many countries, the documentation relating to the PIC for the transboundary movements of hazardous wastes or other wastes is paper-based and documents are mainly transmitted by post, fax and email. There are number of potential benefits to establishing electronic approaches to the notification and movement documents including reduced administrative burden, decreasing the speed and cost of the PIC and improved enforcement.

Work on electronic approaches to the notification and movement documents was initiated by the Committee Administering the Mechanism for Promoting Implementation and Compliance (ICC) of the Basel Convention with a view to improve implementation of and compliance with Article 6 of the Basel Convention. A report on this issue was prepared by the Secretariat to assist the Committee in its work (UNEP/CHW/CC.12/11/Add.2)

4. Challenges for control of transiting consignments

The transition to digital documents and digital data exchange is quickly advancing. The adopted solutions however do not necessarily recognize at this point the legal technological issues and operational challenges of transit consignments.

4.1 Legal challenges

National laws require the presentation of the respective trade documents. The regulations may require an original paper version as the only valid document. More recently, in many countries' regulations have been revised to accept a paper copy or a digital image, pdf as an equivalent. But in most legislative frameworks there is a lack of clarity over acceptable forms of proof of certification. The challenges arise when for example a transit accompanying document has been electronically exchanged between governmental bodies from the exporting and importing country in computer readable language⁸ and authorities from a transit country require a copy of the exchanged document or even require the possibility to view the electronic document.

4.2 Technological challenges

Cross-border digital B2G or G2G, or B2B data exchange commonly rests on two types of exchange architectures. Peer-to-peer architecture of bilateral exchanges and shared hub solutions. The recent UN/CEFACT WP on Verifiable Credentials summarises the advances and disadvantages as follows:

Peer to peer architecture. In this model, messages are exchanged over a secure pipe between two parties. This is the typical EDI model for B2B (Business-to-Business), G2G (Government to government), G2B (Government to Business) and other data exchange. The two parties exchange security tokens to identify each other and these are used to secure the physical connection. All parties are technologically mature and must make some investment to setup their connections. This model works well for high volume exchanges between a small number of parties that already know and trust

⁸ using Electronic SPS certificate eCert

each other. It is more difficult for low maturity participants and does not easily accommodate third parties that need access to the same data.

Shared hub architecture. In this model, all parties connect to a central data hub and exchange data with the hub. Typical examples are trade single windows or port community systems. Data exchange can be either manual (via a user interface) or automated via APIs (Application Programming Interface). In all cases, each party must register with the hub and receive an identity token. The consequence of attempting to implement a hub architecture across borders and sectors is usually a “plethora of platforms” where participants would need to pre-register with an infeasibly large number of platforms to get their job done.

The challenge of both architectures for transit consignments is that the transit authorities need to be in the same hub than the issuing and destination authority or need to have an endless number of bilateral connections. Also, hubs may be geographic or domain specific and authorities may therefore need to be connected to multiple hubs. As both solutions demand application and maintenance of certain degree of IT system at the national level it can be which can be considered costly and in this way for transit purposes only an unattractive/unacceptable investment. - See below for discussion on SW and border crossing points. Another complication of the hub solution is that routing needs to be assigned at the beginning of the journey. What happens if routing changes?

New developments discuss pull solutions that are independent on technology and on hub or architecture. In such scenario, the challenge is to control and record access to the data and to add annotation to status is often limited. Another problem is that not only issued certificates, but actual exit confirmation needs to be shown – latest status of the certificate, that might be already exchanged G2G)

Authorities in many countries have added two-dimensional barcodes or QR codes to the printout version of their documents. Such barcodes and QR codes can be read by portable data-reading devices, such as scanners or mobile phones that automatically scan, capture, and transmit that information to a computer system. But as mentioned above, these codes may only give access to the originally data and cannot account for changes and annotations, may only show a reduced data set, such as date of validity, and or provides only restricted access. There are also issues of without proper authentication of the source and prove of integrity a QR code will not remove the requirement for paper en route.

4.3 Operational challenges

Another complicating factor is that the control and entry approvals is carried out at border crossing points. These border crossings points are not necessarily all integrated into central IT architectures of government agencies and have access to the national IT systems to view the respective digital data. Single windows for example, which at least in theory, could hold all trade relevant data, are often not accessible at border points and only few single windows are integrated into a digital data exchange with foreign partners.

