

Technical Readiness Checklist B - National Status towards Cross-Border Data Exchange

Section B is aimed at assessing the status of a country or an organization to embark on cross-border paperless trade data exchange. The questions are, in one way or another, related to the various issues and challenges encountered in the implementation of paperless trade systems and cross-border data exchange. The answers to these questions will help understand the current status and assess the level of readiness to implement paperless trade systems and cross-border data exchange.

1. Electronic systems

Ideally, all stakeholders of cross-border trade should be on board the cross-border data exchange project to bring forth full benefits. In this respect, it is important that their IT systems support cross-border data exchange. A single window system is meant to connect systems of the stakeholders via a single point of connectivity providing more efficient integration/interfacing.

If any of the systems mentioned in section A 2.1 (a) have been implemented, what percentage support cross-border data exchange?

Yes - The systems mentioned in section A 2.1 (a) (i.e. eCustoms, ePort, eLicenses, eCertificates, ePermits) have been implemented.

- Please specify the percentage of systems that support cross-border data exchange (please also specify types of data/documents and the countries having cross-border data exchange).
 - **Recommendation** - The country should consider the benefits and possibility of establishing cross-border electronic data exchange with other country trading partners, especially for those Certificates, Permits, and other information that are issued in one country, and then to be used in another country trading partner.
 - **Summary of Best Practices**
 - There are several government agencies involving with import/export regulatory control and procedures. For example, licenses, certificates and permits may be managed and issued by several authorities to export or import agri-food commodities, or other specific industrialized goods. Those agencies should move away from the paper-based and manual operations. Implementation of eLicenses, eCertificates and ePermits can help reduce forgery, increase transparency and enhance predictability of trade, and facilitate faster clearance of goods at the entry points.
 - The system should have the capability for the users to submit application documents electronically without paper-based documentation, then those electronic information can be validated and approved electronically, and also the

approval status of the submitted documents could be informed to relevant parties electronically.

- **References to Guidelines and Case Examples**

- Guide for implementing eCITES Permits, <https://cites.org/eng/prog/eCITES>, https://cites.org/sites/default/files/eng/prog/e/cites_e-toolkit_v2.pdf

- Case Example: Australia/New Zealand eCert exchange,

- <https://www.agriculture.gov.au/import/online-services/electronic-certification>

- Case Example: e-Certificate of Origin and ASEAN ATIGA/Form D,

- [https://standard.eta.doe.gov.th/aifact2019/file/DFT_e-](https://standard.eta.doe.gov.th/aifact2019/file/DFT_e-FormD_AFACT37%20(22MAY19)%20Final-2.pdf)

- [FormD_AFACT37%20\(22MAY19\)%20Final-2.pdf](https://standard.eta.doe.gov.th/aifact2019/file/DFT_e-FormD_AFACT37%20(22MAY19)%20Final-2.pdf)

No - The systems mentioned in section A 2.1 a) (i.e. eCustoms, ePort, eLicenses, eCertificates, ePermits) have not been implemented.

- **Recommendation** - The country should consider establishing eCustoms, ePort, eLicenses, eCertificates and ePermits by the respective regulatory agencies in order to improve their internal operations and also their external services to traders. Normally, these electronic systems should be established first then possible cross-border data exchange could be later explored.

- **Summary of Best Practices**

- Referring to best practices mentioned in section A 2.1

- **References to Guidelines and Case Examples**

- Referring to guidelines and case examples mentioned in section A 2.1

2. Single Window System

Likewise, a National Single Window which acts as the national single point of connectivity will tend to ease integration/interfacing for cross-border data exchange with dialog partners.

If a single window mentioned in section A 2.2 has been implemented, does it support cross-border data exchange?

Yes - The single window mentioned in section A 2.2 has been implemented.

- Does it function as the national single window, which acts as the national single point of connectivity for any cross-border data exchange with other dialogue partners?

Yes - The system functions as the national single window which acts as the national single point of connectivity for any cross-border data exchange with other dialogue partners.

- Recommendation - Congratulation/No Comment

No - The current system does not function as the national single window which acts as the national single point of connectivity for any cross-border data exchange with other dialogue partners.

- Recommendation - The country should consider re-structure or enhance the current single window system to function as the national single point of connectivity for any cross-border data exchange with other dialogue partners.

