行政院所屬各機關因公出國人員出國報告書

（出國類別：出席國際會議）

出席 2017 年 APEC 第 1 次關務程序次級委員會暨相關會議會議報告

服務機關：財政部關務署

姓名職稱：劉莉莉組長/林俊甫稽核

派赴國家：越南

出國期間：106 年 2 月 19 日至 2 月 25 日

報告日期：106 年 3 月 27 日

行政院及所屬各機關出國報告提要

出國報告名稱：出席 2017 年 APEC 第 1 次關務程序次級委員會暨相關會議報告

出國計畫主辦機關：財政部關務署

出國人：財政部關務署 組長　　劉莉莉 電話：02-25505500 轉 1080

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出國類別：□1 考察 □2 進修 □3 研究 □4 實習 ☑其他(出席國際會議)

出國期間：106 年 2 月 19 日至 2 月 25 日

出國地區：越南芽莊

報告日期：106 年 3 月 日

關 鍵 詞：APEC、SCCP、Customs、WTO TFA、Single Window、AEO、e-commerce、Supply Chain Connectivity、關務程序次級委員會、海關、貿易便捷化協定、單一窗口、優質企業、電子商務、供應鏈連結

內容摘要：本次會議期間計出席 APEC 第 1 次關務程序次級委員會（Sub-Committee on Customs Procedures, SCCP）、APEC 供應鏈連結架構第 2 階段行動計畫公私部門對話（APEC Public-Private Dialogue on Supply Chain Connectivity Framework Action Plan II, SCFAP II）、第六屆 APEC 供應鏈連接聯盟（Sixth Meeting of the APEC Alliance for Supply Chain Connectivity, A2C2）等會議。各經濟體持續關注與討論各國辦理與推動 WTO 貿易便捷化協定(Trade Facilitation Agreement, TFA)、單一窗口(Single Window)、優質企業(AEO)、智慧財產權保護(IPR)、資訊科技與風險管理(Information Technology and Risk Management)、跨境電子商務(Cross border e-Commerce)、跨論壇合作(Cross-fora Cooperation)等議題，尤其供應鏈連結架構行動計畫已經邁入第 2 階段，期程自 20-17 年至 2020 年，目標為解決供應鏈連結新 5 大瓶頸，值得關注其後續發展與影響。

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出席 2017 年 APEC 第 1 次關務程序次級委員會暨相關會議報告

壹、會議時間

106 年 2 月 20 日至 24 日

貳、會議地點

越南芽莊

參、我方與會代表

關務署綜合規劃組　組長　劉莉莉
關務署通關業務組　稽核　林俊甫

肆、APEC 關務程序次級委員會（APEC Sub-Committee on Customs Procedures, SCCP）會議

一、會議主席

越南海關副總局長 Mr. Vu Ngoc Anh

二、出席代表

澳洲、智利、中國、香港、印尼、日本、韓國、馬來西亞、墨西哥、紐西蘭、巴布亞新幾內亞、秘魯、菲律賓、俄羅斯、新加坡、中華台北、泰國、美國、越南、APEC 秘書處政策支援小組（Policy Support Unit, PSU）、世界關務組織（World Customs Organization, WCO）及哥倫比亞代表。

三、會議紀要

（一） 越南海關致開幕詞

首先由越南海關總局長 Mr. Nguyen Van Can 致歡迎詞，他強調本次會議是促進區域與全球海關系統便捷化，同時也是強化區域海關連接合作與邁向 APEC 便捷貿易與確保供應鏈安全目標的一個大好機會。SCCP 主席也強調各經濟體分享經驗與互相合作以實現本屆 APEC 2017 年所訂定的優先目標重要性。

（二） 議程採認

由於本次議程與 2017 年工作計畫內容已在主席之友會議上討論與作部分修正，故本會議議程（附件 1）無異議通過。

（三） APEC 2017 年主軸與優先議題

SOM 越南代表報告 APEC 2017 總體目標「創造新動能、育成共同未來」及四個優先項目：1、促進永續、創新及包容性成長，2、深化區域經濟整合，3、強化微中小企業（MSME）在數位時代之競爭力及創新，4、改善糧食安全及永續農業以因應氣候變遷。

對 SCCP 而言支持亞太自由貿易區（FTPAP）多邊貿易系統、便捷跨境電子商務、簡化與調和海關程序以促進公平透明與動態貿易環境非常重要，特別是如何強化公私部門連接以協助微中小企業發展。

CTI 主席報告 CTI 今年優先議題及 SCCP 在 FTPAP、數位貿易與電子商務、完整服務地圖與 MSME 橫向主題上重要的貢獻。CTI 主席也強調特別需要 SCCP 檢視共同行動計畫（CAP）以達成茂物目標（Bogor Goal），特別是關稅、非關稅手段（NTMs）與原產地規則（ROOs）有關的計畫；SCCP 無論是在次代貿易與投資議題（Next Generation Trade and Investment, NGETI）、SCFAP II、WTO TFA，CTI 主席均肯定其重要性與關鍵角色。

（四） 2016 年 SCCP 成果回顧

去年 SCCP 主辦經濟體秘魯簡報 SCCP 2016 年成果（附件 2），如與貿易便捷有關之倡議關單一窗口、優質企業計畫等；在共同行動計畫（CAP）方面，將原有 18 個項目簡化成 9 個，並採認提案「實施旅客姓名紀錄（Passenger Name Record）」作為 CAP 新增項目。另與 APEC 其他委員會合作有關的「探討影響 MSME 進出口通關因子」工作坊將在今年舉辦。

（五） WTO 貿易便捷協定現況

WCO 代表簡報目前 WTO-TFA 實施狀況，及 WCO 可提供 WCO 會員國用來實施 TFA 的資源（附件 3），例如發展貿易便捷標準的專家，通訊以及能力建構工具等。WCO 在 3 月 6-7 日將召開 WCO TFA 工作小組會議，並與 WCO 能力建構小組共同評估會員國對實施 TFA 的需求。

越南簡報目前該國為實施 TFA 所進行的核准程序（附件 4），越南 TFA 是由國家貿易便捷委員會（National Trade Facilitation Committee, NTFC）推動，越南海關亦為 NTFC 重要成員。越南已經提案舉辦強化參與 TFA 實施過程夥伴關係工作坊（附件 5），希望同時促進所有參與 TFA 實施的各國海關的關係連結。我方與美國、紐西蘭、日本、菲律賓、中國與 WCO 均發言表示支持，我方發言表示對此議題之高度重視與支持，主動表達願意擔任該提案之共同提案人（co-sponsor）意願。

秘魯簡報其去年 8 月 20~21 日在首都利馬主辦「泛太平洋地區實施 TFA 過程的關鍵問題最佳解決實例」工作坊成果，並提出欠缺實施 TFA 的基礎設施與缺乏對 TFA 內容瞭解等問題，工作坊研究結果也交由來自 CTI、SCCP、ABAC 等 14 個會員國共 34 個公私部門傳閱。

我方代表簡報分享我方評估與準備實施 TFA 的過程（附件 6），並說明一旦 TFA 正式生效後，我方即可全面實施與落實 TFA 協定內容；在現況部分，我方分享依據 TFA 第 7.6 條規定，進行放行時間研究（Time Release Study, TRS）成果。我方除分別於 2011 年、2014 年兩度進行並發表 TRS 研究報告外，並於 2017 年 1 月底完成 TRS 線上查詢系統並開放大眾使用；使用者自行依據不同查詢條件，如報單種類、稅則號別、優惠措施、生產國別等，查詢包括自船機抵達至貨物放行提領等各階段廣義通關時間，該系統係採大數據處理方式，介接各通關節點上真實資料自動分析產生報表，與一般傳統問卷方式相比，更顯客觀與公正，據了解該系統在亞太各會員國間，亦屬於創新領先地位 。

（六） 供應鏈連結框架

秘魯簡報今年 10 月即將舉辦的「探討影響 MSME 進出口通關因子」工作坊進展（附件 7）。CTI 代表簡報 SCFAP II 內容，其中包含 SCFAP 第一階段在 2010~2015 年所設定的目標，及現在第 2 階段所設定的新目標及 5 個瓶頸點。SCFAPII 第二階段第 1 個 chokepoint CBM，我方發言提醒依據我國目前發展 CBM 經驗，在實施過程，需要跨領域、論壇之整合，不僅是海關程序，尤其在實施協同邊境管理方面，更要跨部門合作，需要高層的協調方能成功。

越南簡報最新建置的簡化通關措施（附件 8），包括預審制度、自動化通關系統（e-Customs 和 e-Payment）、國家單一窗口及東協（ASEAN）

單一窗口、簡化通關文件措施、風險管理系統（綠、黃、紅三等級）、快遞貨物處理、AEO 等。

智利簡報在研擬 APEC 海關轉口（transit，指跨關區間轉口貨物）建置指引目前進度與未來工作（附件 9）。智利海關已經送出問卷給私部門，另尋求會員國間最佳建置實例與協助技術評估，研究成果將透過工作坊方式呈現。WCO 代表則表示 WCO 正在發展新的轉口指引並舉辦相關工作坊，WCO 轉口指引草案將在今年 4 月在 WCO PTC 討論，並在下次 SCCP 時對該指引進行報告。

（七） 單一窗口

越南簡報越南國家單一窗口與目前東協（ASEAN）單一窗口連接的進度（附件 10）。目前越南單一窗口已經連結 11 個部會，預計在未來所有部會（總計 16 個）會全部連接單一窗口，同時越南也在為單一窗口與 AEPC 會員國間交換電子資料進行相關法規研擬。

APEC PSU 代表簡報 CTI 提出單一窗口系統上之跨國互通（Interoperability）倡議。在單一窗口系統跨國互通最大挑戰在於資通訊技術、獲得高層的政策支持以及法源依據，目前可實現跨國互通的機會包括海關報單電子傳輸與單一許可文件應用，同時也介紹了東協經驗與太平洋聯盟經驗。

美國簡報即將在 SOM3 期間舉辦的單一窗口工作坊概念文件提案（附件 11）。我方為該提案的共同提案人，我方代表發言表示支持，除擔任 cosponsor 外，並表示單一窗口在規劃跨境互通性的重要，並希望各經濟體能積極參與。

（八） 優質企業認證

韓國簡報 APEC 認證出口商計畫（APEC Authorized Exporters Program, AEP）提案內容（附件 12），因為 AEO 最大效益在於出口商可以在進口國獲得通關優惠，因此 AEO MRA 簽署多寡才是 AEO 發揮真正效益重要指標，惟韓國早在 2015 年推動 AEO MRA Networks 倡議時，發現各國均面臨簽署 MRA 困難與門檻不一情況，導致 AEO 無法發揮最大效益，因此今年韓國另推一個在 APEC 架構下多邊協議，加入會員國認證的對象是出口商，稱之為 Authorized Exporter Program，以打破目前國與國之間簽署 MRA 困難狀況。該計畫非常大膽創新，我方事前經審慎評估韓國提案內容，對於打破我國目前因國情特殊，而導致簽署國家過少（僅有 4 國）之外交困境大有助益，因此表態發言贊成，香港亦表示支持，我方代表並建議韓國在未來規畫方面應注意與現行 AEO 之區隔。

日本質疑韓國提案的可行性，並建議該提案是否應採堆積木（Building Blocks）方式進行，而不是一步到位，菲律賓、越南與中國亦表達相同疑慮並建議可在相關工作坊內進一步探討可行性。中國指出 AEP 推動可能面對多國聯合驗證困難，澳洲也質疑方法可行性，美國質疑 AEP 與現行 APEC AEO 有關計畫（現有 73 個，即將進行有 13 個）重複性，並表態美國目前政策僅支持雙邊協議，WCO 提到太平洋聯盟 MRA 即是一個多邊協議範例，日本與越南均建議韓國進一步進行可行性研究，韓國感謝所有建議並將進一步修正提案於近日再提出。

菲律賓報告有關可提供經濟體特殊 AEO 能力建構需求的計畫提案並計畫舉辦一個工作坊。

（九） 資訊科技與風險管理

越南簡報其通關系統 VNACCS/VCIS（Vietnam Automated Cargo Clearance System/Vietnam Customs Intelligence System）（附件 13）。越南通關系統建置與其他國家相比起步較晚，VNACCS/VCIS 在 2005 年至 2012 年進行先導建置（Pilot Implementation），2013 年開始建置，2014 年 4 月 1 日完成上線，並在海防市與河內兩地正式啟用，VNACCS/VCIS 連結越南海關 34 個關區，170 個分支局，並擁有超過 1 萬個以上使用者，報單與艙單 e 化率達 99%。

日本簡報其對 PNR 問卷調查結果（附件 14）。由於 PNR 問卷調查涉及各國管理邊境手段有機敏性問題，日本希望將此問卷調查結果分享給其他相關次論壇，但僅就彙整結果做呈現，不顯示原始問卷調查及各國回復之資料。

我方發言表示雖然我國目前沒有 PNR 系統，但認知使用及建置 PNR 系統之重要性，惟提醒會員國取得 PNR 資料須有完善法源依據，可能需要跨領域或跨論壇整合與合作。

（十） 智慧財產權

越南簡報近年來在查緝走私及仿冒品的成果（附件 15），越南將打擊走私與仿冒工作拉高到國家層級，由越南國家副總理擔任主席的國家指導委員會執行，對跨部門動員與合作大有助益，越南認為這也是執行查緝與成功打擊走私與仿冒關鍵因素之一。

美國簡報將在 2017-18 年間舉辦 3 場與 IPR 邊境執法有關的工作坊概念性文件內容，提案並獲日本與主席支持。

（十一） 跨境電子商務

WCO 簡報電子商務工作小組第一次會議結果。該會議討論主題不僅包括便捷同時也有安全、稅收與管理手段等議題，相關議題並由次工作小組繼續研討中。日本簡報目前海關與郵政主管機關間合作情況的調查結果，特別是在預先電子資訊交換方面。香港、印尼、中國與美國均認為在處理電子商務議題海關與郵政單位合作的重要性，澳洲也表達對於其他會員國如何篩選郵包技術的興趣。

我方代表簡報我國電子商務系統與機制最新發展（附件 16），及頻繁多次、低價免稅進口之管控作為。我方代表認為目前進入台灣電商貨物有 94%係由快遞通關，其中更高達 90%快遞貨物為低價免稅貨物，享有簡易報關之優惠通關措施，惟目前電商貨物化整為零，逃避管制與逃漏稅捐情形嚴重，已對國內產業形成不對等競爭，海關目前正採取相關因應措施，並發展電子商務系統，期望創造公私部門雙贏局面。

（十二） 共同行動計畫

會員國共同檢視修正後的共同行動計畫（Collective Action Plan, CAP）內容（附件 17）。香港負責 IPR 檢核表部分並將在 4 月時完成會員國之間傳閱檢視以交付 APEC 秘書處，相關結果與各會員國自評狀態將在下次 SCCP 會議時報告。

有關 TRS 部分，越南已經完成與目標聚焦有關問卷並將在 3 月時交給各會員國填答，問卷調查結果亦將在下次 SCCP 會議時報告。

印尼簡報在 2016 年 11 月辦理「藉由實施 PNRGOV 以強化旅行便捷與安全」工作坊成果（附件 18），說明採用國際標準可簡化資料傳輸與降低建置成本對採行 PNRGOV 大有助益。

（十三） 與 APEC 其他委員會、次級論壇與工作小組合作

日本簡報其貿易便捷倡議（TFI）的進展。日本辦理 PNR 問卷調查結果、印尼舉辦 PNRGOV 工作坊成果及去年 STAR（APEC 安全貿易會議）會議討論與海關有關議題。2016 年舉辦第 10 屆 STAR 會議主軸是 APEC 地區安全供應鏈的挑戰與機會，AEO 被認為是一個有效對付恐怖主義的方法，該會議由 CTWG 和 SCCP 主席共同主持，包含 ABAC 在內超過百位以上人員出席。

菲律賓簡報在 APEC 市場進入小組（Market Access Group, MAG）所提的 2016 年文件與程序簡化資訊蒐集倡議最終結果（附件 19），菲律賓建議該倡議的未來工作，有自行申報、有關管理低價貨物的技術討論、如何使用資通訊科技來簡化報關文件與通關程序等。紐西蘭表示 MAG

在自我認證與申報原產地部分其目標與 CAP 方向一致，並表達願意支持與分攤菲律賓在這方面工作的意願。

美國簡報有關海關對工業化學品管理實務調查報告案在 APEC 化學對話會議進展，在簡報中主席也建議會員國參與並協助完成該調查報告。該報告在 5 月完成後也將交由 SCSC 及 MAG 傳閱。

（十四） 其他事項

俄羅斯與智利簡報建置 AEPC C2C 預先資訊交換專家小組（EGDE）最新進展（附件 20），美國、日本與澳洲對俄羅斯提案明確表達不支持的立場，並且建議有關成立類似資訊交換專家小組議題，應該提到現有 SCCP 架構下討論，不必在另外疊床架屋。美國甚至建議在下次 SCCP 會議議程中增加一項有關預先資訊交換的議題，並獲得墨西哥的附議。

本議題引起熱烈討論，最後美國、日本、新加坡與巴布紐機內亞建議在 SCCP 在工作計畫內新增一項工作為強化 APEC 各會員國之海關合作，並將俄羅斯提案列入該工作計畫下，俄羅斯與智利將持續研討相關目標與行動方案，並在下次 SCCP 會議時報告。