Often, government officials not only control the documents, but give their approval by way of stamping or signing the paper-based original or copy of the certificate. The physical proof of approval by the authorized authority may be needed for Customs officials to release the consignment officials at exit points to close the transit procedure. A digital document

therefore needs to be tracked across the entire transit and be able to record approvals as events.

A characteristic of transport and logistical especially in transport on land however (compared to air and sea) is unpredictability of the route (except for the train maybe) and as a consequence a lack of knowledge with whom, where and when to share what information. This requires a flexibility for data sharing which need to be taken very seriously into account. This constitutes a challenge for a technological solution that need a predictable environment to function properly.

Officials controlling transit consignments need to relate the actual goods (trade items) with the documentation, with the means and assets of transport. Trade documents are issued for specific goods constituting a specific consignment. Certificates contain an identifier for the means of transport which is sealed by the authorities and the seal number annotated on the paper version of the certificate and verified again at exit from the territory. Transforming these physical linkages to a digital word is a challenge, in particular when goods are transhipped or consolidated.

All the above challenges explain the strong position of the use of hard copies of the trade documents for transit consignments. Application of paper continues to be simple and the use of a printed version of a pdf does not require any national system. This however constitutes a gap in paperless cross-border trade.

4.4 Readiness of International Technical Standards in Enabling the Routing of Digital Documents to Transit Countries

The digital transformation throughout the journey requires that the international technical specifications such as data models, unique/universal identify and routing address for authorities of transit countries and etc should also take into account the provision for routing of Digital Document and relevant status messages to Transit Countries, that includes the tracking of approval statuses at every transit point.

In section “Annex 2-Transit related data elements in International Data Models” contained the list of data elements related to transit countries in UN/CEFACT Reference Data Model’s Supply Chain Reference Data Model Core Component Library (CCL) version D22A and WCO Data Model Version 4.0.0 Final Library. However, these data elements are insufficient for the computing system that generates the digital document to identify the routing address/path of the Transit Countries’ IT systems for transmission of the digitally generated documents. Similar situation occurs in the other digitized documents such as:

- EU Certificate of Origin
- EU Certificate of Conformity
- Codex generic model official certificate
- ePhyto (IPPC phytosanitary certificates)
- WOAH international veterinary certificates

5. Conclusions and Possible Ways Forward

This WP is concerned about the impact of the digitalisation of regulatory documents and the possibilities for their digital data exchange for consignments in transit. It notes that international agreements regulating cross-border movement of animals, plants, plant and animal products, endangered species and hazardous waste and pesticides, contain procedures for consignments in transit. It furthermore notes that efforts are undertaken to digitalise the related documentation and country-to-country notification requirements. Nevertheless, transit authorities at border inspection points continue to require the presentation of paper-based documents, foremost the originals, or pdf versions. It noted that this mainly a response to legal framework, and operational and technological challenges that restrict access to digital data, limits its usability for the control purposes of transit authorities.

As digitalisation efforts are still at a developing stage and will evolve and learn from past experiences, this WP urges regulators and standard setting bodies to look into the challenges of paperless control of transit consignments. In the absence of the above, the risk to breaking the cross-border paperless chain is high if authorities need to continue to issue hard copies of official certificates despite having agreed on electronic transmission to the authority of the destination. In addition, access to data on transit consignments will enable and strengthen the risk assessment abilities of the competent government authorities.

- A. It is recommended that the definition of the data elements by the respective international organisations become harmonized for transit requirements and that the data elements are aligned to international standards, such as UN/CEFACT BSP RDM and CCL. Recent additions to the UN/CEFACT CCL for the smart container and track and trace work may prove important for transit consignments as they allow to record product and transport specific events and locations. Nevertheless, it would be useful to consider the possibility to define a minimum data set that can be accepted by authorities for transit consignments as proof of certification or as equivalent of the paper documents.
- B. The international organizations such as IPPC, CITES, and etc to review the Business Requirements Specifications (BRS) and electronic message specifications for provision for routing of the digital documents and its statuses to the transit countries including the border agencies.
- C. International organization such as IPPC, CODEX, CITES, WOAHA and etc to consider collaboration with WCO for provision for routing of the digital documents and its statuses to the transit countries including the border agencies.
- D. Solutions for digitalisation of transit accompanying documents need to take into account not only access to original certification data, but also data on revocation, credentials of issuing authorities, and should allow to record and monitor events related to the transport movement.
- E. Solutions furthermore need to reflect on-going work on identifiers linking trade items, shipments and consignments in order to automate controls where possible. That includes the process flow for handling of single-use and multiple-use Permits/Certificates.
- F. The dynamic evolution of technology offers opportunities to rethink access to data beyond the traditional hub and peer to peer data exchange. Scaling the existing hub

architecture or bilateral exchanges will be very costly at global and national level. More scalable opportunities may emerge around decentralised architectures. New solutions for a decentralized architecture are discussed (see UN/CEFACT WP on VC). Logistics services providers also experiment with digital wallets. These developments should be monitored for their potential to offer a solution for regulatory documents accompanying consignments in transit.