- Summary of Best Practices

- The single window system is meant to connect systems of the public and private stakeholders via a single point of connectivity providing more efficient integration/interfacing. This national single window, which acts as the national single point of connectivity, will also ease integration/interfacing for cross-border data exchange with dialogue partners.

- References to Guidelines and Case Examples

- Cross-border single window interoperability: a managerial guide (particularly on Chapter 4: D. Connectivity),
<https://www.unescap.org/sites/default/files/CROSS-BORDER%20SINGLE%20WINDOW%20INTEROPERABILITY.pdf>
 - Case Example: ASEAN Single Window Architecture,
<https://asw.asean.org/index.php/faq>,
https://www.unescap.org/sites/default/files/S7-8_NSW-ASW%20presentation%20%288%20Aug%202018%29.pdf

No - The single window mentioned in section A 2.2 has not been implemented yet.

- Recommendation - The country should consider establishing a single window system. The system should function as the national single window which acts as the national single point of connectivity for any cross-border data exchange with other dialogue partners.
- Summary of Best Practices
 - Referring to best practices mentioned in section 2.2
- References to Guidelines and Case Examples
 - Referring to guidelines and case examples mentioned in section 2.2

3. Business process re-engineering

When business process re-engineering is done on domestic procedures/processes for paperless transaction at the national level, it has to take into consideration requirements for cross-border data exchange whereby paper document will not be exchanged across border.

If your country has implemented paperless transactions at the national level, as mentioned in section A 5.2, has re-engineering and streamlining of business processes been conducted to support cross- border data exchange?

Yes - The country has implemented paperless transactions at the national level, as mentioned in section A 5.2. Re-engineering and streamlining of business processes has also been conducted to take into account the requirements of cross-border data exchange.

- Recommendation - Congratulation/No Comment

No - The country has implemented paperless transactions at the national level, as mentioned in section A 5.2. But re-engineering and streamlining of business processes has not been conducted to support cross-border data exchange.

- What is your country's future plan and targeted timeline to develop a regional business process for cross-border data exchange?

- Description expected

- Recommendation - The country should consider working with dialogue country partner(s) to develop a bilateral or regional business process for cross-border data exchange.

- Summary of Best Practices

- The country should reach out to actively collaborate with dialogue country partners for establishing cross-border data exchange.

- High-level political will to collaborate between countries bilaterally or regionally should be established, e.g. through signed agreement, or through a concession on the Framework Agreement on Facilitation of Cross-border Paperless Trade in Asia and the Pacific.

- Inter-governmental steering group and working groups should be formulated among the country's dialogue partners to collaboratively develop a bilateral/regional business processes, legality and other issues for cross-border data exchange.

- References to Guidelines and Case Examples

- Framework Agreement on Facilitation of Cross-border Paperless Trade in Asia and the Pacific, <https://www.unescap.org/resources/framework->

agreement-facilitation-cross-border-paperless-trade-asia-and-pacific-0
- Agreement to Establish and Implement the ASEAN Single Window,
https://asean.org/?static_post=agreement-to-establish-and-implement-the-asean-single-window-kuala-lumpur-9-december-2005-2
- Intergovernmental Steering Group on Cross-border Paperless Trade
Facilitation, <https://www.unescap.org/intergovernmental-body/intergovernmental-steering-group-cross-border-paperless-trade-facilitation?page=1>

4. Data harmonization and standardization

If data harmonization and standardization is done based on international standards which are adopted by most organizations or countries in the region, it will minimize changes in the national system process and database structure when implementing cross-border data exchange electronically.

Has data harmonization and standardization been conducted based on international standards/guidelines, such as the UN rules for Electronic Data Interchange for Administration, Commerce and Transport; UN-LOCODE; single window recommendations of UNCEFACT?

Yes - The country has conducted data harmonization and standardization based on international standards/guidelines, such as the UN rules for Electronic Data Interchange for Administration, Commerce and Transport; UN-LOCODE; UN/CEFACT single window recommendations. By adopting these international standards/guidelines, it minimizes changes in the national system process and database structure when implementing cross-border data exchange electronically.

- Recommendation - Congratulation/No Comment

No - The country does not conduct data harmonization and standardization, or the national data set has been developed but not totally based on international standards/guidelines. This makes it difficult or it needs a lot of change in the national system when implementing cross-border data exchange.

