

# Strengthening Roles and Contributions of the Private Sector in Trade Facilitation

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# *I. the main challenges for trade facilitation -1*

1. Time being lost and expenses being incurred in activities on CAREC Corridors are still large.

- *Delays at BCPs, by Activity*

In 2011, the total time to clear borders improved, averaging 7.9 hours, compared to 8.7 hours in the previous year. Among activities, *waiting in queues* and *loading* are very time consuming.



# *I. the main challenges for trade facilitation -2*

## ■ Cost at BCPs, by Activity

- The total cost of border clearance declined substantially from an average of \$186 in 2011 to \$156 in 2010.
- *Customs clearance, loading, and repairs* were the three most costly activities.



# *1. the main challenges for trade facilitation -3*

## **2. There is no effective channel for complaints from private sector**

❖ Cooperation between and among countries in the regional are on many levels and involve many government agencies, but coordination between and among coordinators of all the Departments should be improved.

❖ It is difficult for local agencies to coordinate the activities within their home country due to the large number of agencies being involved.



# *I. the main challenges for trade facilitation -4*

- ❖ **Bilateral and multilateral transport facilitation agreements are only applicable to the government agencies and transportation routes , license covered by the agreement. Too often technical details on implementation of facilitated cross-border transport are not being provided.**
- ❖ **Too much focus is put on investment in infrastructure compared to investment at the technical and business levels.**



# *I. the main challenges for trade facilitation -5*

**Private sector needs to have a better appeals channel to timely address concrete problems incurred during trade and transport operations. Such as carrying out the rules similar to seamen's permit in order to get the driver's visa to be solved.**



# ***1. the main challenges for trade facilitation -6***

## **3. No major breakthroughs have been made in traditional transport system**

- ❖ **Rail transport is still the leading mode in Central Asia. Without major breakthroughs in traditional transport system, the full potential of economic and social benefits from transport will not be tapped.**
- ❖ **Cargo distribution channels and multi-modal transport are not smooth connection and more needs to be done to achieve standardization of trading terms, delivery modes, and technical issues in the region.**





## ***II. Further enhance trade facilitation at national and international levels.-1***

### **1. Objectives of CFCFA**

- ❖ **To strengthen CFCFA own ability construction**
- ❖ **To Continue the project of CAREC Corridors Performance and Monitor (CPMM)**
- ❖ **To give reasonable proposal**
- ❖ **On behalf of the private sector, to express and convey their interest demands and sound**
- ❖ **To strengthen the dialogue between the public and private sectors in trade facilitation.**





## ***II. Further enhance trade facilitation at national and international levels.-2***

### **2. Suggestions**

- ❖ **A practical coordinating mechanism with the technical and private sectors should be set up to improve cooperation and information interchange between and among the countries with multiple channels, either the region or in the country.**
- ❖ **To enhance the regional cooperation on standards and eradicate the trade barriers.**



## ***II. Further enhance trade facilitation at national and international levels.-3***

### **2. Suggestions**

- ❖ **Encourage and emphasis on the private sector to participate in the following activities :**
  - **Paperless trade and National Single Window Implementation**
  - **System building of AEO or Customs' Enterprise classification management.**
  - **The development of regional standardized trading conditions, international multi-modal transport documents, and liability insurance System.**



## ***II. Further enhance trade facilitation at national and international levels.-4***

### **2. Suggestions**

- ❖ **Encourage and support the private sector to actively explore new business models, for example, impawning supervision operation for import cargo under L/C.**
- ❖ **And support provided with relevant policies and financing, e.g., for leasing means of transport, credit insurance, for application of new technologies such as GPS and RFID.**



Thank You !