俄羅斯簡報准許俄羅斯海關學院成為 APEC 訓練中心之提案(附件 21)，日本與菲律賓質疑 SCCP 對成立 APEC 訓練中心是否有強制力，APEC 秘書處指出目前尚無明確指引或前例可採行俄羅斯提案，主席裁示建議俄羅斯與 APEC 秘書處共同研究 APEC 設立海關訓練中心的參考規約（Terms of Reference, TOR）。

美國與紐西蘭簡報虛擬工作小組（VWG）參考規約內容（附件 22）。為避免工作重複，美國建議將 VWG 併入 A2C2 以增加公私部門對話與溝通能力，紐西蘭願意擔任將 VWG 併入 A2C2 簡化管理架構與強化虛擬工作小組之公私部門代表共同主席，以直接對 CTI 及相關次論壇負責。

WCO 簡報有關辦理轉口指引及關稅與內地稅合作指引進展。WCO 計畫在今年 7 月 11~12 日舉辦與轉口有關的全球海關會議，邀請函將在不久之後寄給各 WCO 會員國（台灣不在邀請之內）。

（十五） 採認 2017 工作計畫

SCCP 採認 2017 年工作計畫。

（十六） 主席致閉幕詞

主席感謝所有參與本次會議及在主席之友會議提供協助的經濟體，並表示 SCCP 樂見 WTO TFA 生效並願意持續支持與實施 TFA 相關內容。

伍、其他相關會議

一、APEC 供應鏈連結架構第 2 階段行動計畫公私部門對話(SCFAP)

（一） 背景說明

APEC 供應鏈連結架構行動計畫（APEC Supply Chain Connectivity Framework Action Plan, SCFAP）是導因於 2007-08 年金融海嘯時所產生的區域經濟整合（Regional Economic Integration, REI）倡議。SCFAP 當時定義出 8 個供應鏈瓶頸（chokepoint）並在後來 APEC 領袖會議時作出希望在 2015 年時達到降低時間、成本與不確定性 10%的目標。

在 SCFAP 2010-2015 年(稱之第一階段供應鏈連結架構行動計畫,SCFAP I）成果評估報告裡，顯示雖然在 8 個各別供應鏈瓶頸問題解決已經有進步，但尚有許多進步空間，因此 APEC 再次提出第二階段供應鏈連結架構行動計畫（SCFAP II），期程將自 2017 年開始至 2020 年，並指出 5 個新的供應鏈瓶頸如下：

1、 缺乏協同邊境管理機制與相關之邊境通關程序。
2、 運輸基礎建設與服務的不足或品質不佳。
3、 不可靠與高成本的物流服務。
4、 有限的法規合作與最佳實例不足。
5、 電子商務法規及政策不成熟。

有鑑於此，APEC SCFAP 公私部門對話（Public-Private Dialog, PPD）旨在建立一個開放平台，讓 APEC 各經濟體的公私部門均可透過這樣的平台建議對話管道，以解決 SCFAP II 的 5 大瓶頸。

（二） 會議內容

本次會議以簡報及分組討論方式進行。簡報重點除回顧 SCFAP I 執行成效外，並對如何具體實施 SCFAP II，邀請相關領域公私部門代表進行簡報與發言。為制定第一版 SCFAP II 監督架構（Monitoring Framework of SCFAP II）草案，下午會議採分組討論方式進行，最後根據分組討論結果提供具體建議。

簡報部分依照 5 個瓶頸分別進行相關簡報，澳洲簡報該國之協同邊境管理(附件 23)，主要重點在澳洲貿易商信任制度(Australian Trust Trader)與澳洲單一窗口，澳洲藉由與相關國家簽屬 MRA（如紐西蘭、中國）或意向書（Statement of Intent）（如加拿大、香港、新加坡、韓國）建立貿易商信任制度，澳洲並認為這是 CBM 一項關鍵因素。我方發言詢問澳洲代表是否有規劃發展不同邊境機關間共同查驗取樣制度可行性，及邊境機關相互執法互助承認之機制，惟澳洲表示目前 CBM 跨域整合相關複雜，須待進一步討論，依澳洲簡報內容及回應來看，澳洲對於 CBM 發展，應仍在摸索與探討階段。

UPS 代表針對跨境電商缺乏相關管理法規之建議提出簡報（附件 24），UPS 針對海關進行跨境電商管理提出 5 項建議：1、暫停所有針對跨境電商管控措施，因為 UPS 認為這些針對跨境電商量身訂造的管理機制會嚴重阻礙電商貨物的流通；2、對於 APEC 微量條款（De Minimis）建立一個共同的輸入門檻、共用資料集、與相關退貨退稅程序；3、簡化關稅與內地稅課徵方式；4、辨識風險補破網，確保所有電商參與者都能遵守相同遊戲規則；5、對新加入的電商參與者，例如微中小企業加強能力建構。

我方代表與 UPS 代表針對 UPS 在跨境電子商務管理機制之 5 項建議，進行討論並充分交換意見。UPS 建議各國針對目前跨境電商產品特殊監管機制應予以中止，以免形成新貿易障礙。我方代表認為目前進入台灣電商貨物有 94%係由快遞通關，其中更高達 90%快遞貨物為低價免稅貨物，享有簡易報關之優惠通關措施，惟目前電商貨物化整為零，逃避管制與逃漏稅捐情形嚴重，已對國內產業形成不對等競爭，我國目前正採取相關因應措施，並發展電子商務系統，期望創造公私部門雙贏局面。

在下午進行的分組討論部分，我方代表參加由王前署長亮主持之第 2 分組討論會議，第 2 分組旨在討論如何處理 chokepoint 2 Inadequate quality and lack of access transportation infrastructure and services 並建立目標，在聽過充分討論後，我方提出修正意見如下：

1、 運輸基礎建設的資金，建議將亞洲開發銀行（ADB）、亞洲基礎設施投資銀行（AIIB）等開發銀行列入。
2、 在基礎建設防貪腐方面，宜列入透明度（transparency）指標，並提供誘因鼓勵揭露不法，另應強調企業誠信。
3、 在建立港口間資訊網絡方面，APEC 既已認同 APMEN 就應以 APMEN 為主，不必另建其他網絡，APMEN 應優化達到跨境智慧港埠物流（Cross-Border Smart Port Logistics，SPL）的目標，並將港口安全與綠色港埠（Green Port）概念一併考慮。

4、 海運貿易路徑安全部分，應加入港口安全，並尋求與 IMO 及其他相關國防組織協助。

5、 提供高品質運輸基礎建設的技術協助方面，宜先建立高品質的參考標準。

6、 關於國際多式聯運（Multi-Model Transportation）的經驗分享方面，宜包括多式聯運的轉運通關最佳實例在內。

（三） 會議結論

會議最後採行各分組討論結果，並草擬 SCFAP II 監督架構（Monitoring Framework of SCFAP II）內容如附件 25。

二、第六屆 APEC 供應鏈連接聯盟（APEC Alliance for Supply Chain Connectivity, A2C2）

（一） 背景說明

第六屆 APEC 供應鏈連接聯盟會議（A2C2）共有來自 12 個經濟體超過 45 個公私部門團體參與。會議目標在 1、更新 A2C2 成員在實施 WTO TFA 過程中與供應鏈有關的能力建構計畫進度；2、以 A2C2 作為私部門意見窗口以了解並處理 APEC 在邁入第二階段供應鍊連結架構所可能面對的問題。

（二） 會議內容

本會議分成兩部分，第一部分由公部門代表進行 APEC 贊助的各項供應鏈能力建構計畫進展。

越南海關簡報該國在美國國際開發總署（USAID）US-APEC 促進區域整合技術協助計畫（US-APEC Technical Assistance to Advance Regional Integration, US-ATAARI）經費支持下發展有關預先清關、快遞貨物與預審制度的近況。

智利海關簡報其在美國協助下，推行數量例如預審制度、貨物擔保具結放行(類似我方先放後稅)及線上支付系統發展近況。

馬來西亞簡報其發展預先清關 pre-arrival processing 最新進展。為達到預先清關，馬國海關與港務單位、金融合作，並修改相關法規，已使貨物能在抵達港口時由系統自動扣款與寄發通知，目前系統面與法規面仍處於正在進行狀態。

菲律賓海關簡報期建置快遞貨物計畫（expedited shipments project）最新進展。

香港簡報發展應用供應鏈連接全球資料標準 GDS 計畫最新進展。香港與越南計畫在越南 SOM3 召開一個 GDS 工作坊。我方發言建議邊境管理涉及許多機關權責，各機關對於邊境管理角度不同，所需資料項目與內容亦不相同，本計畫不宜由單一機關主政，需要更多相關邊境管理機關共同參與方能成功。另對於標準相容性問題亦請主辦單位多予考慮。

第二部分則是由OECD和UPS代表簡報探討私部門在供應鏈連結所扮演的角色以支持 WTO TFA 實施。UPS 指出實施 TFA 的重要性，因為 TFA 可以提高物流效率與降低企業經營成本。OECD 分享了實施 TFA 可以立即降低進口成本與提高貿易額的分析報告。

我方發言建議鑑於大多 APEC 會員已經實作並建立本身 Trade facilitation 能力與機制，建議未來 A2C2 可加入目前與未來正在發展中問題，例如 e-commerce，以建立會員國面對新的商業模式與挑戰的能力。UPS 代表回應表示，APEC 對電子商務便捷及控管技術持續的研討的確有其必要性。

（三） 結論

本次會議結論如附件 26。下次 A2C2 會議將於 2017 年 8 月在胡志明市舉行，會議優先討論議題如下：

1、 持續檢討目前各項計畫進展，包括遭遇瓶頸、困難等。
2、 公私部門提交的新計畫。
3、 實施 TFA 所需的通用條文。
4、 作為 SCFAP 重要橋樑，如何擬訂有效評估工具(indicator)使各項計畫成效能被有效量測。

陸、心得與建議事項

一、 台灣關務措施發展已列績優班

我國海關為符合國際發展趨勢，自民國 98 年以來，即依據世界關務組織全球貿易安全與便捷化標準架構(WCO SAFE Framework)，配合國家發展委員會「智慧臺灣-優質經貿網絡計畫」，完成規劃執行「關港貿單一窗口」、「預報貨物資訊」、「優質企業認證與管理」、「貨物移動安全」與「查驗技術現代化」等五項計畫；為因應未來邊境管理挑戰，以及回應業者殷切期盼，海關已開始規劃一系列關務創新與現代化措施，例如：精進沖退稅電子化操作環境、實現全面 e 化

沖退稅、擴展境內外進出口業務與資訊連結整合，建置跨境電子商務平臺、改善電商貨物通關環境、推動協同邊境管理等措施，而我國海關通關自動化系統，更是自民國 80 年即開始進行。

在這次出席會議中，可以看到越南、智利、馬來西亞、菲律賓等國家簡報期關務措施發展情形，都是我方已建置完成並上線施行之項目，有些甚至在我國已施行多年，足見我國海關現代化措施不但與世界關務發展趨勢接軌，在亞太會員國間成績更是數前段班地位。

二、 AEO 發展 MRA 網絡已遭遇瓶頸

在 2015 年 APEC 會議上，韓國提出建置 AEO MRA Networks 概念，就是國與國之間，兩兩簽署 AEO 相互承認協議，使參與 AEO 計畫的廠商，在獲得的效益上得到最大化。

對於 AEO 廠商而言，出口商申請加入 AEO，最大的動機就是希望其出口商品在進口國可享有免查驗或是低查驗的快速通關，及與降低成本有關之通關優惠措施。因此對於臺灣是以出口為導向的國家而言，簽署跨國承認 AEO 協議，顯得更形重要。但韓國在之後兩年研究中，也發現了國與國之間簽屬 AEO 跨國承認協議的困難，以 APEC 共 21 個會員國來說，簽署 AEO 相互承認協議的數量，也不過只有 26 個，離會員經濟體倆倆相互簽屬 MRA 的數量$C\binom{21}{2}=210$來說，距離還非常的遙遠，即使近年來 APEC 多次鼓勵會員經濟體間相互簽屬 AEO 相互承認協議，成效依然不彰；原因在於簽屬 MRA 的複雜性、各國對於 MRA 認知、成本與付出之差異，都造成 AEO MRA NETWORK 建立的障礙。

三、 各國正積極關注與落實 TFA

在會議期間，WCO 代表表示 WTO TFA 已經通過所需門檻，在 2 月 22 日正式生效，由於 TFA 第一節裡 12 條文內容均與海關息息相關，各國海關無不關注 TFA 最新進展，並力求在最短時間內可以立即實施 TFA，因此無論是在 SCCP、SCFAP 或是 A2C2，都可以看到與 TFA 有關之議題，可以預見在往後未來數年 TFA 仍是相關會議討論的重點。

四、 廣義放行時間研究（TRS）已成為最新趨勢

進行放行時間研究（TRS）被列為 SCCP 共同行動計畫（CAP）第 8 項工作計畫，透過 TRS 蒐集與分享結果，以辨識出通關瓶頸，這乃是 TRS 最大目的。該行動計畫目標是發展能力建構計畫並監督各會員國目前 TRS 發展近況，由會議上得知，不只越南在今年將主導一項有關 TRS 研究問卷調查，各國對於 TRS 亦顯示高度興趣與關注，因為 TRS 亦是落實 TFA 條約內容之一，可見如何施行 TRS 與 TRS 能力建構與經驗分享在未來將成為討論重點之一。

我國海關目前已開發完成 TRS 系統，並透過該系統結果協助國家發展委員會填答有關世界銀行競爭力調查報告相關內容，由於我國採取 TRS 資料是來自各通關時點真實資料，並採取大數據模式分析與統計各通關時段平均時間，與 WCO TRS 建置指引建議採取的問卷方式相比，我國採取作法雖然難度較高，但資料與統計結果具正確性與客觀性，該系統在亞太各會員國間，亦屬於創新領先地位，應多在國際會議上推廣介紹，使其他國家更能認識我方在關務發展創新之努力。

五、 電子商務管理不只有郵包還有快遞貨物

電子商務已經成為非常熱門討論的話題，因為電子商務所交易的貨品，除了真實商品外，還有虛擬商品以及勞務服務，電子商務多為跨國交易，並有以網路為主的交易與及線上付款等特點，與一般傳統交易大相逕庭，由於網路世界的隱身性與虛擬性，使得相關主管機關對於電子商務管理無不視為一項嚴峻的挑戰。

對於海關而言，虛擬貨物及非在通商口岸進出口之貨品不屬於海關管轄，因此實體電商貨物其進出國境管道有郵包及快遞兩種方式，以台灣而言，快遞貨物即占大宗，尤其是知名網路交易平台所販售之商品，其貨物多由快遞公司，例如 UPS、FEDEX、DHL、順風等運送。在本次會議中，其他國家討論的跨境電商貨物管理仍聚焦在郵包，尚未探索快遞貨物之管理，因此我國對於快遞貨物管理做法可提供做為他國之借鏡。

六、 公司部門對話與合作的重要

繼供應鏈連接第一階段任務告一段落後，供應鏈連結架構在今年起正式邁入第二階段，並預計在 2020 年達成目標。第一階段所強調的公私部門合作主軸，在第二階段仍然會持續。在本次會議中，可以看到私部門對於海關管理新興貿易與跨境交易型態諸多建議與憂慮，由於公部門在規劃相關管理措施與作為時，不能僅重視安全面，便捷也是非常重要，尤其是貿易便捷更是攸關國家競爭力重要參考指標。因此，透過參與公私部門對話相關會議如 SCFAP、A2C2 等，更可以讓我們了解企業的問題與觀念，對於現在進行跨境貨物與未來規劃相關安全管理機制均大有助益。

七、 積極參與國際社會的態度

我方因為國際地位特殊，APEC 為目前少數可以用正式名稱參與之國際會議，因此選派出席之代表更應懂得珍惜與善用難得出席國際會議的機會，表現出積極參與的態度。除了事前蒐集與研析會議相關資料，對發言內容預作準備之外，更應儘可能在會議上爭取簡報發言機會與各國代表會中與會後交流以建立長期合作關係與友誼。

出席人員主動參與態度更是重要關鍵；應在會議中踴躍發言並主動參與討論，出席人員亦應自我期許，除語言能力外，尚須對相關業務內容熟悉，方能充分參與討論，並提出有建設性的建議或貢獻，讓其他國家重視臺灣的存在。

Draft Agenda of the First Meeting of the Sub-Committee on Customs Procedures

21-23 February, 2017
Nha Trang, Viet Nam

(*As of 17 February, 2017*)

DAY 1 - TUESDAY, FEBRUARY 21, 2017		
08:30 – 09:00	Registration of the participants	Grand Ballroom B, Sheraton Hotel
OPENING REMARKS		
09:00 – 09:15	Delivery of the welcome address	Director General-General Department of Viet Nam Customs
09:15 – 09:30	Welcome to delegates and official opening of the meeting	SCCP Chair
PHOTO SESSION		
09:30 – 09:40	Official photo	
AGENDA ITEM 1: ADOPTION OF THE AGENDA		
09:40 – 09:55	Presentation of Draft Annotated Agenda and call upon Members for adoption	SCCP Chair
AGENDA ITEM 2: BUSINESS ARRANGEMENTS		
09:55 – 10:00	Brief on the program and administrative arrangements, including side-events	Viet Nam
AGENDA ITEM 3: APEC 2017 THEMES AND PRIORITIES		
10:00 – 10:20	Brief on APEC 2017 themes and priorities	SOM Viet Nam
10:20 – 10:40	Address to the SCCP members on the progress within CTI and SOM, and CTI priorities for 2017	CTI Chair
10:40–11:00	**Coffee Break**	