- What is your country's future plan and targeted timeline to minimize changes in your system process and database structure for cross-border data exchange electronically?
 - Description expected
 - Recommendation - The country should consider conducting (or revising) the existing data harmonization and standardization of the data elements

needed for cross-border trade, and it must be developed based on international standards/guidelines, such as, the UN rules for Electronic Data Interchange for Administration, Commerce and Transport; UN-LOCODE; UN/CEFACT single window recommendations.

- **Summary of Best Practices**
- Referring to best practices mentioned in section 6. Data Harmonization and Standardization
- **References to Guidelines and Case Examples**
- Referring to references to guidelines/case examples mentioned in section 6. Data Harmonization and Standardization

5. International transit

Among the issues faced by transit traders under the current international transit procedure in many countries in the region are:

- (i) Repetitive submission of a customs transit declaration at entry to every country of transit; and
- (ii) A security document needs to be registered at every country of transit.

To address the above issues, the following could be considered:

- (a) A single Customs Transit Declaration to be valid for the whole transit route: Data and information of the Customs Transit Declaration submitted and approved at the country of departure to be shared across border with the countries of transit and country of destination.
- (b) A single guarantee to be valid for the whole transit route: Relevant data/information of the guarantee registered at the country of departure to be shared across border with countries of transit and country of destination.

If single stop inspection is done by all controlling agencies at the exporting country and data of the inspection results is shared with the importing country, it will definitely expedite cargo clearance.

- 5.1 (i) Has the country implemented paperless customs declaration for:
- National transit procedures (inbound transit, outbound transit, inland transit)?

Yes - The country has implemented paperless customs declaration for national transit procedures including inbound transit, outbound transit, and inland transit.

- **Recommendation - Congratulation/No Comment**

No - The country has not implemented paperless customs declaration for national transit procedures (no electronic system for inbound transit, outbound transit, nor inland transit).

- **What is your country's future plan and targeted timeline to implement paperless**

customs declaration for national transit.

- Description expected
 - Recommendation - The country should consider implementing paperless customs declarations for national transit procedures including inbound transit, outbound transit, and inland transit.
 - Summary of Best Practices
 - The eCustoms system should have the capability to receive, validate, process and approve customs transit declarations electronically, covering inbound transit, outbound transit, and inland transit operations. The national transit operations here refer to transports of goods between departure and destination offices within the same country or territory.
 - With the aim of both securing and facilitating the transit operations, Customs administrations should establish effective information sharing among Customs offices and other related agencies en route. This will help to monitor the transit movement, and ascertain whether the goods have been correctly declared for transit and whether the transit procedure has been correctly completed at each stage of the transit route up to the final destination.
 - An effective exchange of information helps gather intelligence, and allows all border agencies involved to take appropriate decisions concerning the applicable control measures. Effective exchange of information reduces the unnecessary administrative burden on both Customs administrations and economic operators.
 - References to Guidelines and Case Examples
 - WCO Transit Guidelines (particularly on Chapter 2 - ICT and Efficient Information Management), <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/transit/transit-guidelines.pdf?db=web>
 - Case Examples: Innovative practices in transit, <http://www.wcoomd.org/-/media/wco/webtool/es/art-9/transit-practices.pdf>

5.1 (ii) Has the country implemented paperless customs declaration for:
- International transit?

Yes - The country has implemented paperless customs declarations for international transit.

- Is the customs regime in your country able to support the implementation of a single customs transit declaration and single guarantee valid for the international transit route taking into consideration the following?:
 - (i) To agree on a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit

route, to be valid and accepted throughout the transit route; and

(ii) to agree on a regional/sub-regional format and content of the single guarantee;

Yes - The country's customs regime is able to support the implementation of a single customs transit declaration and single guarantee valid for the international transit route taking into consideration the following:

(i) To agree on a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit route, to be valid and accepted throughout the transit route; and

(ii) to agree on a regional/sub-regional format and content of the single guarantee.

No - The country's customs regime is not able to support the implementation of a single customs transit declaration and single guarantee valid for the international transit route. It does not take into consideration the following:

(i) To agree on a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit route, to be valid and accepted throughout the transit route; and

(ii) to agree on a regional/sub-regional format and content of the single guarantee.

- Recommendation - The country's Customs Administration should enhance the customs regime to support the implementation of a single customs transit declaration and single guarantee valid for the international transit route by taking into consideration the following:

(i) To agree on a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit route, to be valid and accepted throughout the transit route; and

(ii) to agree on a regional/sub-regional format and content of the single guarantee.

- Summary of Best Practices

- The country's Customs Administration should actively collaborate with dialogue country partners to establish agreements in order to implement single customs transit declaration and single guarantee valid for the international transit route in the region.