- G. Leveraging on the Single Window environment, the transit countries' SW system shall be configured to coordinate the international sharing of digital transit accompanying documents with the customs authorities and border control agencies.
- H. Leveraging on the Regional Provisions on cross-border data exchange via Single Window Systems, the regional and/or international organizations shall include transit countries' data requirement when developing technical mechanism in mutual recognition and routing path to countries/recipients other than the origin and destination countries. Annex 1 provide extracts of texts related to data exchange of some Regional Provisions.
- I. Furthermore, it is recommended that national legislation regarding the presentation of accompanying documents for consignments in transit do not prescribe the presentation of paper or original document and is flexible enough to adopt to different electronic standards in use. That includes accepting the final acceptance messages from the Competent Authority of importing country as proof instead of requesting for all data elements in the digital accompanying documents.

Annex 1: Extracts of Texts of Regional provisions

Framework Agreement on Facilitation of Cross-border Paperless Trade in Asia and the Pacific

<https://undocs.org/Home/Mobile?FinalSymbol=E%2FESCAP%2FRES%2F72%2F4&Language=E&DeviceType=Desktop&LangRequested=False>

Article 1 Objective

The objective of the present Framework Agreement is to promote cross-border paperless by enabling the exchange and mutual recognition of trade-related data and documents in electronic form and facilitating interoperability among national and subregional single windows and/or other paperless trade systems, for the purpose of making international trade transactions more efficient and transparent while improving regulatory compliance.

Article 3 Definitions

- (a) “Cross-border paperless trade” means trade in goods, including their import, export, transit and related services, taking place on the basis of electronic communications, including exchange of trade related data and documents in electronic form;
- (h) “Single Window” means a facility that allows parties involved in a trade transaction to electronically lodge data and documents with a single entry point to fulfil all import, export and transit-related regulatory requirements;
- (g) “Mutual recognition” means reciprocal recognition of the validity of trade-related data and documents in electronic form exchanged across borders between two or more countries;

Article 8 Cross-border mutual recognition of trade-related data and documents in electronic form

1. The Parties shall provide for mutual recognition of trade-related data and documents in electronic form originating from other Parties on the basis of a substantially equivalent level of reliability.
2. The substantially equivalent level of reliability would be mutually agreed upon among the Parties through the institutional arrangement established under the present Framework Agreement.
3. The Parties may enter into bilateral and multilateral arrangements to operationalize cross-border mutual recognition of trade-related data and documents in electronic form, in a manner consistent with the principle of the transboundary trust environment and all the other general principles, provided that the provisions of these bilateral and multilateral arrangements do not contradict the present Framework Agreement

Protocol to Establish and Implement The ASEAN Single Window

<https://asean.org/wp-content/uploads/2020/12/Protocol-to-Establish-and-Implement-the-ASEAN-Single-Window-ASW-Protocol-1.pdf>

PART I GENERAL PROVISIONS AND OBJECTIVES

Article 1 General Definition and Interpretation

1. For the purpose of this Protocol, the following terms shall be defined as follows:
 - a. The ASEAN Single Window is the environment where National Single Windows of Member Countries operate and integrate

Exchanging eCO for ATIGA, ASEAN Customs Declaration Document, electronic Phytosanitary Certificate (e-Phyto) and electronic Animal Health Certificate (e-AH)