AGENDA ITEM 4: SCCP 2016 OUTCOMES		
11:00– 11:15	Presentation of highlighted outcomes of the SCCP 2016 meetings	Peru
11:15– 11:25	Key developments and updates on projects, including budget and funding criteria for APEC projects	APEC Secretariat
AGENDA ITEM 5: IMPLEMENTATION OF THE WTO AGREEMENT ON TRADE FACILITATION		
11:25 – 11:40	Update on the status of WTO-ATF implementation	WCO Representative
11:40 – 11:50	Update on implementing the WTO-ATF and the establishment of the National Committee on Trade Facilitation	Viet Nam
11:50 – 11:55	Brief on the project proposal "Workshop on the WTO-TFA implementation"	Viet Nam
11:55 – 12:10	Outcomes from Workshop on "Best practices on critical issues in the Asia-Pacific region for the implementation of WTO Trade Facilitation Agreement"	Peru
12:10 – 12:25	Current status of WTO-ATF Implementation	Chinese Taipei
12:25 – 12:45	Comments or information sharing	Member Economies
12:45– 14:30	**Lunch Break**	
AGENDA ITEM 6: SUPPLY CHAIN CONNECTIVITY FRAMEWORK		
14:30 – 14:45	Update on the progress of Workshop to identify factors affecting clearance in import and export processes made by MSMEs	Peru
14:45 – 15:00	Information on Phase Two of the Supply Chain Framework Action Plan (SCFAP) 2017-2020	CTI Viet Nam
15:00 – 15:15	Report on the study on "Methodologies for Logistic Costs" as a public policy to promote GVCs' development	Peru
15:15–15:30	Introduction of simplified and harmonized customs procedures for goods clearance and release	Viet Nam
15:30 –15:45	Report on the activities and future actions on the implementation of the Guidelines for APEC Customs Transit	Chile

15:45–16:00	Comments or information sharing	Member Economies
16:00 – 16:20	**Coffee Break**	
AGENDA ITEM 7: SINGLE WINDOW		
16:20 – 16:35	Update on the implementation of the Single Window connection	Viet Nam
16:35 – 16:45	Update on the CTI initiative on single window system international interoperability	PSU
16:45 – 17:0O	Brief on the "Single Window Workshop" project proposal	United States
17:00 – 17:15	Comments or information sharing	Member Economies
AGENDA ITEM 8: AUTHORIZED ECONOMIC OPERATOR		
17:15 – 17:30	Introduction of draft proposal on AEO Programs	Philippines
17:30 – 17:45	Introduction of draft proposal on Development of APEC Authorized Exporters Program (AEP)	Korea
17:45 – 18:00	Comments or information sharing	Member Economies
19:00 – 21:00	**WELCOME DINNER**	

DAY 2 – WEDNESDAY, FEBRUARY 22, 2017		
AGENDA ITEM 9: INFORMATION TECHNOLOGY AND RISK MANAGEMENT		
09:00 – 09:15	Brief on e-customs system (VNACCS/VCIS) application in customs control and supervision	Viet Nam
09:15 – 09:30	Update on the use of Passenger Name Record (PNR) in risk management	Japan
09:30 – 09:45	Comments or information sharing	Member Economies
AGENDA ITEM 10: INTELLECTUAL PROPERTY RIGHTS		
09:45 – 10:00	Future activities for APEC on Intellectual Property Rights Border Enforcement	United States
10:00 – 10:15	Presentation on the combat of counterfeit smuggling	Viet Nam
10:15 – 10:30	Comments or information sharing	Member Economies

10:30 – 10:50	**Coffee Break**	
AGENDA ITEM 11: CROSS-BORDER E-COMMERCE		
10:50 – 11:05	Results on the Working Group's first meeting on e-commerce	WCO Representative
11:05 – 11:20	Update on the operational results of the collaborative proposal with the Postal Office	Japan
11:20 – 11:35	Presentation on the current status of cross border e-commerce	Chinese Taipei
11:35 – 11:50	Report on the current approach toward consignments from cross border e-commerce transactions	Indonesia
11:50 – 12:00	Comments or information sharing	Member Economies
AGENDA ITEM 12: COLLECTIVE ACTION PLAN		
12:00 – 12:15	Updates regarding the SCCP Collective Action Plan	CAP Coordinators/Lead economies
12:15 – 12:30	Circulation of questionnaire among APEC economies on the Time Release Survey	Viet Nam
12:30 – 12:45	Results of the Workshop on Enhancing Travel Facilitation and Security through the Implementation of PNRGOV that was held in November 2016	Indonesia
12:45 – 14:30	**Lunch Break**	
AGENDA ITEM 13: COLLABORATION WITH APEC COMMITTEES, SUB-FORA, AND WORKING GROUPS		
14:30 – 14:45	Update on the Travel Facilitation Initiative (TFI)	Japan
14:45 – 15:00	Update on MAG proposal on the Information Gathering Exercise on Simplification of Documents and Procedures	Philippines
15:00 – 15:15	Update on carrying out the APEC Chemical Dialogue Customs proposal	United States
15:15 – 15:30	Report on the result of the 10th STAR Conference that was held in 2016	Japan
15:30 – 15:45	Comments or information sharing	Member Economies
AGENDA ITEM 14: OTHER MATTERS		
15:45 – 16:00	Update on the APEC C2C Advance Electronic Data Exchange Expert Group	Russia and Chile

16:00– 16:15	Presentation on the Proposal on granting to the Russian Customs Academy the status of APEC Training Centre	Russia
16:15 – 16:30	Update on the Virtual Working Group	United States and New Zealand
16:30 – 16:35	Brief on WCO's recent activities related to Transit Guidelines and Guidance on Customs-Tax Cooperation	WCO Representative
16:35 – 16:50	Comments or information sharing	Member Economies
19:00 – 20:30	**FAREWELL DINNER**	

DAY 3 - THURSDAY, FEBRUARY 23, 2017		
AGENDA ITEM 15: UPDATE OF THE 2017 SCCP WORK PROGRAM		
09:00 – 09:30	Update to the 2017 SCCP Work Program	SCCP Chair
AGENDA ITEM 16: ADOPTION OF THE 2017 SCCP SECOND MEETING REPORT		
09:30 – 10:45	Review and adoption of the summary report of the 1st meeting of SCCP 2017	Member Economies
10:45 – 11:30	**Coffee Break**	
DOCUMENT ACCESS		
11:30 – 12:00	Determining the confidentiality of meeting documents and reports	Member Economies
CLOSING REMARKS		
12:00– 12:15	Conclusion of the SCCP 1 Plenary Session	SCCP Chair
12:15 – 14:00	**Lunch Break**	
14:30 – 17:30	**THE EXCURSION**	

Asia-Pacific Economic Cooperation

SCCP 2016 OUTCOMES

Presented by Peru

SCCP1, Nha Trang, Viet Nam
21 – 23 February 2017

SCCP 2016 OUTCOMES

A) SUPPORT TO THE MULTILATERAL TRADING SYSTEM

- **Updates on Trade Facilitation**

The SCCP discussed and gave updates on the status of Member Economies' domestic preparations for the implementation of the WTO TFA.

- **Workshop on Best Practices on Critical Issues in the Asia-Pacific region for the implementation of WTO Trade Facilitation Agreement.**

Peru reported on the workshop on Best Practices on Critical Issues in the Asia-Pacific region for the implementation of WTO Trade Facilitation Agreement.

B) ADVANCING REGIONAL ECONOMIC INTEGRATION

- **Single Window**

The SCCP submitted an updated SCCP Survey Results on Single Window Questionnaire with inputs from APEC Member Economies; likewise discussed on the report from OECD on the outcomes the Trade Facilitation Indicators. Also the SCCP discussed Peru's proposal to promote Single Window System International Interoperability, presenting the TOR for the "Study on Single Window Systems' International Interoperability: Key issues for its implementation".

SCCP 2016 OUTCOMES

- **Authorized Economic Operator**

SCCP members discussed and shared their experiences on implementing and updating their AEO Programme, APEC PSU updated the Study on APEC Best Practices on AEO Programs and updates the AEO Compendium.

- **Collective Action Plan**

A new Collective Action Plan was endorsed by SCCP, simplifying 18 items to 9 items

- **ACBD**

The 2016 APEC Customs Business Dialogue was held on 16 August 2016, with the participation of about 150 attendees from APEC Customs Administrations, private sector and international organizations, under the topic "Trade Facilitation and Globalization of MSMEs in the Asia Pacific Region".

- **Boracay Action Agenda**

The SCCP discussed on the proposal on Reporting Mechanism for the Implementation of the Boracay Action Agenda to Globalize MSMEs, endorsed during the SOM2 Meeting.

SCCP 2016 OUTCOMES

- **APEC Trade Repository (APECTR)**

With respect APEC Trade Repository, the SCCP welcomed the progressed status of APEC Trade Repository (APECTR) website, that contains information on trade and tariff are available for 20 APEC Economies.

C) STRENGTHING COMPREHENSIVE CONNECTIVITY AND INFRASTRUCTURE

- **Supply Chain connectivity**

Chile reported the outcomes of the questionnaire related to Chokepoint 8, with the objective of making a general diagnostic of each one regarding to the implementation of the APEC Customs Transit Guidelines. Chile will request Members' comments in order to define future activities within SCCP.

- **APEC Travel Facilitation Initiative**

The SCCP was updated on the APEC Travel Facilitation Initiative 2015 mid-term assessment and TFI Steering Council is now seeking endorsement from the SCE on the Recommendations (approved by all five sub-for a: CTWG, TWG, SCCP, BMG and TPTWG) that have been and sent to the CTI for information.

SCCP 2016 OUTCOMES

- **Passenger Name Record (PNR)**

In April 2016, SCCP agreed on the "Introduction and Implementation of Passenger Name Record" as a new SCCP CAP, and the Members reviewed the questionnaire on "Introduction and Implementation of PNR".

- **Information Technology and Risk Management**

The SCCP discussed on the Global Data Standards (GDS) project under SCAP Chokepoint 7 Regulations and Standards developed to harmonize cross-border standards, enabling supply chain activity to be messaged among stakeholders in a globally consistent language and provides benefits in supply chain activity, and also reported on the use of information technology and risk management.

SCCP 2016 OUTCOMES

D) CONTRIBUTIONS TO INNOVATIVE DEVELOPMENT, ECONOMIC REFORM AND GROWTH, IN PARTICULAR, APEC´S LEADERS´GROWTH STRATEGY GROWTH

- **Intellectual Property Rights (IPR)**

The SCCP welcomed the IPR Border-Enforcement Check Sheet report, and made IPR Border-Mutual Enforcement Operation, focused on counterfeit transportation items and border protection in order to protect consumers and Economies in cross-border trade.

- **E-Commerce**

SCCP briefed on the "APEC E-Commerce Business Alliance" forum held successfully in China on 29 June 2016, which topic was "Promoting inclusive trade through cross-border E-Commerce".

E) COLLABORATION WITH APEC COMMITTEES, SUB-FORA AND WORKING GROUPS

- SCCP participated in the 10th STAR Conference (Safe Trade in the APEC Region) which was focused in Secure Supply Chain, which took place on 20 August 2016.
- The SCCP will continue discussion on the Expert Group on Customs to Customs Advance Electronic Date Exchange, and Russia and Chile will submit a revised proposal prior SCCP1 2017.
- SCCP discussed on the APEC Chemical Dialogue Customs Proposal presented by the United States and will provide comments to the APEC Secretariat to contribute to this work.
- SCCP conducted a Joint Meeting with EGILAT on 19 August 2016.

SCCP 2016 OUTCOMES

F) OTHER AREAS

- **SCCP "Paper Light Meeting"**

The SCCP endorsed the Initiative to "Reduce Consumption of Paper", and was the first "Paper Light Meeting". The APEC Secretariat explained the features of the APEC Collaboration System (ACS) as a cloud-based platform of the APEC Information Management Portal and provided a brief training on such tool; the platform is still working as a pilot until its official launch in 2017-

- **SCCP Project Proposal**

The project proposal "Workshop to identify factors affecting clearance in import and export processes made by MSMEs" summited by Peru, was approved for financial and will be implementing in 2017.

Asia-Pacific Economic Cooperation

THANK YOU

How the WCO can support the implementation of the WTO TF Agreement

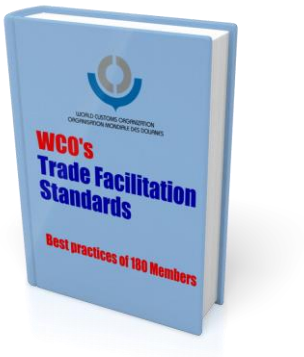
The World Customs Organization (WCO), with its wide network of 180 Customs administrations, is the centre of Customs expertise and practical information for trade facilitation and border management. The WCO is recognized as the voice of the international Customs community. Article 23 of the WTO Trade Facilitation Agreement (TFA) states that the TFA Committee shall maintain close contact with WCO.

> 1.5. The Committee shall maintain close contact with other international organizations in the field of trade facilitation, such as **the WCO**, with the objective of securing the best available advice for the implementation and administration of this Agreement and in order to ensure that unnecessary duplication of effort is avoided. To this end, the Committee may invite representatives of such organizations or their subsidiary bodies to:
>
> (a) attend meetings of the Committee; and
>
> (b) discuss specific matters related to the implementation of this Agreement.

In June 2014, in the presence of WTO Director-General Azevêdo, the WCO Council launched the WCO Mercator Programme - a strategic initiative to support trade facilitation. The Programme better positions the WCO to consolidate and promote its efforts in the area of trade facilitation support. The WCO has already produced a wide range of instruments and tools which support the implementation of the TFA and has delivered an extensive number of capacity building and technical assistance projects on trade facilitation.

1. Expertise in developing trade facilitation standards

- The WCO has the expertise to give advice on the implementation of the provisions of the TFA. The WCO's instruments and tools cover all TFA provisions. They reflect the experiences and practices of 180 Customs administrations, as well as practices from other border agencies, trade and academia. They are not theoretical documents but provide useful practical guidance to make the TFA potential a reality.
- The TFA, for instance, requires Members to establish a Single Window but it does not explain how. A wide range of activities such as coordination with border regulatory agencies, harmonized data sets and IT architecture and best practices of other governments need to be considered. The WCO has the know-how. The same applies to other TFA provisions, including advance ruling, pre-arrival processing, authorized operators, risk management, post-clearance audit and transit.
- The WCO developed the TFA Implementation Guidance to make it easier to find information on the Revised Kyoto Convention, other WCO tools such as the Coordinated Border Management Compendium, Single Window Compendium, Risk Management Compendium, AEO Compendium, Voluntary Compliance Framework and many other tools. The Guidance contains best practices of several countries on each TFA provision. All stakeholders, including the private sector, may access the Implementation Guidance (http://www.wcoomd.org/en/topics/wco-implementing-the-wto-atf/atf.aspx) free of charge.



2. Expertise in monitoring implementation

- WCO Members regularly review the implementation of trade facilitation measures. In particular, the WCO Time Release Study (TRS) is a powerful method to review the effectiveness and efficiency of border measures. The TRS, which is explicitly referred to in Article 7.6 of the TFA, helps Members identify bottlenecks in border management and makes it possible to eliminate them. The TRS is based on the "reality" of trade. The WCO can support monitoring of the implementation of TFA by further developing the TRS guidelines.
- The TRS also allows Members to monitor the effectiveness of new trade facilitation measures - e.g. whether the designed new Single Window, new AEO programme or other trade facilitation measures actually do reduce time for import, export or transit procedures. Furthermore, it enables Members to learn which trade facilitation measures are the most effective to reduce the time needed for border management procedures. The TRS is therefore fully in line with the spirit of the TFA.
- The WCO has a pool of Customs experts in TRS who understand and can support Members with the application of the WCO TRS Guide. They are prepared to conduct a TRS and to monitor the implementation of the TFA provisions together with Members.

3. Expertise for consultation

- The WCO established the WCO TFA Working Group to help countries implement the TFA by sharing best practices and finding solutions for implementation challenges. The Working Group is the forum which is best placed to discuss the technical and practical aspects of the implementation of the TFA.
- The WCO TFA Working Group is open to Customs administrations, trade negotiators in Geneva, other government agencies, international organizations, academia, donor countries and institutions and the private sector. The WTO Secretariat attends the TFA Working Group.
- The WCO Secretariat is ready to offer its technical expertise on particular trade facilitation measures. The WCO Secretariat is able to give useful recommendations, based on the WCO instruments and tools and Customs expert networks.

4. Expertise for capacity building

- With a wealth of expertise and experience in global Customs technical assistance and capacity building - including a network of accredited experts at its disposal - and comprehensive donor engagement mechanisms, the Mercator Programme provides tailor-made support to countries for implementing the TFA.
- For those countries that have identified their needs in technical areas, the WCO has delivered around 210 technical assistance missions to more than 70 countries in the past 2 years and will continue to do so. The needs are often related to Category B and C commitments.
- From those experiences, the WCO has acquired the necessary knowledge to assist governments to introduce new trade facilitation measures. In all capacity building projects, practical knowledge and experience are the main enablers to improve procedures or systems. The WCO is ready to allocate WCO staff or national Customs experts who are best suited to meet the needs.