- Bilateral, regional, or international agreements may be focused primarily on the exchange of information, or may be broader in scope, comprising exchange of information as just one part of the agreement. In any event, an agreement to exchange information should consider at least the following guidelines.

* agreements/arrangements on transit should envisage obligations for Customs administrations to ensure the integrity of the information

exchanged, provided by transit operators.

* agreements/arrangements should allow for immediate exchange of information electronically, i.e. an explicit request from the Customs office to obtain the information should not be required.

* agreements/arrangements should enable a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit route, to be valid and accepted throughout the transit route; and

* agreements/arrangements should support a regional/sub-regional format and content of the single guarantee.

- References to Guidelines and Case Examples

- Guide on Establishing an Automated Customs Transit Transport System, <https://www.unescap.org/resources/guide-establishing-automated-customs-transit-transport-system>

- Case Example: ASEAN Transit System,

- https://www.unescap.org/sites/default/files/Aivaras_Pigaga_6feb2018_bangkok.pdf

No - The country has not implemented customs declaration for international transit.

- What is your country's future plan and targeted timeline to implement paperless customs declaration for international transit?

- Description expected

- Recommendation - The country's Customs Administration should enhance the customs regime to support the implementation of a single customs transit declaration and single guarantee valid for the international transit route by taking into consideration the following:

- (i) To agree on a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit route, to be valid and accepted throughout the transit route; and

- (ii) to agree on a regional/sub-regional format and content of the single guarantee.

- Summary of Best Practices

- The country's Customs Administration should actively collaborate with dialogue country partners to establish agreements in order to implement single customs transit declaration and single guarantee valid for the international transit route in the region.

- Bilateral, regional, or international agreements may be focused primarily on the exchange of information, or may be broader in scope, comprising

exchange of information as just one part of the agreement. In any event, an agreement to exchange information should consider at least the following guidelines.

* agreements/arrangements on transit should envisage obligations for Customs administrations to ensure the integrity of the information exchanged, provided by transit operators.

* agreements/arrangements should allow for immediate exchange of information electronically, i.e. an explicit request from the Customs office to obtain the information should not be required.

* agreements/arrangements should enable a guarantee registered at the country of departure, covering the highest duty amount calculated based on the duty rate of each country in the transit route, to be valid and accepted throughout the transit route; and

* agreements/arrangements should support a regional/sub-regional format and content of the single guarantee.

- References to Guidelines and Case Examples

- Guide on Establishing an Automated Customs Transit Transport System, <https://www.unescap.org/resources/guide-establishing-automated-customs-transit-transport-system>

- Case Example: ASEAN Transit System, https://www.unescap.org/sites/default/files/Aivaras_Pigaga_6feb2018_bangkok.pdf

5.2 Has your country implemented a one stop inspection system by all controlling agencies at the borders at the time of exit/export?

Yes - The country has implemented a one stop inspection system by all controlling agencies at the borders at the time of exit/export.

- Is the inspection result shared with the importing country?

Yes - The inspection result is shared with the importing country.

- Recommendation - Congratulation/No Comment

No - The inspection result is not shared with the importing country.

- Recommendation - The country consider developing a system that allows the inspection result to be electronically shared with the importing country.

- Summary of Best Practices

- The country works collaboratively with dialogue country partners bilaterally or multilaterally to develop electronic cross-border data exchange

capability. The electronic system is established in such a way that the inspection result can be created online, and then electronically sent or shared with the electronic system of the importing country.

- References to Guidelines and Case Examples

- Case Examples: Single Window Inspection & Single Stop Inspection,

- https://www.unescap.org/sites/default/files/ESCAP%20Presentaiton_Single%20Window%20Inspection-Single%20Stop%20Inspection.pdf

No - The country has not implemented a one stop inspection system that allows all controlling agencies conduct joint inspection at the borders at the time of exit/export.

- Recommendation - The country should consider establishing a single stop inspection to be carried out by all controlling agencies in the exporting country and data of the inspection results are shared electronically with the importing country.

- Summary of Best Practices

- The Customs administration works collaboratively with all other controlling agencies in the country to establish and operate a single stop inspection with the support an electronic supporting system.

- The country works also collaboratively with dialogue country partners bilaterally or multilaterally to develop electronic cross-border data exchange capability. The electronic system is established in such a way that the inspection result can be created online, and then electronically sent or shared with the electronic system of the importing country.