CAREC Integrated Trade Agenda 2030

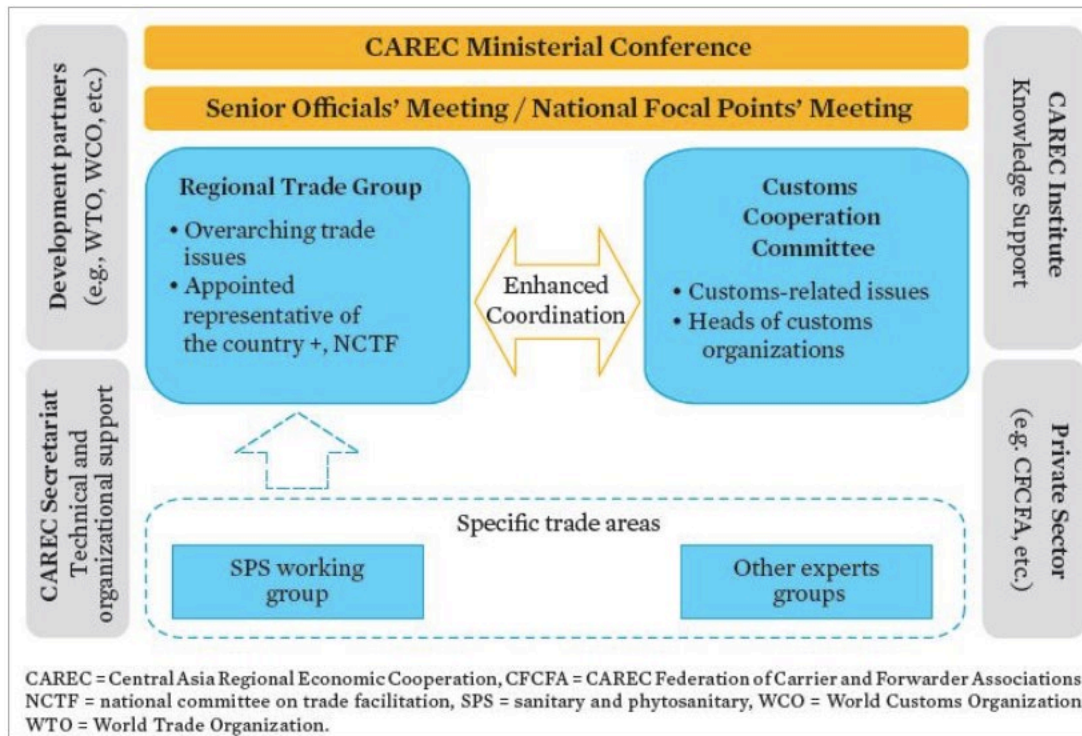
Following several rounds of stakeholder consultations, CAREC member countries adopted a new trade strategy that takes a more synergistic approach to trade issues, encompassing market access, economic diversification, and institutions for trade.

The trade strategy is embodied in the [CAREC Integrated Trade Agenda \(CITA\) 2030](#), which aims at assisting CAREC members integrate better into the global economy, ultimately enhancing their growth potential and improving the living standards of people in the region.

Pillar 3: Stronger Institutions for Trade

CITA will foster coordinated sectoral policies and priorities, evidence-based policy-making, and capable government agencies. This includes measures for collaborative policy formulation and implementation, alignment of national with regional planning, and regulatory convergence among members. CITA will improve data management and cross-country analysis, enhance the policy analysis and negotiation skills of officials, and increase think tank and private sector participation.

Institutional Structure



Annex 2: Transit related data elements in International Data Model

UN/CEFACT Reference Data Model

Supply Chain Reference Data Model CCL D22A

Dictionary Entry Name (ASBIE)	Definition	Short name
Supply Chain_ Consignment. Transit. Logistics_ Location	A location of transit for this supply chain consignment.	Transit Location
Supply Chain_ Consignment. Transit. Trade_ Country	A transit country for this supply chain consignment.	Transit Country

ASBIE – Associate Business Information Entity

World Customs Organization Data Model

WCO Data Model V4.0.0 Final Library

Attr ID	Attribute Name	Definition
<i>Government office data elements related to Transit</i>		
064	Country of routing code	Code specifying the country through which goods or passengers are routed between the country of original departure and final destination.)
G006	Transit office identifier	Identification of the government office which is responsible for transit formalities enroute.
G011	Transit operation discharge office identifier	Identification of the location of the government agency office related to the transit operation.
G008	Transit operation start office identifier	Identification of the customs office starting a transit operation.
G010	Transit operation termination office identifier	Identification of the termination office.
<i>Location data elements related to Transit</i>		
L087	Transit departure location identifier	Identification of the location at which the goods depart under customs control of the transit procedure.
L007	Transit destination location name	Name of the location at which the goods are destined under customs control of transit procedure.
L008	Transit destination location identifier	Identification of the location at which the goods are destined under customs control of transit procedure.