For further information

Web: www.wcoomd.org/en/topics/wco-implementing-the-wto-atf/mercator-programme.aspx
E-mail: facilitation@wcoomd.org

WTO TFA IMPLEMENTATION and NATIONAL COMMITTEE ON TRADE FACILITATION IN VIET NAM

Viet Nam Customs

Nha Trang, Viet Nam- February 2017

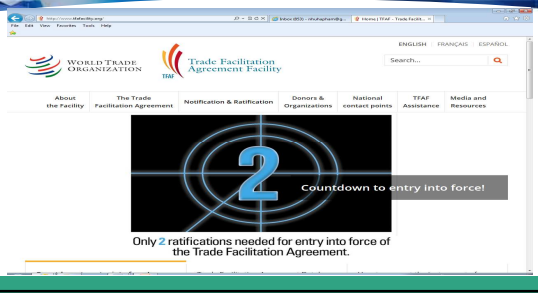
CONTENT

1. •RATIFICATION OF WTO TFA
2. • TFA IMPLEMENTATION IN VIET NAM
3. • NATIONAL COMMITTEE ON TRADE FACILITATION
4. • STEPS FORWARD

1

• RATIFICATION OF WTO TFA

RATIFICATION OF WTO TFA



RATIFICATION OF WTO TFA

RATIFICATION OF WTO TFA AMONG APEC MEMBERS

- Hong Kong, China; Singapore; United States of America; Malaysia; Japan; Australia; Korea; Chinese Taipei; China; New Zealand; Thailand; Viet Nam; Russian Federation; Peru; Mexico; Philippines; Chile; Canada;
- 18/21 member economies notified their notification.

RATIFICATION OF WTO TFA in VIET NAM

After 9th Ministerial Conference, in Bali 3-6 December 2013

- Legal review of the text
- Development of Action Plan
- Proposal on the Establishment of National Committee on Trade facilitation. (Using the existing National Single Window Steering Committee).

➢ Ratified Protocol of Amendment on 26th Nov, 2015 by the National Assembly. Viet Nam notified WTO by the MC 10 in Nairobi.

2

- **TFA IMPLEMENTATION IN VIET NAM**

ACHIEVEMENTS

- **Amended Customs Law in 2014 (entry into force from the first of 2015)**
- **VNACCS/VCIS System (automated customs clearance system) – official started from 4/2015**
- **National Single Window (2014-2015) connected with 9 border agencies.**
- **ASEAN Single Window (8/2015) connected with 4 ASEAN countries (Malaysia, Singapore, Thailand and Indonesia)**

ACHIEVEMENTS

❖ **Application of International standards such as Customs-Business Partnership, Post Clearance Audit, Risk Management, AEO, Advance Rulings …**

❖ **Implementation of specialized inspection at the border has resulted to the reduction in clearance time to 3-5 days.**

ACHIEVEMENTS

❖ At the early stage of Vietnam Trade Information Portal (under WB's support);

❖ The operation of the 389 National Steering Committee on anti-smuggling, commercial frauds and counterfeit goods;

❖ Operation of Commanding Center to facilitate goods movements and improve the customs integrity.

ACHIEVEMENTS

❖ Application of 5E (clearance, payment, C/O, manifest and Permit)

❖ Use of 13 X-ray Scanners

Detail results:

Customs clearance time

Inspection rate

Customs Revenue

TFA IMPLEMENTATION IN VIET NAM

- Establishment of National Committee on Trade facilitation. (Using the existing National Single Window Steering Committee)- October, 2016;
- National Action Plan to implement the TFA issued by our Prime Minister (November, 2016);
- Develop the roadmap for the indicative dates for the implementation of B and C categories.

TFA IMPLEMENTATION IN VIET NAM

❖ **Cooperate with international and bilateral donors (WB, USAIDS, WCO…) to implement the B, C commitments such as the National Trade Portal under the support of WB**

3

- NATIONAL COMMITTEE ON TF IN VIET NAM

NATIONAL COMMITTEE ON TF IN VIET NAM

- On 4th October, 2016, the National Steering Committee on ASEAN Single Window, National Single Window and Trade Facilitation (NSCASNSWTF) was established under the Decision No. 1899/2016/QD-TTg.
- This new Committee extend their tasks from only Single Window to Trade Facilitation more.
- End of 2016, the Committee had the first meeting in the General Department of Viet Nam.

NATIONAL COMMITTEE ON TF IN VIET NAM

Composition

- Public: 14 Line and border Government Ministries/Agencies
- Private: Viet Nam Chamber of Commerce and Industry

Headed by one Deputy Prime Minister;

Members: Vice Ministers/Director General.

Standing body: The General Department of Viet Nam Customs

NATIONAL COMMITTEE ON TF IN VIET NAM

NATIONAL COMMITTEE ON TF IN VIET NAM

- Under the Decision No. 1899/2016/QD-TTg, the Tasks, Members, Operation Mechanism, report regime, costs for operation…are also mentioned.
- The National Action Plan to implement WTO TFA is one part among the Master Plan of the Committee.

NATIONAL COMMITTEE ON TF IN VIET NAM

- Training for NTFC members/staff is prepared to afford the requirements of TFA;
- The National Action Plan on Logistics is being developed with the support from WB and TF is one of 3 major columns among this.

4

- STEPS FORWARD

STEPS FORWARD

- NTFC operates effectively and efficiently through the Action plans on TF, Logistics…
- Notification of B and C commitments;
- Seeking for new TACB;
- Enhancement of the cooperation with other Customs Administrations to implement the TFA;
- Implementation this TFA in relation with other FTAs

STEPS FORWARD

- Cooperating closely with 389 Committee to enhance the anti-smuggling toward the effectiveness of the TF and vice versa.
- Providing training and capacity building for staff to meet the requirements of commitments in TFA and FTAs especially the experts on each specialized technique.

THANK YOU!

Workshop on Enhancement of Stakeholder Engagement in the Implementation of the WTO TFA

APEC - SCCP

Nha Trang, Feb 2017

BACKGROUND

•2016 APEC Ministerial Meeting Joint Ministerial Statement

•APEC Trade Facilitation Action Plan (TFAP) prepared for CTI in 2016

•SCCP 2016 – CAP : Activity 6. Enhancement of cooperation with stakeholders;

2

SUMMARY

- WTO TFA is entering into force without undue delay;
- The report of the Workshop *"Best Practices on Critical Issues in the Asia-Pacific Region for the Implementation of the WTO TFA"* pointed out that the cooperation among border agencies and even the cooperation between public and private sector are considered as two serious challenges in the Asia Pacific region;

→ workshop will utilize the best practices in several APEC member economies to figure out proper measures to address two above-mentioned challenges.

3

SUMMARY

-Engage stakeholders after firmly understanding requirements of inter-agency collaboration.

- Information sharing and recommendations implementing for the better stakeholder engagement, especially the customs-customs cooperation among APEC member economies.

- One day workshop SCCP2 – Viet Nam. Participants would be WTO, WCO technical experts, customs officers, border agencies', other TFA experts and private sector representatives from APEC Member Economies.

4

OBJECTIVES

1. Emphasizing the crucial requirement of the cooperation.
2. Sharing the factual lessons and best practices.
3. Developing the regulatory framework for better cooperation.
4. Providing the recommendations. The evolvement of all collaborators will pave a good way to reduce time and cost in trade transactions
5. Seeking the technical assistance on WTO TFA Implementation.
6. Promoting the connectivity and mutual support among APEC members.

5

BENEFICIARIES

Attendants:
- Customs officials;
- Border agencies' representatives;
- Private sector's representatives;
- Policy makers;

Speakers: WCO, WTO, APEC Members

6

THANK YOU!

The Current Status of WTO TFA (Trade Facilitation Agreement) Implementation of Chinese Taipei

Customs Administration
Ministry of Finance

1

Conformity Review

Examined the Articles (1-12) of TFA by WCO TFA indicators

Reviewed and assessed by Customs and relevant agencies

A conclusion suggested TFA can be applied by Chinese Taipei immediately once TFA become effective.

2

- ☑ **Complete** administrative appeal or review procedures
  Eg. At least 7 days to
- ☑ **Advance** ruling of valuation, tariff classification and country of origin

⇩

Meets the requirements of TFA Article 3☆, 4, 5

3

- ☑ Automated Customs clearance systems
  Eg: Goods can be declared before arrival; 67% of duties are paid online; Single Window;
- ☑ **Simplified** clearance procedures
  Eg.: AEO; Simplified procedures for transshipment and transit goods that save time and cost

⇩

Meets the requirements of TFA Article 7☆,9,10,11

4

☆ Advance ruling system on non-preferential rules of origins

⇩

Article 28 of Customs Act was amended in 2016 to enforce an advance ruling system on non-preferential rules of origin in compliance with Article 3 of TFA

5

☆ As for expedited shipments of TFA Article 7, The current Regulations Governing Customs Clearance Procedures for Express Consignments regulates that the gross weight of every express bag can not exceed 70kg.

6

Submitted the **Category A Commitments** to WTO in June 2014.

Related **legislative processes** had completed in May 2015.

Instrument of Acceptance had been submitted to WTO in July 2015.

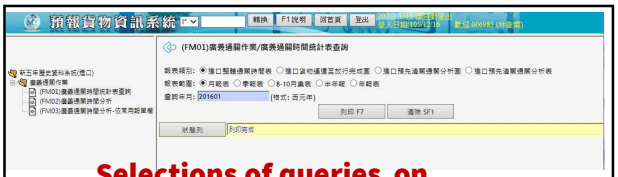
7

Time Release Study

- Article 7.6 encourages members to measure and publish their average release time of goods periodically and in a consistent manner
- Time-Release-Studies (TRS) were conducted and their results were published in **2011** and **2014 respectively**.
- A **TRS on-line system was** implemented and opened for public use in **Jan. 2017**. Since then, TRS analysis data gathered after 2016 can be queried on-line.

8

9



Selections of queries on different clearance periods of time

Analysis from different points of view

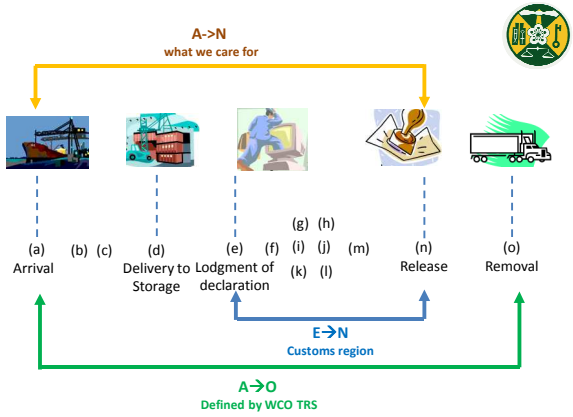
Types of declaration, Clearance modes, Preferential treatments (AEO, Pre-Arrival Processing…), HS codes, countries…..etc.

10

Special Features

- TRS Analysis is based on **real transaction data,** not by questionnaire
- **Large sampling**: successive months of clearance data
- Time unit can be scaled down to millisecond
- Fairness, **Objectivity**

11



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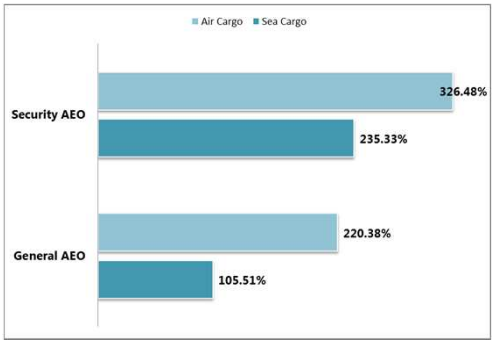
Clearance Speed of AEO in comparison with non-AEO



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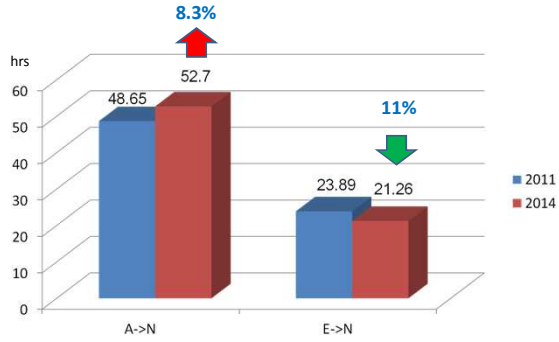
Sea Cargo



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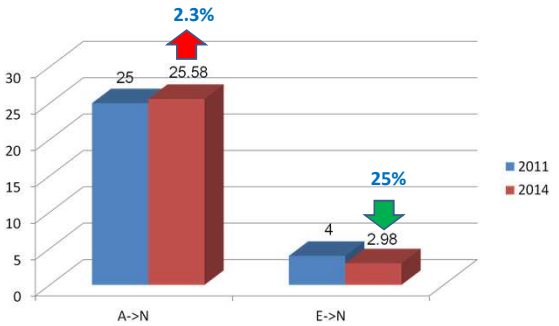
Air Cargo



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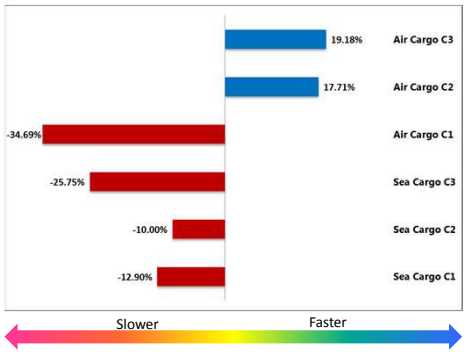
License Processing Time Comparison of 2014 and 2011



16

The major bottleneck is the inefficiency of licensing agencies to review and certify the import/export licenses

17

Implementation of Coordinated Border Management (CBM)

Handheld mobile inspection equipment

Paperless Clearance Initiatives for declarations classified as C2 (document review) or C3(physical exam)

18

Thank You

SUNAT

PROGRESS OF WORKSHOP TO IDENTIFY FACTORS AFFECTING CLEARANCE IN IMPORT AND EXPORT PROCESSES MADE BY MSMEs

APEC
Asia-Pacific Economic Cooperation

OBJECTIVES

- Identify procedures and legal treatment for MSMEs in APEC economies in import and export processes;
- Identify the factors or practices affecting import and export processes along the supply chain;
- Share experiences from APEC economies that have a differential treatment for MSMEs in export and import processes;
- Recommend the development of a study - as a second stage of the project - to identify possible solutions to critical factors found and establish recommendations for implementation.

PROJECT DELIVERABLES

- **QUESTIONNAIRE:** To be circulated to APEC economies in order to establish a preliminary diagnostic on the treatment granted to MSMEs in the Asia-Pacific region.
- **WORKSHOP:** The 3-day workshop will help identify these critical factors, and at the same time learn experiences from those economies giving a different treatment that promotes the development of MSMEs and facilitates their internationalization.
- **FINAL REPORT:** It will consolidate the information and results concerning the critical factors affecting import and export processes along the supply chain; and best practices in the implementation of different legal frameworks for MSMEs.

PROGRESS OF PREPARATION

- A first draft of the Questionnaire was prepared and disseminated to the different areas of SUNAT involved in the scope of the workshop, in order to receive comments and suggestions.
- A second draft was elaborated after including the suggestions received and was circulated for comments, to some public and private Peruvian organizations.
- Final Questionnaire was circulated by APEC Secretariat to SCCP Members.

SCHEDULE OF WORK

- Questionnaire circulated to SCCP delegates (February 2017)
- Propose agenda items in coordination with co sponsors (March-April 2017)
- Coordinate with relevant parties on logistic arrangements (May-June 2017)
- Distribute the invitation letter to APEC economies (July 2017)
- Confirm speakers and request participation from Member Economies (July 2017)
- Hold the Workshop (October 2017)
- Report to SCCP (November 2017)

DATE AND VENUE

- DATE: October, 2017, 3 days
- VENUE: Hilton Hotel

SUNAT
THANK YOU!
LOOKING FORWARD TO SEEING YOU IN LIMA!
APEC
Asia-Pacific
Economic Cooperation

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

BEST PRACTICES ON SIMPLIFICATION AND HARMONIZATION OF CUSTOMS PROCEDURES FOR GOODS CLEARANCE AND RELEASE

Viet Nam Customs

Nha Trang, Vietnam 21 February, 2017

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

CONTENT

I. Measures for simplification and harmonization of customs procedures

II. Future Plan

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

Vietnam's Trading Across Border Rank

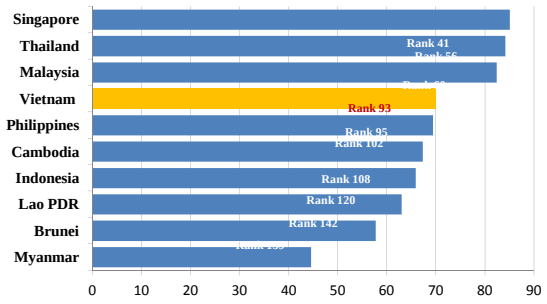
Topics	2017 Rank (190 economies)	2016 Rank (190 economies)	Change in Rank
Ease of Doing Business Rank	82	91	↑9
Trading across Borders Rank	93	108	↑15

Topics	Time (hours)	Cost (USD)
Export	108	448
Import	138	575

Source: The World Bank, Doing Business 2017

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

Vietnam's Trading Across Border in ASEAN Rank



Source: The World Bank, Doing Business 2017

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

Measures on simplification and harmonization of customs procedures in Vietnam

1. **Reducing unnecessary customs procedures**
2. **Implementing best practices**
3. **Minimizing the number of supporting documents and simplify criteria in declaration**
4. **Adopting automated customs procedures and electronic documents**

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1. Advance Rulings

- Classification
- Origin
- Valuation

Rulings are valid for 3 years.