- References to Guidelines and Case Examples

- Case Examples: Single Window Inspection

- & Single Stop Inspection,

- https://www.unescap.org/sites/default/files/ESCAP%20Presentaiton_Single%20Window%20Inspection-Single%20Stop%20Inspection.pdf

6. Awareness Programme

Awareness program is important for stakeholders to understand how cross-border data exchange could be carried out so as to reduce their anxiety and that they will be prepared to address any issues that may arise.

If a country lacks the expertise to carry out business process analysis, data harmonization & simplification, system development, project management, etc, it may look for technical assistance from external parties.

6.1.1 Does your country have an awareness programme (capacity-building, training, workshops, etc.) for stakeholders to have a better understanding on:

(i) How cross-border data exchange could be implemented?

Yes - The country has conducted awareness programme (capacity-building, training, workshops, etc.) for stakeholders to have a better understanding on how cross-border data exchange could be implemented.

- Recommendation - Congratulation/No Comment

No - The country has not yet conducted any awareness programme (capacity-building, training, workshops, etc.) for stakeholders on how cross-border data exchange could be implemented.

- Recommendation - The country should consider conducting awareness and capacity building programme for stakeholders to understand how cross-border data exchange could be carried out, and to prepare them to address any issues that may arise.
- Summary of Best Practices
 - Awareness programme aims to raise understanding and also build capacity of both public and private stakeholders in several aspects of cross-border data exchange. The awareness and capacity building programme should be conducted in the early planning and also during implementation stages.
 - The awareness programme should address benefits and also potential challenges such as ensuring effective stakeholder engagement, an enabling legal framework, and re-engineering business processes, and data harmonization. It could also cover lessons learned from other countries in implementing cross-border data exchange.
 - If a country lacks the expertise to carry out such awareness programme to cover some certain topics such as business process analysis, data harmonization & simplification, system development, project management, etc, it may look for technical assistance from external parties.
- References to Guidelines and Case Examples
 - A Case Example on Capacity Building Workshop for Cross-border Paperless Trade Facilitation, <https://www.unescap.org/events/capacity-building-workshop-cross-border-paperless-trade-facilitation-implications-emerging>
 - A Regional Workshop on Cross-Border Trade Facilitation and Single Window Implementation in Northeast Asia, <https://www.unescap.org/events/workshop-cross-border-trade-facilitation-and-single-window-implementation-northeast-asia>

6.1.2 Does your country have an awareness programme (capacity-building, training, workshops, etc.) for stakeholders to have a better understanding on:

(ii) Potential business transactions and documents for cross-border data exchange?

Yes - The country has conducted an awareness programme (capacity-building, training, workshops, etc.) for stakeholders about potential business transactions and documents for cross-border data exchange.

No - The country has not conducted any awareness programme (capacity-building, training, workshops, etc.) for stakeholders to have a better understanding on potential business transactions and documents for cross-border data exchange.

- Recommendation - The country should consider conducting awareness workshops or training programme among stakeholders to explore potential business transactions and documents for cross-border data exchange.
- Summary of Best Practices
 - There are several potential business transactions and documents related to international trade that cross-border data exchange could be beneficial to stakeholders.
 - Many trading partner countries have chosen some documents and related business transactions for establishing electronic cross-border data exchange, e.g. Certificates of Origin, Phytosanitary and Sanitary Certificates, CITES Permits, and Customs Declarations including transit data.
- References to Guidelines and Case Examples
 - Cross-border eCITES data exchange, <https://cites.org/eng/prog/eCITES>
 - Electronic Phytosanitary, <https://www.ippc.int/en/ephyto/>
 - Electronic Certificate Business Requirements, https://www.unece.org/fileadmin/DAM/cefact/brs/BRS_ExportCertificate_eCert_v5.1.0.pdf
 - ASEAN Certificates of Origin (ATIGA) Cross-Border Data Exchange, <https://asw.asean.org/about-asw>

6.1.3 Does your country have an awareness programme (capacity-building, training, workshops, etc.) for stakeholders to have a better understanding on:

(iii) Methods of identifying inhibitors that need to be addressed?

Yes - The country has conducted a awareness programme (capacity-building, training, workshops, etc.) for stakeholders to understand better about methods of identifying inhibitors that need to be addressed.

- Recommendation - Congratulation/No Comment

No - The country has not conducted any awareness programme (capacity-building, training, workshops, etc.) for stakeholders on methods of identifying inhibitors that need to be addressed.