→ Useful for importers/exporters when conducting transactions and customs procedures in international trade.

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

2. Pre-arrival processing

- ***e- Manifests***
  - Sea: 24 hours prior to arrival
  - Air: 3 hours prior to arrival
- ***Import declarations:*** ***15 days prior to arrival of goods***

-> For green and yellow channels: goods can be released upon arrival

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

3. Automated/electronic customs procedure and tax payment

- ***Adopting electronic Customs procedures (e-Customs with VNACCS/VCIS) and electronic payment (e-Payment) as primary payment method. VNACCS/VCIS operating 24/7 with 1-3 second response time***

  2016: e-Customs 99%.

  e- payment 88%.
- ***National Single Window and ASEAN Single Window:***
  - Connected with 10/14 OGAs for application of OGAs' electronic permits for clearance of goods
  - Technical Connection with 4 ASEAN countries.

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

4. Simplification of Customs supporting documents

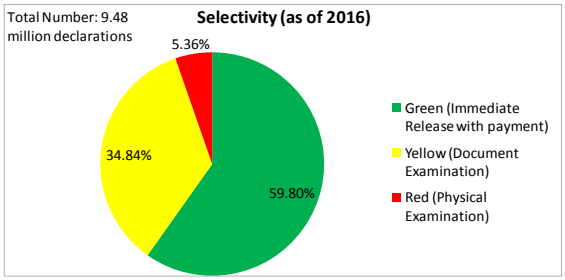
❖ ***Minimizing the number of supporting documents***

Supporting Docs	Export		Import	
	Before	Now	Before	Now
Sales Contract	Yes	No	Yes	No
Commercial Invoice	Yes	No	Yes	Yes
Packing List	Yes	No	Yes	No
OGAs permits (if any)	Yes	Yes	Yes	Yes
Bill of Lading	-	-	Yes	Yes
C/O (if any)	-	-	Yes	Yes

❖ ***Electronic submission of supporting documents.***

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

5. Application of Risk Management



Source: Vietnam Customs

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

6. Release of goods

- ***New customs procedure based on international practices: separation between release of goods and final determination of customs duties, taxes, fees and charges.***
  - HS Classification
  - Valuation
  - Quantity
- ***Time for final determination: within 30 days.***

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

7. Information and data exchange between Customs and Port Operators

- ***From Customs to Port Operator: electronic information on release of goods***
  - Minimizing the mistake of outgoing cargoes;
  - Reducing customs procedures to confirm the status of imported/exported cargoes and paper approval -> time and cost reduction for private sectors.
- ***From Port Operator to Customs: real time of cargoes going in and out of the port.***

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

8. Customs procedures for expedited shipments

- ***Customs procedures for expedited shipments from 1st Jan 2016:***
  - Simplified procedures based on guidelines of WCO for release of express shipments
  - Electronic procedures
- ***Threshold of duty exemption for expedited shipments (mainly e-commerce): less than 50 USD (<VND1,000,000)***

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

9. Authorized Economic Operator (AEO)

- ***Priority given to 3 groups of operators:***
  - Group 1: Operators with Large Import Export Turnover;
  - Group 2: Exporter of Vietnamese-made goods;
  - Group 3: Agricultural and fishery exporters.
- ***Preferential treatment:***
  - Release of goods before submission of complete documents.
  - Exemption in customs examination;
  - Deferred tax payment.

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

10. Other trade facilitation measures in customs procedures

- ***Publication of customs inspection/examination time***
  - Documentary inspection: less than 2 hours
  - Physical inspection: less than 8 hours
- ***Perishable goods shall be prioritized for inspection.***

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

II. Future Plan

Objectives

Vietnam to at least meet the average level of ASEAN-4 countries in terms of business environment targets by the end of 2017 - *Resolution No. 19-2017/NQ-CP dated February 6, 2017 by Government.*

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Objectives for customs reform

Reducing time for trading across borders:

- Export: within 70 hours in 2017 and 60 hours in 2020 (from 108 hours)
- Import: within 90 hours in 2017 and 80 hours in 2020 (from 138 hours)

Source: Resolution No. 19-2017/NQ-CP issued by Vietnam's Government

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

Action Plans

1. Establishing Single Inspection areas at border checkpoints

OGAs and Customs get inspection simultaneously -> reduce time for examination and getting OGAs approval to submit to Customs.

2. Expand the connection to all of OGAs in National Single Window

- 14/14 OGAs joint to NSW
- All of OGAs procedures will be carry out electronically

Action Plans

3. Co-ordinate with OGAs to revise OGAs regulations

- Applying Risk Management Techniques
- Reducing time for OGAs inspection
- Reducing, simplifying and adopting electronic OGAs inspections procedures
- Mutual recognition with other countries
- …

GENERAL DEPARTMENT OF VIETNAM CUSTOMS

THANK YOU

CHILE

ITEM 6: SUPPLY-CHAIN CONNECTIVITY FRAMEWORK

Activities and future actions on the implementation of the Guidelines for APEC Customs Transit.

- **November 27/2014**

The Guidelines have been endorsed at SCCP

- **The 26th APEC Ministerial Meeting, China**

"We welcome the progress in formulating the Guidelines for APEC Customs Transit to enhance harmonization among APEC Customs administrations and ***expect effective implementation and evaluation in the following stages".***

- **May 03/2016**

Chile Customs sent out a questionnaire to the Customs Administrations with the objective of making a general diagnostic of each economy regarding to its dissemination and implementation Guidelines.

"Lack of regional cross-border customs-transit arrangements"

Phase Two of Supply – Chain Connectivity Framework Action Plan (SCFAP) 2017-2020

4.- Limited Regulatory Cooperation and Best Practices

The following objective could be considered under this pillar:

- ***Create or update practical guides in one of the three languages of the WTO on importing, exporting, and transit for an economy´s territory so that traders, especially MSMEs can become familiar with the rules and procedures. This could be uploaded to the APEC Trade Repository.***

- **January/2017**

Chile Customs sent out a letter with the objective to receive comments or proposals concerning the effective implementation of the Guidelines or good practices in this matter in order to collect best practices of economies and evaluate needs of technical assistance.

- **February /2017**

Chile Customs sent out the members of **private sector** a questionnaire through **Virtual Working Group**. We consider important to know what problems and obstacles the private sector encounter, as well as good practices, in relation to the Guidelines in each economy.

FUTURE WORK 2017

- The outcomes of both questionnaires would be to allow gaps and technical assistance to be more easily identified with the objective to evaluate :

  Submits APEC Concept Note / Evaluate needs of technical assistance.

- **Workshop:** The idea is to have a workshop, where the economies can share experiences regarding the dissemination and implementation of the guidelines, in order to assess the progress made and identify the challenges and problems they have found while trying to apply and integrate the guidelines to their processes.

FUTURE WORK

- **Post-workshop**: Once the workshop has concluded - Best Practice Manual.
- The transit guidelines´ Best Practice Manual will support economies in having an effective dissemination and implementation of the guidelines in order to have more foreseeable transit regulations for international commerce traders, improving this way, the efficiency and security of the supply chain.

THANK YOU FOR YOUR ATTENTION

MINISTRY OF FINANCE
GENERAL DEPARTMENT OF VIETNAM CUSTOMS

THE IMPLEMENTATION OF VIETNAM NATIONAL SINGLE WINDOW

APEC - SCCP 2017

Nha Trang, Feb 2017

1. OVERVIEW OF VIETNAM NATIONAL SINGLE WINDOW
2. ACHIEVEMENTS AND LESSONS LEARNT
3. TARGETS FOR THE PERIOD OF 2016-2020
4. PROPOSAL ON THE IMPLEMENTATION OF SINGLE WINDOW AMONG APEC MEMBER ECONOMIES

1

- OVERVIEW OF VIETNAM NATIONAL SINGLE WINDOW (VNSW)

NATIONAL STEERING COMMITTEE ON ASEAN SINGLE WINDOW (ASW), VNSW AND TRADE FACILITATION

Chairman: Deputy Prime Minister

Standing Bureau: General Department of Vietnam Customs

Vice-chairman: Minister of Finance

Members:
- Vice ministers of OGAs
- Vice-chairman of Government Office
- Deputy Governor of the State Bank of Viet Nam
- Vice-chairman of VCCI
- Director General of Vietnam Customs

MISSONS OF NATIONAL STEERING COMMITTEE ON ASW, VNSW AND TRADE FACILITATION

➢Implement Vietnam National Single Window and ASEAN Single Window.

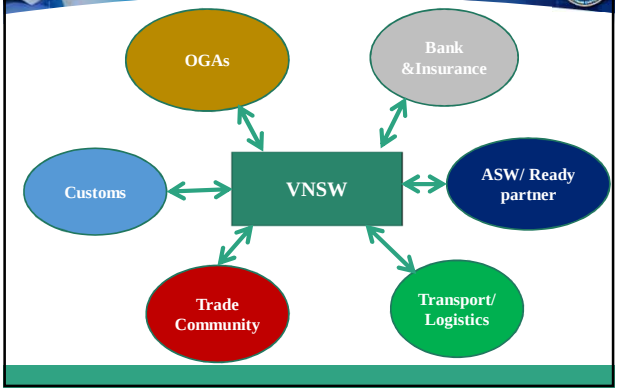
➢Implement measures for the trade facilitation.

DEFINITION OF VNSW

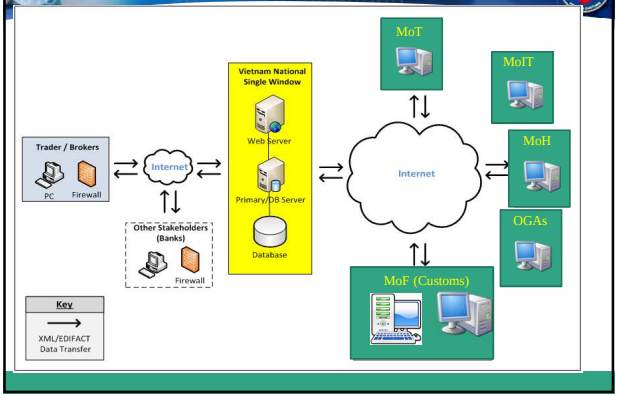
Vietnam Customs Law 2014:

"National single window mechanism means the permission for the customs declarant to send information and electronic documents for completion of customs procedures and procedures of state management agencies related to exported and imported goods through an intergrated information system. State management agencies shall decide to permit the import, export and transit of goods; the customs shall decide on customs clearance and release of goods on the integrated information system"

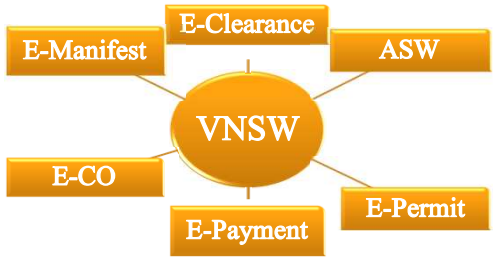
VNSW STAKE-HOLDERS



TECHNICAL MODEL OF VNSW



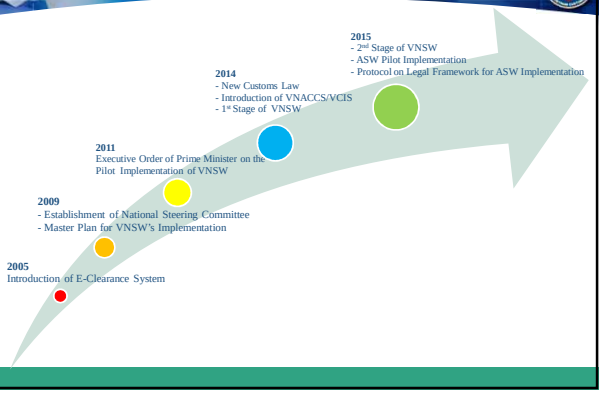
VNSW KEY FEATURES



VNSW ENABLING LEGAL INSTRUMENTS

- 2011: Decision of Prime Minister for piloting of VNSW
- 2014: Customs Law 2014
- 2015: Protocol on the Legal Framework to implement the ASW

HISTORY OF VNSW



MINISTRIES INVOLVE IN VNSW

Seq.	Ministry	Connected to VNSW
1	Ministry of Finance	November 2014
2	Ministry of Transport	November 2014
3	Ministry of Industry and Trade	December 2014
4	Ministry of Health	June 2015
5	Ministry of Agriculture and Rural Development	June 2015
6	Ministry of Natural Resources and Environment	June 2015
7	Ministry of Science and Technology	September 2015
8	Ministry of Information and Communications	September 2015
9	Ministry of Culture, Sport and Tourism	September 2015
10	Ministry of National Defence	September 2016
11	Vietnam Chamber of Commerce and Industry	December 2016

12

2

• ACHIEVEMENTS AND LESSONS LEARNT

SIGNIFICANT RESULTS

- Trading across borders rank of Vietnam improved 15 ranks from 108 (in 2015) to 93 (in 2016).
- Ensure the efficiency and effectiveness of state management.
- Simplified and paperless administrative procedures for cross border trade.

LESSONS LEARNT

- Political will from the highest level of the Government to the executive level.
- Efficient and effective Steering Committee with the direct involvement of leaders of the Government and leaders of line ministries.
- Lead agency with strong commitment.
- Positive involvement of ministries.

LESSONS LEARNT (Cont.)

- Adequate financial resources and flexible investment mechanism.
- Training and communication activities.
- Customs Automation System as core component.
- Staging approach in implementation.
- Pilot at places with medium volume of import-export.

3

• TARGETS FOR THE PERIOD OF 2016-2020

PERIOD OF 2016-2020

- Extend VNSW with paperless and simplified procedures for all administrative procedures related to cross border trade and transport.
- Fully implement ASW.
- Ready to communicate and exchange electronic documents with other trading partners outside ASEAN to facilitate cross border trade and transport.

4

- PROPOSAL ON THE IMPLEMENTATION OF SINGLE WINDOW AMONG APEC MEMBER ECONOMIES

PROPOSAL ON THE IMPLEMENTATION OF SW AMONG APEC MEMBER ECONOMIES

- Establish legal framework to enable the exchange of electronic documents among APEC member economies for purpose of customs clearance and release
- Consider the possibility of exchanging:
  - E-Certificate of Origin.
  - E-Customs Declaration for purpose of risk management.
  - E-SPS (Sanitary and Phytosanitary).

THANK YOU!

Appendix B

APEC Concept Note

Please submit through APEC Secretariat Program Director. Concept Notes of more than 3 pages (including title page) or incomplete submissions will not be considered.

Project Title:	Single Window Workshop
Fund Source *(Select one):* ☐ Operational Account ☐ TILF Special Account ☒ APEC Support Fund **For ASF:** As per Guidebook Ch. 3, list **ASF Sub-fund** if appropriate for this project:	
APEC forum:	SCCP
Proposing APEC economy:	United States
Co-sponsoring economies:	Vietnam, Chile, Chinese Taipei, Peru
Expected start date:	March 2017
Expected completion date:	August 2017
Project summary: **Describe the project in under 150 words. Your summary should include the project topic, planned activities, timing and location:** *(Summary must be no longer than the box provided. Cover sheet must fit on one page)*	APEC can lead the way in identifying fundamental best practices and strategies used by partner economies in establishing Single Windows by scheduling a workshop to share information on methodologies and techniques for Single Window development. The workshop will utilize panels with key case studies/challenges. The theme of the workshop will work through how challenges have been met, and how they can be addressed by developing economies in the future.
Total cost of proposal: ***(****APEC funding + self-funding):* ***USD*** 75,000 + 0	**Total amount being sought from APEC (USD):** $75,000 ***By category:*** *Travel:* 65,000 *Labor costs:* *Hosting:* 3,000 *Publication & distribution:* 7,000 *Other:* *(See Guidebook on APEC Projects, Ch. 9 to ensure all proposed costs are allowable.)*

Project Overseer Information and Declaration:

Name: Ginny Williamson and Kristie McKinney

Title: International Relations Specialists

Organization: U.S. Customs and Border Protection

Postal address: 1300 Pennsylvania Avenue, NW Washington, DC 20229

Tel: 202-344-1574 ***E-mail:*** margaret.williamson@dhs.gov, Kristie.b.mckinney@cbp.dhs.gov

As Project Overseer and on behalf of the above said Organization, I declare that this submission was prepared in accordance with the **Guidebook on APEC Projects** and any ensuing project will comply with said Guidebook. Failure to do so may result in the BMC denying or revoking funding and/or project approval. I understand that any funds approved are granted on the basis of the information in the document's budget table, in the case of any inconsistencies within the document.

_____

Name of Project Overseer

Date:

Project Synopsis

1. **<u>Relevance – Benefits to region:</u> What problem does the project seek to address? What is the relevance of the project? Does it have sustained benefits to more than one economy?**

   This proposal seeks to strengthen the capacity of Customs officials to establish and implement sustainable Single Windows in order to reduce costs for the government and the trade and travel communities by streamlining processes in collaboration with public and private sector partners. Additionally, automating the collection and dissemination of information enhances data quality, which helps improve the process of making risk-informed decisions for expediting the flow of legitimate cargo.