- Recommendation - The country should consider conduct awareness programme to build understanding on methods of identifying inhibitors that need to be addressed to enable cross-border data exchange.
- Summary of Best Practices
 - The awareness programme should raise understanding of stakeholders about potential challenges and inhibitors for establishing cross-border data exchange, and also methods to identify them under the country's context.
 - Lessons learned from other countries in implementing cross-border data exchange should be shared including their critical factors.
- References to Guidelines and Case Examples
 - Lessons learned in implementing cross-border data exchange for trade, <https://www.unescap.org/resources/session-1-lessons-cross-border-data-exchange-initiatives-region-and-beyond>
 - Case Studies: Barriers to cross-border data flow, https://unctad.org/meetings/en/Contribution/dtl_ict4d2016c01_Kommerskollegium_en.pdf

6.1.4 If the country has not conducted any awareness and capacity building programme related to 6.1.1, 6.1.2 and 6.1.3 - what is your country's future plan and targeted timeline to conduct an awareness programme?

Description expected

6.2 Does your country have the capacity to carry out the following?

- Business process analysis
- Data harmonization and simplification
- System development
- Project management

Yes - The country has the capacity to carry out the following:

- Business process analysis
- Data harmonization and simplification
- System development
- Project management

No - The country has no capacity to carry out some or all of the following tasks:

- Business process analysis
- Data harmonization and simplification
- System development

- Project management
- Recommendation - The country should conduct awareness and capacity building programme to raise understanding and increase skills for managing implementation projects of cross-border data exchange, at least, on the following topics:
 - Business process analysis
 - Data harmonization and simplification
 - System development
 - Project management
- Summary of Best Practices
 - Awareness programme is important for key stakeholders to understand how cross-border data exchange could be implemented.
 - The capability building programme should cover topics related to streamlining processes on license, permits, certificates and other regulatory restrictions in a cross-border data exchange environment, data harmonization and standardization of those documents and required data, multi-agency large-scale project management, and system development.
- References to Guidelines and Case Examples
 - UNNExT Masterclass to build capacity related to trade facilitation and paperless trade, <https://www.unescap.org/events/4th-unnext-masterclass>
 - Planning and Implementation Guidelines for Single Window and Cross-border Paperless Trade, <https://unnex.unescap.org/content/single-window-planning-and-implementation-guide-0>, <https://www.unescap.org/resources/cross-border-single-window-interoperability-managerial-guide>
 - UNECE Recommendation 36: Single Window Interoperability, https://www.unece.org/fileadmin/DAM/trade/Publications/ECE-TRADE-431E_Rec36.pdf

7. Other matters

Some countries which are ready for cross-border data exchange may not be willing to participate in a pilot project. One of the reasons is the lack of trust on economic operators of their dialog partners. If your economic operators are able to comply with AEO (Authorized Economic Operator) scheme and mutually recognized by your dialog partners, it will expedite cross-border data exchange.

7.1 (a) Has the authorized economic operator (AEO) scheme been implemented in your country?

Yes - The authorized economic operator scheme has been implemented in the country.

- How extensive is the implementation in terms of the percentage of AEOs

registered for the scheme?

•Description expected

No - The authorized economic operator scheme has not been implemented in the country yet.

- Recommendation - It is recommended the AEO scheme should be implemented in the country to increase trust in cross-border data exchange.
- Summary of Best Practices
 - The authorized economic operator (AEO) scheme is a programme under the support of the World Customs Organization (WCO) SAFE Framework of Standards to secure and facilitate Global Trade. The scheme aims to enhance international supply chain security and facilitate movement of legitimate goods.
 - An authorized economic operator (AEO) is a party involved in the international movement of goods in whatever function that has been approved by or on behalf of a national Customs administration as complying with WCO or equivalent supply chain security standards. Authorized Economic Operators include inter alia manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators, warehouses and distributors.
- References to Guidelines and Case Example
 - AEO Implementation Guidance, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-implementation-guidance.pdf?la=en>, <http://tfig.unece.org/contents/authorized-economic-operators.htm>
 - The WCO framework of standards to secure and facilitate global trade (SAFE Framework), http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/frameworks-of-standards/safe_package.aspx
 - Case Examples, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-compendium.pdf>

7.1 (b) In general, what is the level of compliance of traders in your country (high, medium or low)?