   This project works to develop best practices and strategies for Single Window development which will improve global economic competitiveness through increased border coordination and facilitation of trade. The workshop will greatly contribute to achieving the ultimate goal of Single Window international interoperability amongst APEC member economies.

   <u>Relevance – Rank:</u> Which Rank in the annual *APEC Funding Criteria* does this project fall under? Briefly explain why. Is it also linked to other Ranks? If so, briefly explain which/how.

   Rank 1 – Trade Facilitation and Liberalization: This workshop will facilitate trade through capacity building and information exchange where economies are able to utilize a more efficient process through utilization of a Single Window. This will lead to reduced time, cost and increased trade efficiency. This efficiency will benefit both the trade community as well as government entities. Additionally, through the work towards Single Window interoperability among APEC economies, Single Windows will enhance global trade facilitation.

2. **<u>Objectives:</u> Describe the 2-3 key objectives of the project. (e.g. ensure workshop participants will be able to...; to create a framework...; to develop recommendations...; to build support...; to revise strategies...; to create an action plan;...to increase knowledge in; to build capacity in… etc.)**

   The workshop would seek to do the following: (1) Share experiences and best practices on Single Window systems to assist APEC economies in a cohesive fashion with the development, implementation and maintenance of compatible Single Windows. Ensuring development, implementation and maintenance of compatible Single Windows in the region will facilitate the ability for APEC economies to achieve interoperability with other economies in the future (both internally and externally to the APEC region). (2) Develop concrete strategic objectives for the Asia-Pacific region with regard to Single Window development, implementation and maintenance – including: (1) goals/objectives for fostering Single Window and interoperability and (2) efficient uses of capacity building and other technical assistance resources to ensure sustainability following the initial regional workshops proposed within this Concept Note. (3) Build interest and encourage active participation in aligning Single Windows by those members who currently have operational systems and are prepared to pursue interoperability with other partners in the region. The workshop provides an opportunity for economies to meet and begin sharing experiences with regard to their interoperability endeavours, which will ultimately result in the development of capacity building tools to assist APEC economies in pursuing compatible Single Windows.

3. **<u>Alignment – APEC:</u> Describe specific APEC priorities, goals, strategies, workplans and statements that the project supports, and explain how the project will contribute to their achievement.**

   The workshop will deliver on the commitment made by APEC Ministerial Leaders in 2016 to continue work on the Initiative on Single Window Systems' (SWS) International Interoperability to foster the flow of goods, enhance supply chain security, reduce costs and provide quality and timely information on trade across borders. Under the SCCP Collective Action Plan (CAP) Single Window has been a priority for many years and this project will be able to move forward in giving tools and information for economies to increase the number of economies' with SWS. This project also directly supports the ongoing PSU study on key issues for implementing Single Windows.

<u>Alignment – Forum:</u> Briefly explain how the project is aligned with your forum's workplan / strategic plan.

The SCCP Workplan for 2017, in alignment with APEC priorities, focuses on trade facilitation and promoting secure trade. The development of Single Windows significantly contributes to both of these priorities. Developing automated systems to better implement customs procedures will assist in the efficiency of trade facilitation and consequently also move economies toward more secure trade in the APEC region.

4. **<u>Methodology:</u> How do you plan to implement the project? In this section, briefly address the following:**
   - ***<u>Workplan</u>:*** **Project timelines, dates of key activities and deliverable outputs.**
     <u>March-July 2017:</u> Upon approval of full project proposal - agree on a regional location for the workshop and develop agenda and objectives; identify speakers and participants; send official invitations; confirm meeting arrangements; compile workshop materials; liaise with the WCO as needed to coordinate workshop efforts with other international best practices.
     <u>August 2017:</u> Implement workshop and distribute survey to quantify where economies can utilize more technical and policy guidance following the conclusion of the workshop. Work with APEC Secretariat and other NGO's to identify areas for potential individual capacity building follow-up assistance for SWS implementation.

   - ***<u>Beneficiaries</u>:*** **The proposed selection criteria for participants, beneficiary profiles (e.g. workshop participants, end users, policy makers, researchers/analysts, gender) and how they will be engaged.**
     - Main beneficiaries and stakeholders of this project include: (1) Public sector participants (officials from government ministries), (2) Private sector representatives (from both large and small and medium sized enterprises) with trading interests at the regional and international level; (3) Representatives from the multilateral development banks to encourage sustainability through cohesive and efficient execution of follow-up capacity building activities within the region; (4) International organizations and intergovernmental agencies (e.g. World Customs Organization) to provide expertise and foster synergies across Single Window efforts.
     - Indirect beneficiaries include the business community at large, civil society, consumers, as studies show that implementing Single Window systems can facilitate trade, thus reducing the cost of goods to market. The workshop will be open to all 21 member economies and funding for participants from travel-eligible economies to attend will be available. Project overseers will engage economy representatives to ensure the workshop agenda topics will benefit each economy. In addition, project proponents will draw expertise from the World Customs Organization (WCO) capacity building programs, and look at other regional entities, e.g, ASEAN and the Organization of American States to build synergies among different grouping where relevant and appropriate.

   - ***<u>Evaluation:</u>*** **Potential indicators developed to measure progress, project outcomes and impacts/successes. Where possible provide indicators which could assess impacts on women.**
     A compilation of strategies and best practices related to implementation of Single Window systems in the customs environment will be made available to SCCP members as well as other forums in APEC. Project organizers will develop a short pre-workshop survey to gauge interests/knowledge of participants to help shape workshop sessions, and will circulate a post workshop questionnaire to gather input on workshop content and impact on participants' knowledge and training.

   - ***<u>Linkages:</u>*** **Information on other APEC and non-APEC stakeholders and how they will be engaged. If and how this proposal builds on (but does not duplicate) the work of other projects. How will this activity promote <u>cross fora collaboration</u>?**

     The project directly elicits participation from both the private sector and well as Customs administrations, and other government agencies from member economies. Private sector participants will be engaged especially with an active participation in ABAC, A2C2 and the SCCP VWG. The project builds on the prioritization that Single Window Systems have received in the SCCP Collective Action Plan as well as the CTI. Additionally, representatives from the WCO, WTO, and other non-governmental organizations will be utilized for their broad global experiences and expertise.

APEC Authorized Exporters Program

(APEC-wide AEO Program)

Asia-Pacific Economic Cooperation

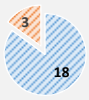
Contents

- Background
- Proposal
- Key Activities and Timeline

Background

Efforts So Far | Achievements of APEC

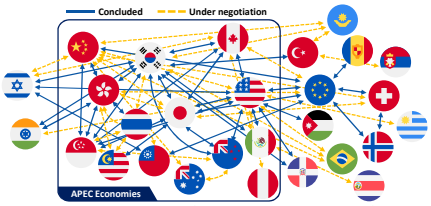
1. Status of AEO Programs in APEC



85.7%

- APEC Economies with the AEO
- APEC Economies in Progress for the AEO

2. Status of MRA Conclusion in APEC



2016

As of May in 2016, APEC economies concluded 38 MRAs, of which 26 were between APEC economies.

Source: WCO Compendium of AEO Programs 2016 May and PSU Study of Best Practice

Background

Efforts So Far | Achievements of APEC | Challenges

$_{21}C_2$=210 bilateral MRAs are required for the full conclusion of MRAs within APEC
but only 26 MRAs(12.3%) have been concluded

Also, the differences and complexities among MRAs and efforts and costs for concluding MRAs hinder the full expansion of MRAs within APEC

Hence, a multilateral approach is necessary as a potential solution;

APEC Authorized Exporters Program

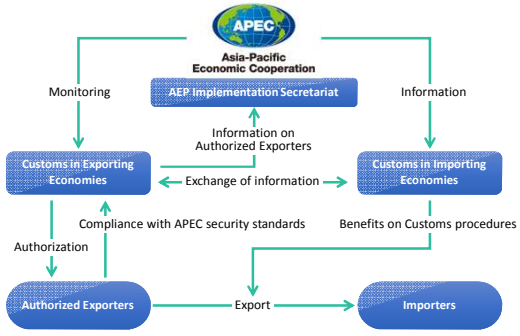
Proposal

- Concept
- Scope
- Requirements
- Benefits
- Responsibilities of entities

Concept

Efforts So Far | Achievements of APEC | Challenges | Concept

- Manage the implementation of the AEP
- Publish periodic program review reports



Scope

Exporter

At the Initial Point of Trade Security in the Global Supply Chain

Exporting Economies	Importing Economies
- Better accessibility to exporters - More effective measures to manage high-risk cargos	- Enhanced risk management - Optimal adjustment of inspection rates based on more information on exporters

Customs in importing economies can reduce inspection rates based on advance verification by Customs in exporting economies

Benefits of the AEP are mainly enjoyed by the Authorized Exporters

Risk Management on other operators(importers, carriers, etc.) can be conducted by Customs in Importing Economies as well

Requirements : APEC Security Standards

Law Compliance | Internal Control

4 Basic Criteria

Financial Solvency | Security Management

+ Flexibility for Inclusiveness

1. to expand the participation of MSMEs
2. to relieve burdens of exporters
3. to ward off overly inflexible and prescriptive security requirements on companies

It is desirable to set relatively moderate and flexible requirements based on security standards of the AEO

Benefits

Authorized Exporters

- Lower inspection fees
- Shortened clearance time
- Upgraded corporate image

Customs

- Enhanced risk management for imports by reducing unnecessary inspections and concentrating on high-risk cargos

Benefits

Considering risk management is basically conducted on factors related to exporters, cargos, carriers, importers, etc., advance verification on authorized exporters can ease inspection rates as risk factors on exporters are lowered

As inspection rates differ economy by economy, a general ratio of inspection rates of Authorized Exporters to those of non-Authorized Exporters can be discussed

Discuss general ratio of $\frac{\text{Inspection Rates on Authorized Exporters}}{\text{Inspection Rates on Non-Authorized Exporters}}$

Example of Korea : the Inspection Rate on AEOs is about 50% compared to non-AEOs

Economies report their inspection rates of Authorized Exporters to the AEP Secretariat and the AEP Secretariat periodically reviews each economy's implementation status

Responsibilities of Entities : Formulating the AEP

APEC AEP Working Group

Details of the AEP	Elaborate on scope, benefits, requirements, the ToR of the AEP Secretariat, etc.
Final Version	Prepare the final version of the AEP through consultation and revision
Endorse	Submit the final version of the AEP to higher meetings for endorsement (CTI, SOM, AMM, AELM)

Responsibilities of Entities : Formulating the AEP

Coordinating Economy

Support	Support and facilitate the AEPWG meeting - venue, finances, logistics, etc.
Draft Version	Draw up the draft version of the AEP
Compile	Compile discussions and developments
Share	Present the developments from the AEPWG at the SCCP meeting

Responsibilities of Entities : Implementing the AEP

APEC AEP Implementation Secretariat

- **Compile** — Compile compliance information submitted by Customs in exporting economies
- **Distribute** — Establish database and distribute collected data
- **Monitor** — Monitor the implementation of the AEP and publish periodical review report of each economy

Responsibilities of Entities : Implementing the AEP

Customs Administrations

Exportation
- Authorize Exporters in their economies to examine their level of compliance with APEC Security Standards
- Report and update information on Authorized Exporters to the AEP Implementation Secretariat

Importation
- Provide benefit on Customs procedures to the Authorized Exporters
- Can Offer to conduct joint post verification on Authorized Exporters to Customs in exporting economies in the case of being suspicious of Authorized Exporters

Mutually
- Cooperate on the exchange of information on Authorized Exporters

Relationship with Existing AEO Programs/MRAs

AEO Program	AEO MRAs	APEC AEP
One Economy	Two Economies	Participating Economies (ultimately 21 Economies)

- AEO, MRAs and APEC AEP are mutually cooperative measures for trade facilitation and economic integration within APEC
- No interference or limit with/to the existing AEO programs and MRAs
- Coexistence with the existing AEO programs and AEO MRAs

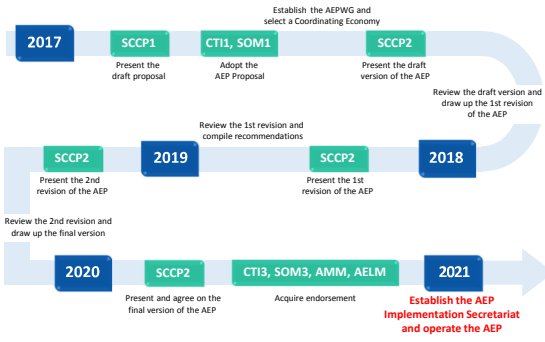
Key Activities : Formulation of the AEP

1. **Establishment of the AEPWG :** with Economies interested in Developing the AEP
2. **Selection of a Coordinating Economy**
3. **Adoption of the ToR of the AEPWG :** Mandate, Key Deliverables and Means of Operation

Key Activities : Formulation of the AEP

1. **Determination of the details of the AEP through consultation in the AEPWG for a couple of years**
2. **Preparation of the draft version and revisions for drawing up of the final version of the AEP and Endorsement**
3. **Determination of the structure, finances and functions of the AEP Implementation Secretariat** - Mandate, Key Deliverables and Means of Operation
4. **Development of APEC TIN (Trader Identification Number)**

Timeline



Thank You!

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jsh1013@customs.go.kr

MINISTRY OF FINANCE
GENERAL DEPARTMENT OF VIETNAM CUSTOMS

THE IMPLEMENTATION OF VNACCS/VCIS

APEC - SCCP 2017

Nha Trang, Feb 2017

CONTENT

- Application of ICT in Vietnam Customs
- Introduction of VNACCS/VCIS
- Key benefits for traders

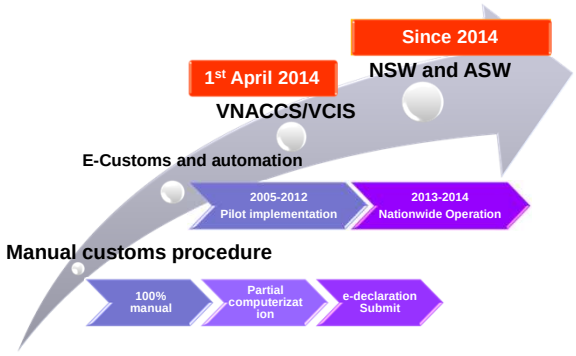
2

CONTENT

1 APPLICATION OF ICT IN VIETNAM CUSTOMS

3

APPLICATION OF ICT IN VIETNAM CUSTOMS



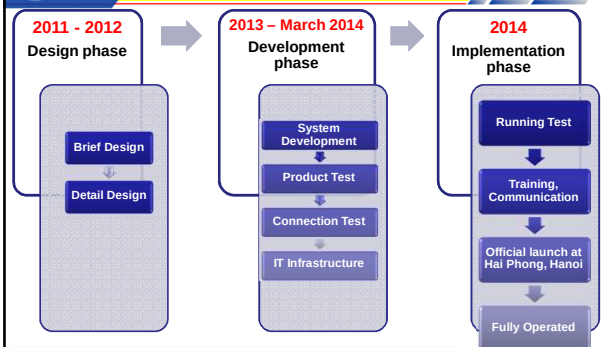
4

CONTENT

2 THE INTRODUCTION OF VNACCS/VCIS

5

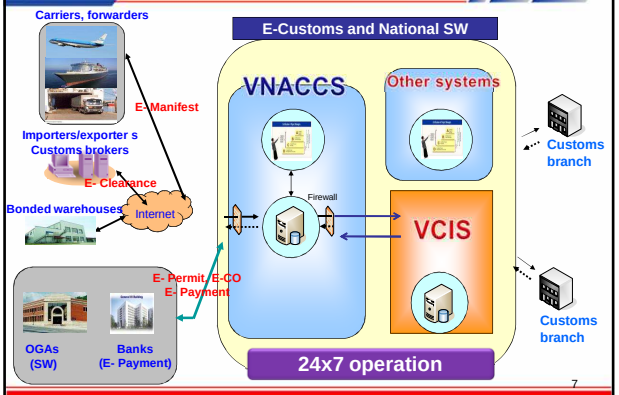
HISTORY OF VNACCS/VCIS IMPLEMENTATION



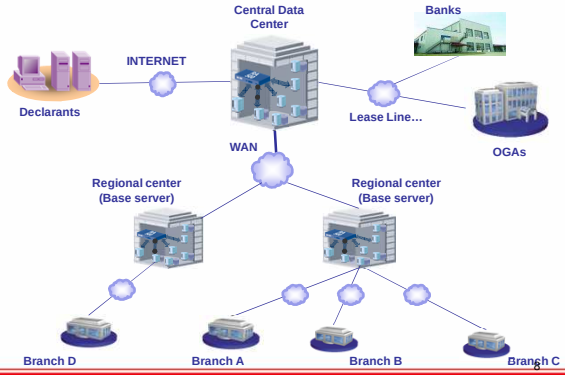
- VNACCS: Viet Nam Automated Cargo Clearance System
- VCIS: Vietnam Customs Intelligence System

6

STAKE HOLDERS AND KEY FEATURES OF VNACCS/VCIS



CENTRAL DATA PROCESSING



VNACCS/VCIS IMPLEMENTATION THROUGH FIGURES

- 34/34 Customs departments
- 100% Customs branches (more than 170)
- Total number of customs officers: ~ 10,000 users
- **2016:**
  - ✓ Total No. of declarations: 9.74 millions (99%)
  - ✓ Total No. of traders: 73.000 traders (99.56%)
  - ✓ Total export and import turnover: USD 348 billions

CONTENT

3 KEY BENEFITS FOR TRADERS

KEY BENEFITS FOR TRADERS

❑ **Reduce the average time of customs clearance process**

- ❖ Green channel (without tax) <= 3 seconds
- ❖ Yellow: Time of document inspection <= 2 hours
- ❖ Red: Time of physical inspection <= 8 hours

❑ **Increase quality and reliability of data and information**

❑ **Simplified and paperless customs procedures**

THANK YOU!