- High

- Recommendation - Congratulation/No Comment

- Medium

- Recommendation - The country should consider some schemes to increase the level

of compliance and trust of traders in conducting cross-border trade.

- Summary of Best Practices
 - There are some schemes or measures that can increase the level of compliance and trust of traders for cross-border trade transactions.
 - The WCO framework of standards to secure and facilitate global trade (SAFE Framework) provides several scheme to raise the levels of trust, security and compliance among traders. One of the flagship programme of the SAFE Framework is the authorized economic operator (AEO) scheme which is a Customs-Business partnership program for secure trade.
 - Establishing a national trusted digital authentication scheme, e.g. national digital identification and authentication mechanism, national single window, and effective risk management can also improve the level of compliance of traders in the country.
- References to Guidelines and Case Examples
 - The WCO framework of standards to secure and facilitate global trade (SAFE Framework), http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/frameworks-of-standards/safe_package.aspx
 - AEO Implementation Guidance, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-implementation-guidance.pdf?la=en>, <http://tfig.unece.org/contents/authorized-economic-operators.htm>
 - Case Examples, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-compendium.pdf>

- Low

- Recommendation - The country should consider some schemes to increase the level of compliance and trust of traders in conducting cross-border trade.
- Summary of Best Practices
 - There are some schemes or measures that can increase the level of compliance and trust of traders for cross-border trade transactions.
 - The WCO framework of standards to secure and facilitate global trade (SAFE Framework) provides several scheme to raise the levels of trust, security and compliance among traders. One of the flagship programme of the SAFE Framework is the authorized economic operator (AEO) scheme which is a Customs-Business partnership program for secure trade.
 - Establishing a national trusted digital authentication scheme, e.g. national digital identification and authentication mechanism, national single window, and effective risk management can also improve the level of compliance of traders in the country.
- References to Guidelines and Case Examples
 - The WCO framework of standards to secure and facilitate global trade (SAFE

- Framework), http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/frameworks-of-standards/safe_package.aspx
- AEO Implementation Guidance, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-implementation-guidance.pdf?la=en>,
<http://tfig.unece.org/contents/authorized-economic-operators.htm>
- Case Examples, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-compendium.pdf>

7.1 (c) Is your country ready to sign any mutual recognition agreement for AEOs with dialogue partners?

Yes - The country is ready to sign any mutual recognition agreement for AEOs with dialogue partners.

- Recommendation - Congratulation/No Comment

No - The country is not ready to sign any mutual recognition agreement for AEOs with dialogue partners.

- Recommendation - The country should consider establishing readiness within the country to sign any mutual recognition agreement for AEOs with dialogue partners. Particularly by establishing the AEO scheme within the country first, and assisting traders' capacity to become AEOs.
- Summary of Best Practices
 - The authorized economic operator (AEO) scheme is one of the flagship Customs-Business partnership programmes under the WCO SAFE Framework for secure international trade.
 - Before signing any mutual recognition agreement for AEOs with dialogue partners, the country should establish the AEO scheme for the country first. The business traders must build their capability and improve their trust and compliance level through this AEO scheme.
 - With the high percentage of AEOs , the country then considers exploring the possibility of signing any mutual recognition agreement for AEOs with dialogue partners.
- References to Guidelines and Case Examples
 - AEO Implementation Guidance, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-implementation-guidance.pdf?la=en>,
<http://tfig.unece.org/contents/authorized-economic-operators.htm>
 - The WCO framework of standards to secure and facilitate global trade (SAFE Framework), <http://www.wcoomd.org/en/topics/facilitation/instrument-and->

[tools/frameworks-of-standards/safe_package.aspx](http://www.wcoomd.org/tools/frameworks-of-standards/safe_package.aspx)

- AEO Case Examples, <http://www.wcoomd.org/-/media/wco/public/global/pdf/topics/facilitation/instruments-and-tools/tools/safe-package/aeo-compendium.pdf>

7.2 Are the stakeholders and the trade community ready to accept changes arising from the re-engineered processes towards cross-border data exchange?

- Regulatory agencies
- Agents/customs brokers
- Traders
- Port community
- Financial institutions
- Other (please specify)

Yes - Each group of stakeholders and trade community is ready to accept changes arising from the re-engineered processes towards cross-border electronic data exchange.

- Recommendation - Congratulation/No Comment

No - Each group of stakeholders and trade community is not ready to accept changes arising from the re-engineered processes towards cross-border electronic data exchange.