1. Background

APEC has been promoting the Passenger Name Record (PNR). In 2013, Indonesia organized the 1st regional workshop on international standard for the electronic message for PNR (PNRGOV). In 2015, APEC Economic Leaders have "welcome the efforts and activities that APEC members have undertaken to counter-terrorism, including capacity-building initiatives to combat terrorist financing and to prevent foreign terrorist fighter travel through advance passenger risk analysis and other measures (2015 AELM Declaration)." In the same year, APEC Ministers have supported "economies' efforts to implement the Advance Passenger Information and Passenger Name Record (API/PNR) programs to secure and facilitate legitimate travel within the region. They also look forward "to the progress of work on … Passenger Name Record…" under the Customs Procedures (2015 AMM Joint Statement).

The path continues in 2016: APEC Ministers have encouraged "APEC economies to … utilize advance information systems such as advance passenger information and passenger name record (API/PNR) in order to ensure safe, secure and efficient travel" and have recognized that "advance passenger information and passenger name record (API/PNR) systems can mitigate the FTF travel threat" and encouraged "APEC member economies to use these important tools that also facilitate legitimate travel by enabling authorities to process travelers at border crossings more quickly."

The SCCP Common Action Plan has incorporated "Introduction and Implementation of Passenger Name Record" since 2016 April. Its objective is "to facilitate and secure cross border movement of passengers and the accompanied goods by implementing advance passenger risk analysis in adopting internationally harmonized standards and best practices." One of its Indicators for implementation is "To update the information on Customs use of PNR by the economies and to update the strength and weakness in/for the use of PNR." The current survey was prepared with an aim to contribute to this Indicator for implementation.

2. Questionnaire, inputs and this report

The draft questionnaire was presented at 2016 SCCP2 in August 2016. With no adverse and critical comment, the questionnaire was validated in September 2016. The members were informed and consent of the fact that the same contents questionnaire was circulated to Asia Europe Meeting (ASEM) Customs administrations aiming to benefit of augmented samples and seek synergies. Since then, the questionnaire has been open to receive the response from the APEC SCCP member administrations. The questionnaire is composed of: Section 0 Customs mandate over passengers/luggage; Section 1 PNR with different enabler aspects; Section 2 Gap, Needs and Priorities; and Section 3 Lessons learned.

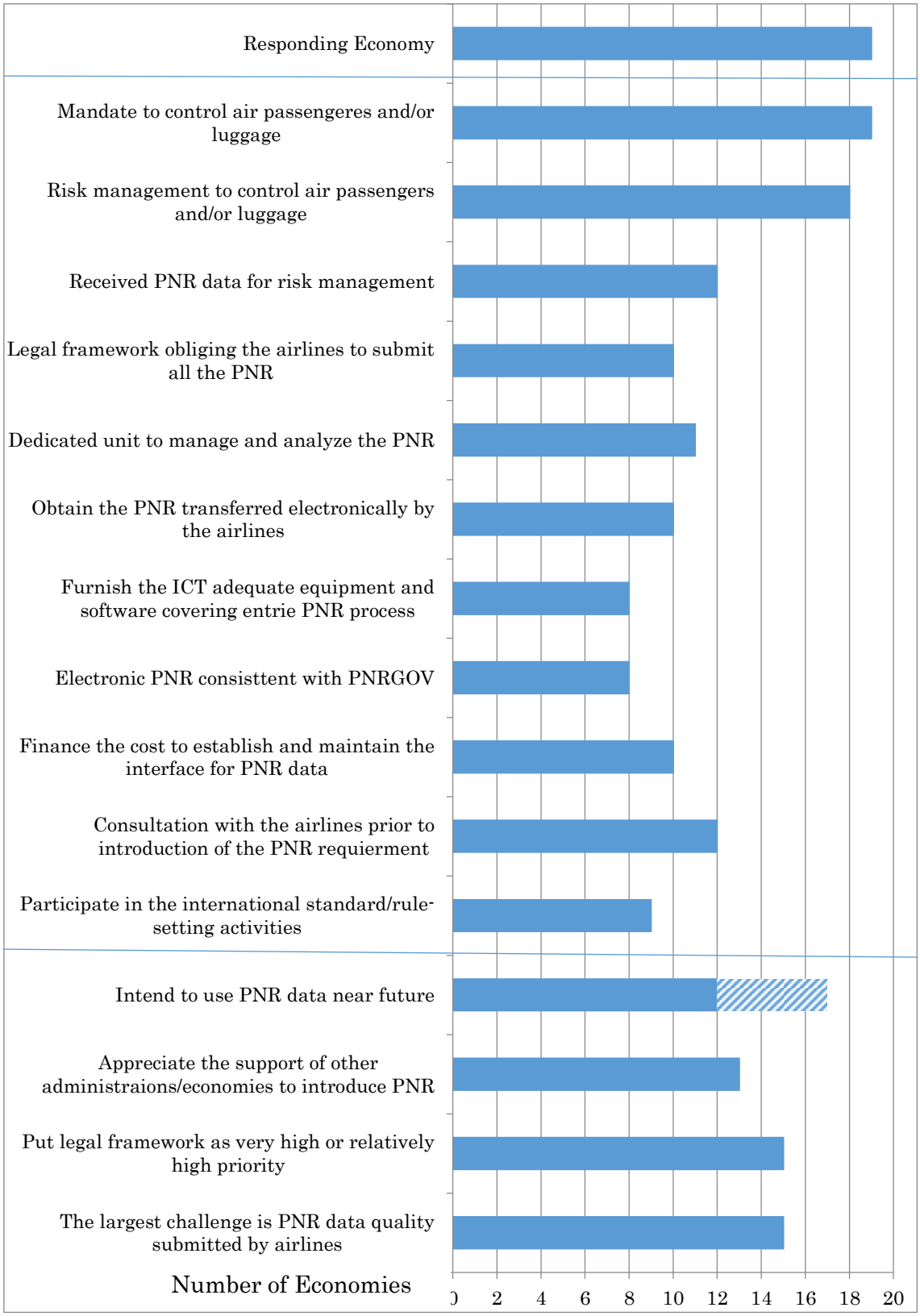
As of January 31, 2017, the coordinator received the responses from 19 economies while waiting for the response from Brunei Darussalam and the Philippines.

This report is prepared for 2017 SCCP1. It deliberately removes the individual economy's names for anticipated publication. Unless otherwise agreed by SCCP1, the coordinator suggests that all Annexes including the raw data should be treated as not-for-public information.

3. Summary of findings

- 19 APEC member Customs administrations have mandate to control air passengers and/or luggage, among which 18 administrations have applied risk management to control over air passengers or luggage.
- 12 Customs administrations have received PNR data and 11 economies analyzed them; they frequently or moderately use the PNR data in their risk management.
- 10 APEC economies have legal framework obliging the airlines to submit all the PNR data to the Customs administration (or other agency).
- 12 Customs administrations receiving the PNR data have a unit dedicated to manage and analyze the PNR data
- Procedures of identification and control are apparently categorized into four types.
- 12 APEC Customs administrations have certain mechanism of PNR data management.
- 11 APEC Customs administrations obtain the PNR data transferred electronically by the airlines.
- Eight APEC Customs administrations furnish the ICT equipment and software covering entire PNR processes.
- Eight APEC Customs administrations collect the data consistent with PNRGOV.
- Ten APEC Customs administrations finance the cost to establish and maintain the interface for PNR data transferring from the airlines to the Customs administrations by the Government.
- 12 APEC Customs administrations held consultation with the airlines prior to introduction of the PNR requirement.
- Nine APEC Customs administrations have participated in the international standard/ rule-setting activities with regard to PNR
- Five APEC Customs administrations out of seven that have not used PNR have answered that they intend to use PNR in the near future.
- Majority of APEC Customs administrations are highly or moderately familiar with key reference documents to PNR.
- 13 APEC Customs administrations explicitly appreciate the support of other administrations / economies to introduce the PNR.
- 15 APEC Customs administrations put legal framework as very high or relatively high priority
- 15 APEC Customs administrations raise “PNR data quality submitted by the airlines” is the largest specific challenges.
- Approximately one third of APEC Customs administrations answered that they can provide technical assistance.

Graphics


Responding Economy
Mandate to control air passengeres and/or luggage
Risk management to control air passengers and/or luggage
Received PNR data for risk management
Legal framework obliging the airlines to submit all the PNR
Dedicated unit to manage and analyze the PNR
Obtain the PNR transferred electronically by the airlines
Furnish the ICT adequate equipment and software covering entrie PNR process
Electronic PNR consisttent with PNRGOV
Finance the cost to establish and maintain the interface for PNR data
Consultation with the airlines prior to introduction of the PNR requierment
Participate in the international standard/rule-setting activities
Intend to use PNR data near future
Appreciate the support of other administraions/economies to introduce PNR
Put legal framework as very high or relatively high priority
The largest challenge is PNR data quality submitted by airlines
Number of Economies
0
2
4
6
8
10
12
14
16
18
20

4. Findings

SECTION 0: CUSTOMS MANDATE OVER PASSENGERS/LUGGAGE

19 APEC member Customs administrations have mandate to control air passengers and/or luggage on inbound, outbound and crews. 15 administrations also have mandate to control on transit[1]. 17 administrations have mandate on both passengers and luggage while two do not have mandate on passenger control and one does not have mandate on luggage control. The purpose of such control is universally common: the need of control against commercial fraud and other Customs offences. 18 administrations answered that their control also aims to expedite the legitimate passenger clearance and their luggage and 16 address the terrorist threats[2].

18 Customs administrations have applied risk management to control over air passengers or luggage. 15 administrations apply risk management on control on-site and 16 economies apply it prior to the arrival. Their source of risk management include: black list, watch list, risk profiling and targeting based on travel documents, API, PNR, and other intelligence.

SECTION 1: PASSENGER NAME RECORD (PNR)

12 Customs administrations have received PNR data and 11 economies analyzed them; these 12 administrations have received the PNR data from the airlines and, among them, one economy have also received it from the other government agency. In regard to Advance Passenger Information (API), 13 administrations have received and analyzed the API data; 12 economies have received them from the airlines while three economies have also received them from other government agency.

Legal framework

10 APEC economies have legal framework obliging the airlines to submit all the PNR data to the Customs administration (or other agency). All of them have compliance measures: e.g., fines/ penalties, imprisonment, deferment of lording/ unloading, denial/ revocation of flight rights, and blacklisted, in case of non-compliance. Eleven economies have legal framework enabling the Customs administration (or other agency) to access/ require the particular PNR data from the airlines. All 12 economies which Customs obtain the PNR Data have legal framework for the personal data protection covering PNR data.

Institutional aspects

11 Customs administrations receiving the PNR data have a unit dedicated to manage and analyze the PNR data while one does not have such unit. Two Customs administrations have not yet received PNR data but have a unit dedicated for PNR data.

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[1] One economy answered that it has also mandate to control airport workers, such as those for duty free shops and restaurants.

[2] One administrations explicitly raises the money laundry as the purpose of control.

Procedural aspects

12 APEC Customs administrations obtaining the PNR data frequently or moderately use the PNR data in their risk management. Nine Customs administrations use them strongly frequently while three use it moderately.

Procedures of identification and control are apparently categorize into four types: (1) the target is identified at the Immigration booth and controlled at the Customs booth (five economies); (2) the target is identifies and controlled at the Customs booth (two economies); (3) the target is identified at the luggage carousel and controlled at the Customs booth (two economies); and (4) the target is identifies and controlled at the Immigration booth (one economy). The monitoring system between the Immigration booth and the Customs booth or between the carousel and the Customs booth differ by economies; one economy uses RFID technology.

12 APEC Customs administrations have certain mechanism of PNR data management. Such mechanism includes: (1) Access to the PNR data, particularly raw data is strictly controlled to the authorized officials; one economy has monitored all the log of individual officers' names who accessed the data. Data sharing with the other government agencies are also controlled. (2) Prescribed maximum conservation period beyond which the data will be deleted while such period apparently varies across economies. (3) The economies that obtain the PNR data submitted by EU airlines under the framework of bilateral PNR agreements, depersonalize the data beyond the set timeframe and furnish 3rd party audit.

ICT (Information and Communication Technology) aspects

Ten APEC Customs administrations obtain the PNR data transferred electronically by the airlines. Five administrations receive them in a paper form. Three administrations also have other means including access to the airline systems/ displays, portable media.

Eight APEC Customs administrations furnish the ICT equipment and software covering entire PNR processes: Gateway to receive the PNR data; Software to validate the PNR data; Database to store the PNR data; Data base to manage the passenger profiling and risk indicators; Selectivity system based on the pre-set risk indicators; and Interface to view and assess the PNR data.

Eight APEC Customs administrations out of ten obtaining the PNR data electronically collect the data consistent with PNRGOV (international standard for PNR message). Three administrations allow receiving different form in addition to PNRGOV. One economy collects the data only in a form different from PNRGOV.

Resource management aspects

Ten APEC Customs administrations finance the cost to establish and maintain the interface for PNR data transferring from the airlines to the Customs administrations by the Government. Four economies share the financial burden with the airlines. Two economies among the four further share the burden with the service providers, e.g., SITA and ARINC. One economy also shares the burden with passengers just for the maintenance.

Partnership

12 APEC Customs administrations held consultations with the airlines prior to introduction of the PNR requirement. Many of them also consulted with the service providers (8 administrations), ministry in charge of personal data protection (7), immigration (6), and counter-terrorism unit (5). They have consulted with these stakeholders during the implementation: the airlines (9), the service providers (7), ministry in charge of personal data protection (6), immigration (7), and counter-terrorism unit (5). Many hold measures to improve the stakeholder relation, such as, regular consultative mechanism (9), set-up of inquiry point/ help desk (9), management visits to the stakeholders (5), public awareness through conference/ seminars (3) and through publication/ media exposure (3).

Nine APEC Customs administrations have participated in the international standard/ rule-setting activities with regard to PNR, e.g., WCO, WCO/IATA/ICAO Contact Committee, UNCTC, etc. Some Customs administrations have cooperated internationally in the introduction and better implementation of PNR through: bilateral administrative assistance with the other Customs administrations, e.g., dialogue with airlines on behalf of the other Customs administrations (4); and exchange of the PNR data (4). Other answered that participation in and contribution to the regional technical workshops would serve to the international cooperation on PNR.

SECTION 2: GAPS, NEEDS AND PRIORITIES

Five APEC Customs administrations out of seven that have not used PNR have answered that they intend to use PNR in the near future. The reason(s) preventing them from using PNR and those preventing the PNR using administrations from better using PNR differs across administrations: the commonly observed obstacle is legal aspects (7 administrations), mostly lack of legal framework enabling the Customs to use the PNR data but also lack of personal data protection. Three administrations answered that their governments are considering to established the legal framework enabling the Customs administration to use the PNR data, and one of them explicitly answered that this would become catalyst to establish legal framework for personal data protection in its economy. The legal aspects obstacle is followed by: ICT aspects (4); resource aspects, particularly budgetary and human resources (4); partnership aspects, notably small and medium sized airlines and inter-ministries coordination (4); institutional aspects (3); procedural aspects (3); and knowledge aspects, including interests to know how PNR strengthens the control and facilitates the legitimate traveler's (their luggage's) clearance (3).

Majority of APEC Customs administrations are highly or moderately familiar with key reference documents to PNR while the others are barely or not. Eight APEC Customs administrations are barely or not familiar with the Letter dated May 26, 2015 from the Chair of UN Counter-Terrorism Committee to the President of UN Security Council. This is followed by UN Security Council Resolution 2178 (7 Customs administrations); WCO PNR/API Guidance (6); WCO/IATA/ICAO API Contact Committee's work, particularly "Principles, Functional and Business Requirements - PNRGOV" (5). Few Customs administration are barely or not familiar with 2012 and 2015 WCO PNR Recommendations (3); and Recommended Practice 8 of Specific Annex J-A to the Revised Kyoto Convention (2). (see Box 1.)

Box.1 : Key reference documents to PNR

Letter dated May 26, 2015 from the Chair of UN Counter-Terrorism Committee to the President of UN Security Council stating that the UN Security Council, stating "In addition to emphasizing the importance of API, the Security Council encouraged the use of passenger name record systems. (2015, UN Security Council. S/2015/377)

UN Security Council Resolution 2178 (2014), calling upon the UN members to require that airlines operating in their territories provide advance passenger information to the appropriate national authorities in order to detect the departure from their territories, or attempted entry into or transit through their territories, by means of civil aircraft, of individuals designated by the Committee established pursuant to resolutions 1267 (1999) and 1989 (2011) regarding foreign terrorist fighters. (2014, UN Security Council. S/RES/2178(2014))

WCO Guidance for Customs administrations to use PNR/ API (2016), providing pragmatic information, notably to: obtain and store the PNR data; maintain and improve the PNR data quality; set-up an organizational structure for targeting and screening utilizing API/PNR; target/screen using API/PNR; select passenger at airports; cooperate with other border agencies; cooperate internationally.