Please specify which group not ready yet.

- Regulatory agencies
 - Agents/customs brokers
 - Traders
 - Port community
 - Financial institutions
 - Other (please specify)
- Recommendation - The country should conduct awareness and capacity building programme for each group of stakeholders and the trade community to accept and be ready for changes arising from the re-engineered processes towards cross-border electronic data exchange.
 - Summary of Best Practices
 - Awareness programme aims to raise understanding and also build capacity of both public and private stakeholders in several aspects of cross-border data exchange. The awareness and capacity building programme should be conducted in the early planning and also during implementation stages.
 - The awareness programme should address benefits and also potential challenges such as ensuring effective stakeholder engagement, an enabling legal framework, and re-engineering business processes, and data harmonization. It could also cover

lessons learned from other countries in implementing cross-border data exchange.
- If a country lacks the expertise to carry out such awareness programme to cover some certain topics such as business process analysis, data harmonization & simplification, system development, project management, etc, it may look for technical assistance from external parties.

- References to Guidelines and Case Examples
 - A Case Example on Capacity Building Workshop for Cross-border Paperless Trade Facilitation, <https://www.unescap.org/events/capacity-building-workshop-cross-border-paperless-trade-facilitation-implications-emerging>
 - A Regional Workshop on Cross-Border Trade Facilitation and Single Window Implementation in Northeast Asia, <https://www.unescap.org/events/workshop-cross-border-trade-facilitation-and-single-window-implementation-northeast-asia>

7.3 Has your country's government budget provisioned for the transition to cross-border paperless trade data exchange?

Yes - The country's government budget has been provisioned for the transition to cross-border paperless trade data exchange.

- Recommendation - Congratulation/No Comment

No - The country's government budget has not been provisioned for the transition to cross-border paperless trade data exchange.

- What is your targeted timeline for the country's government budget could be provisioned
 - Description expected
 - Recommendation - It is recommended that a business case and financial analysis including a return-on-investment forecast be conducted on the cross-border paperless trade data exchange establishment. The analysis report should be proposed to the high-level policy decision makers or the funding government authorizers.
 - Summary of Best Practices
 - It could be helpful for the high-level policy decision makers or the ones who have the authority to grant the government budget to understand or realize the return-on-investment on the establishing of cross-border paperless data exchange. The cost of implementation and tangible/intangible benefits to traders, governments and the national economy as the whole, should be included in the analysis.
 - If the return-on-investment analysis including cost and the impacts of establishing cross-border paperless trade data exchange is promising, the

country's government budget should be provisioned reasonably and hopefully in a timely basis.

- References to Guidelines and Case Examples

- Financial and business model analysis for establishing paperless trade and single window systems,

<https://www.unescap.org/sites/default/files/9%20-%205.%20Financial%20and%20business%20model%20analysis.pdf>

7.4 Is your country considering cross-border data exchange for any of the documents and related processes? If yes, please select the top five prioritized documents.

(i) Seaway bill

(ii) (Advance) Manifest

(iii) Customs transit declaration

(iv) Transit bond

(v) Phytosanitary certificate

(vi) Sanitary certificate

(vii) Fumigation certificate

(viii) Convention on International Trade in Endangered Species of Wild Fauna and Flora certificate

(ix) Certificate of origin (preferential)

(x) Certificate of origin (non-preferential)

(xi) Pharmaceutical certificate

(xii) National standard and quality certificate

(xiii) ISO and other international standards and quality certificates

(xiv) Certificate of medical devices

(xv) Certificate of electrical and electronic components, equipment and products

(xvi) Dangerous Goods List

(xvii) Material safety data sheet

(xviii) Letter of credit

(xix) Bill of lading

(xx) Invoice

(xxi) Packing list

(xxii) Import permit

(xxiii) Others (please specify)

- Description expected

7.5 For each of the five prioritized documents identified in 7.4, please provide/specify further information on the following:

(1) Document #1 _____

Implementing Agency _____

What percentage of the documents and related processes are paperless? _____

(2) Document #2 _____

Implementing Agency _____

What percentage of the document and related processes are paperless? _____

(3) Document #3 _____

Implementing Agency _____

What percentage of the document and related processes are paperless? _____

(4) Document #4 _____

Implementing Agency _____

What percentage of the document and related processes are paperless? _____

(5) Document #5 _____

Implementing Agency _____

What percentage of the document and related processes are paperless? _____