WCO/IATA/ICAO API Contact Committee's work, "Passenger and Airport data interchange standards – EDIFACT Implementation Guide – PNR Data pushed to states or other authorities – PNRGOV Message" (2013), providing for the definition and structure of international standard on electronic message for PNR (PNRGOV); and **"Air Transport & Travel Industry - Principles, Functional and Business Requirements - PNRGOV" (2013),** defining the business and functional requirements and underlining principles for the PNRGOV.

WCO Recommendation (2012 and 2015) concerning the use of API and PNR for efficient and effective Customs control, recommending *inter alia* to: ensure Customs control against serious transnational crime be promoted, use API and/or PNR for the risk assessment of travelers, establish legal authority to use API/PNR data, put in place data protection mechanism, adhere to internationally recognized standards; and to seek fullest cooperation of airlines and the other international transport operators.

Recommended Practice 8 of Specific Annex J-A to the Revised Kyoto Convention, proving that "the Customs, in cooperation with other agencies and the trade, should seek to use internationally standardized advance passenger information, where available, in order to facilitate the Customs control of travelers and the clearance of goods carried by them."

Other useful documents include: ICAO DOC 9944 – Guidelines on PNR Data

13 APEC Customs administrations explicitly appreciate the support of other administrations / economies to introduce the PNR. The most appreciated means of support is workshop/ capacity building (12 Customs administrations), one administration explicitly expresses needs in the field of analytical skills and experience to select risk passengers/ luggage to control. Other needed means are: knowledge/ experience/ information exchange (11) and study visits (11).

15 APEC Customs administrations put legal framework as very high or relatively high priority for internal action with very high (12 administrations) and relatively high (3). Majority of administrations also see high or relatively high priority for internal action on: diagnostic and action plan (14); procedural aspects (14); awareness raising to policy makers and stakeholders (12); ICT aspects (12); and institutional aspects (12). Nine administrations also raise resource management aspects and partnership as priority for internal action. Similar trend is observed in needs for external assistance: largest needs is placed in legal framework (12 administrations); diagnostic and action plan (12); procedural aspects (12); awareness raising to policy makers and stakeholders (11); ICT aspects (10); institutional aspects (10); partnership aspects (9); and resource management aspects (6).

15 APEC Customs administrations raise "PNR data quality submitted by the airlines" is the largest specific challenges which Customs administrations face to introduce better implementation of PNR with very significantly (11 administrations) and relatively significantly (4). This challenge is followed by inadequate standard interpretation on PNRGOV (10), inadequate cooperation from the airlines (9), and lack of staff training manual (8).

For each aspects, approximately one third of APEC Customs administrations answered that they can provide technical assistance to the other Customs needing support with respect to introduce and better implement the PNR (providing the funding is available). Such technical assistance capacity is claimed in: partnership aspects (9 administrations); legal framework (8); procedural aspects (8); resource management (8); diagnostic and action plan (7); institutional aspects (7); awareness raising to policy makers and stakeholders (6); ICT aspects (6).

SECTION 3: LESSONS LEARNED

There are useful lessons learned of APEC Customs administrations in the introduction and implementation of PNR (see Annex 1). Several administrations point out the needs of multi-year project, many of them took 3 years and some insist the needs of good action plans which might be differ across the service providers and the airlines. Some reiterate the importance of collaboration and consultation with the Service Providers and Airlines. Some promotes the use of international standards PNRGOV which is beneficial for both industry and the authority. One stresses the needs of bilateral and multilateral agreements with the other economies. One emphasizes significant improvements in risk analysis for Customs control over passengers/luggage by introducing electronica PNR data analysis. Annex 2 indicates advice for a successful work with PNR data.

5. Concluding remarks

It is clearly observed that APEC Customs administrations are introducing and implementing the PNR in consistent with the evolution at the political level, such as AELM, AMM and UN. At the same time, the survey shows difficulties and challenges in introducing and better implementing the PNR. The survey identifies the areas of support needs and readiness of providing technical assistance among the APEC members (provided the availability of funding).

PNR is evolving agenda and pertinent APEC sub-fora, notably, CTWG, BMG and TFI,

and organizations outside APEC, notably the WCO and ASEM, are working and interested in the developments. To double the synergies, the findings should be shared with these pertinent sub-fora and organizations. APEC should continue sensitizing the needs of PNR, PNRGOV, enablers therefor and better use of PNR for facilitating and strengthening Customs control.

Annex 1

Experience/ lessons learned in the introduction and implementation of PNR

• It is almost certainly a multi-year project to complete the ICT and business changes. Ours took 3 years to complete. • There are large variances in the amount and type of information held by different carriers. • Understand and accept the balance of validating (or not) the information in PNR messages – Will non-validated data fit into the database? Will validating a certain element reject too many records?
• Lay out relevant legal requirements (3-6 months) • Develop appropriate software and adapt it to customs IT system. (3 months) • Have dialogue and conference with airlines and 3rd party. (1 month) • Publication of legal requirements.
• Establishment of PNR Development team (Dec 2013) • Making the Legal Framework (Regulation of the Minister of Finance) (Dec 2013 - Aug 2014) • Designing the business process, risk assessment, targeting system (Jan – Sep 2014) • Technical preparation and consultation regarding PNR Implementation Guidance with Airlines/operators (Apr 2014) • ICT/Network Development with airlines/operators (Mar – Dec 2014) • Phase I : Testing of PNR System (production) with some airlines (Dec 2014 – Feb 2015) • Monitoring and Evaluation Phase I (Dec 2014 – Apr 2015) • Phase II : Developing Network System, testing of production stage (Jan – Sept 2015) • Mandatory Implementation in the two airports (May 2016) • Internal Coordination, Monitoring and Evaluation (two airports, Directorate of Enforcement and Investigation, Directorate of Information on Customs and Excise) (Aug 2016)
• We re-recognized the importance of advanced information related to traveler's information for customs control. • Electronic data of advanced information contributes to drastically improve our risk analysis for customs control.
• We introduced it in 2006 and it took 3 years to stabilize PNR
• Make sure to get good contacts with the relevant service providers (E.g. Sabre, Amadeus etc.) as these companies will have more of an impact on how long it takes to get an airline connected than the actual airline will. It is important they are given as much notice as possible so they can programme the work into their schedule. Some service providers assign a project manager to each airline but it is preferable to have a single point of

contact with the service provider that can coordinate activities. • In our experience it will take at least 6 months for airlines to comply with requirements.
• Step one: Introduce PNR, how to received PNR information: 1 month; • Step two: Collect & analyze information; Make a risk profile; Make a black list: 2 months; • Step three: Make a warning risk passenger/luggage on the system and feed-back: 3 months
• Individual action plans with carriers should be created to ensure carriers meet their commitments with regard to building PNR programs and to correct deficiencies.
• The length of time to implement varies for each carrier/service provider. There are different systems in place with different technical issues to address. • One area that tends to take longer than expected is the connectivity to the carrier/service provider's system. • Utilizing the PNRGOV message standard is beneficial for both industry and the state.
• When negotiating with the airlines, it is important to stress on the benefits brought about to the stakeholders, i.e., the smooth passenger and baggage flow as a result of more efficient Customs clearance and focused enforcement against high risk passengers.
• Our experience for the implementation of PNR data services took 15 months, beginning in 2011 with the following general steps:. • Verify whether the local legal framework is aligned to international standards. • Verify that the legislative framework is adequate to implement the PNR data service. • Time management of the implementation steps, to have the least technological, regulatory and budgetary impact. • The establishment of bilateral and multilateral agreements with other countries or regions shall be included as principal part of the PNR design. Thus, in order to avoid affecting air transport companies that would cause distortion of data for having different legal provisions. • Verify that once you have PNR information it can be analyzed. If so, request for support of international cooperation agreements.

Annex 2

Advice for a successful work with PNR data

• Know the border risks you are assessing • Engage with industry early • Understand the business requirements • When do you want the data relative to flight departure time(push timings). • Ensure there is a high level of technical support • Understand the data and its origin • Use international standards • Seek assistance from others
• To establish bilateral or multilateral mechanism with foreign customs. • To establish in-time responding mechanism with airlines.
• For successful work with PNR Project we need to have ideal team and support from top management, and then we need to encourage the Airlines, approach its GDS, understand how to build network connectivity and design the targeting & risk assessment system.
• Human resource development (expert of PNR) • Establishment of special unit to utilize PNR
• The introduction of PNR must be done working with airlines and not demanding compliance with legislation.
• The advice is we must have a full legal – framework, a system with multiple functions and experienced & professional Customs officer.
• Participation on international fora related to PNR.
• Effective communication and a harmonious partnership with the airlines are essential for sustaining the continuous cooperation by the airlines.
• Our success carrying out PNR analysis is a result of aligning to PNRGOV model; this has allowed Customs to support the airlines on their compliance when transmitting data.

Asia-Pacific Economic Cooperation

THE COMBAT ON COUNTERFEIT SMUGGLING BY VIET NAM CUSTOMS

- NHA TRANG, FEBRUARY 2017 -

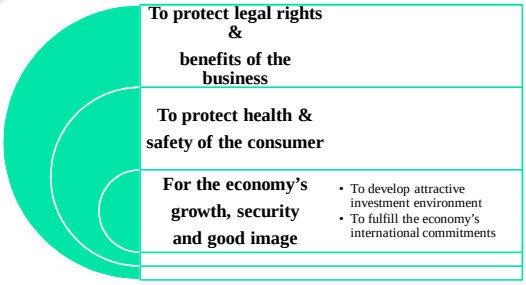
1

CURRENT SITUATION OF COUNTERFEIT IN VIET NAM

- **Increasing IPR violation**
- **IPR infringement relates to a various types of goods**
- **Counterfeits in Viet Nam are mostly imported goods**
- **Kinds of products of much concerned by Viet Nam Customs & competent agencies:** ***food, drinks, pharmaceuticals & medical products, products directly causing bad effects to the consumers' health and safety…***

2

OBJECTIVES OF COUNTERFEIT PREVENTION AT THE BORDER OF VIET NAM



3

MAIN CONTENT

- IPR ENFORCEMENT TASK FORCE
- ACHIEVEMENTS
- OBSTACLES & RECOMMENDATIONS

4

PART I.

IPR ENFORCEMENT TASK FORCE IN VIET NAM

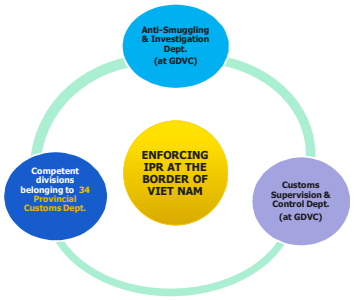
5

IPR COMPETENT AGENCIES IN VIET NAM

- **Specialized management agencies**
- **Enforcement agencies:**
  - the Customs *(at the border)*
  - the Market Surveillance *(within the territory)*
  - the Police
  - the Specialized Inspectorate

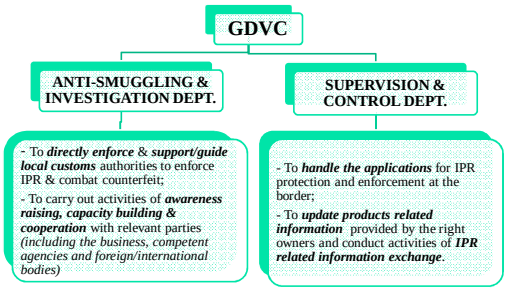
6

- VIET NAM CUSTOMS -
IPR SPECIALIZED TASK FORCE



7

DEPARTMENTS ENCHARGED OF IPR PROTECTION AT THE HEADQUARTER OF VIET NAM



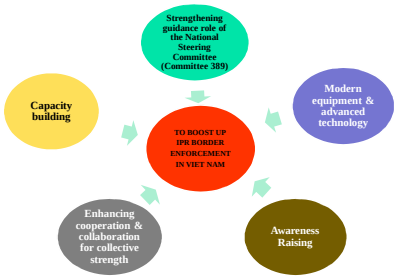
8

PART II.

ACHIEVEMENTS IN THE FIELD OF COMBATING COUNTERFEIT SMUGGLING IN VIET NAM

9

VITAL ELEMENTS FOR THE SUCCESS OF IPR BORDER ENFORCEMENT IN VIET NAM



10

OUTSTANDING RESULTS

- Mordern equipments
- Advanced technology
- Specialized procedures
- Channels of cooperation
- Enhancing capacity building & pool of experts

11

FIGURES
gained by Viet Nam Customs

No. of requests applied for IPR border enforcement:

(in the period of 2015 – 2016)

195 turns

(relating to trademarks, industrial designs and patents)

For many well-known trademarks (in the world & in Viet Nam)
such as: GUCCI, LOUIS VUITON PUMA, NIKE,
ADIDAS, PANASONIC, SONY, CANON, HP, SEIKO EPSON, CIALIS, VIAGRA,
REDUCTIL, ENSURE, COGNAC, NOKIA, VERTU, NIVEA;
VINATABA, MAGIC FLAME, SAPPHIRE, etc.

12

FIGURES
gained by Viet Nam Customs *(cont)*

Number of seizures:

- ***In the year 2015:*** **68 seizures** relating to IPR infringement & goods of low quality.
- ***In the year 2016:*** **60 seizures** relating to IPR infringement & goods of low quality.

13

COUNTERFEITS SEIZED & HANDLED BY VIET NAM CUSTOMS

14

COUNTERFEITS SEIZED & HANDLED BY VIET NAM CUSTOMS

DESTRUCTION OF COUNTERFEIT

REGIONAL & INTERNATIONAL IPR OPERATION/JOINT ACTION PLAN

- **STORM Operation**
- **Operation PANGEA**
- **IPR ACTION PLAN**

Focus on: medical products, products directly causing bad effects to the consumers' health and safety…

17

PROMOTING COOPERATION & COLLABORATION WITH RELEVANT PARTIES

Viet Nam Customs Administration has succeeded in enhancing 03 co-operation pillars:

(i) Customs – Customs
(ii) Customs – competent agencies
(iii) Customs – the business

18

ACTIVITIES OF COOPERATION

- To exchange relevant information, experiences, skills of defining the counterfeit and the genuine and enforcement skills;
- To provide recommendation and assistance to complete/develop the legal framework;
- To hold seminars, conferences, training courses… on IPR, anti-counterfeit and piracy;
- To co-operate and collaborate among relevant parties in the process of investigating, detecting, seizing and handling the violation.

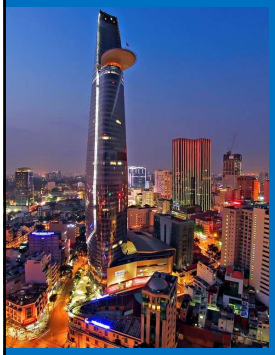
19

MODEL OF SUCCESSFUL COLLABORATION AMONG VIET NAM COMPETENT AGENCIES

NATIONAL STEERING COMMITTEE for fighting against smuggling, commercial frauds & counterfeit

(known as National Steering Committee 389)

20



CONTEXT

As Vietnam integrates further into the international arena:

- The national economy has witnessed tremendous achievements and growth;
- Greater challenges, particularly in countering illegal smuggling, commercial frauds, counterfeit goods, intellectual property rights and public health safety violations by domestic, regional and international criminals;
- The need for a coordinating body to oversee and organize the battle against unlawful activities mentioned above becomes ever more urgent.

On March 19, 2014, the Prime Minister signed the Decision 389/QD-TTg to establish the National Steering Committee for Fighting Against Smuggling, Commercial Frauds and Counterfeits *(popularly known as National Steering Committee 389).*

Organizational Structure

CHAIRMAN

March 2014- April 2016
Mr. Nguyen Xuan Phuc
- Prime Minister-

April 2016 onwards
Mr. Truong Hoa Binh
- Deputy Prime Minister -

VICE-CHAIRMAN

Minister of Finance
Deputy Minister of Public Security
Minister of Commerce and Trade
Deputy Minister of Defense

COMMISSIONERS

Deputy Ministers and leaders of relevant governmental agencies

PERMANENT OFFICE

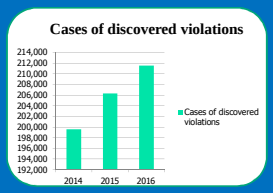
Headquarter at the General Department of Viet Nam Customs

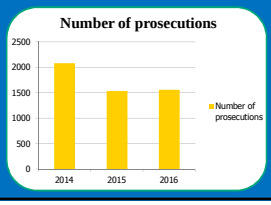
RESPONSIBILITIES OF NATIONAL STEERING COMMITTEE 389

- ***Design strategies*** for anti-smuggling, commercial frauds and counterfeits activities;
- ***Propose amendments to relevant laws and legislations;***
- Organize delegations to ***inspect local cases of handling seizures;***
- Direct the relevant authorities to ***coordinate with the news agencies to build programs*** against these violations
- ***Provide guidelines and leadership in coordination with relevant agencies*** in the ***discovery, seizure and handling*** of such violations;
- ***Direct scientific research*** and ***international cooperation***
- ***Provide commendation*** for groups & individuals with excellent achievement and ***direct the inspection and prosecution*** of groups&individual abetting these violations
- ***Implement other responsibilities*** decreed by the the Prime Minister

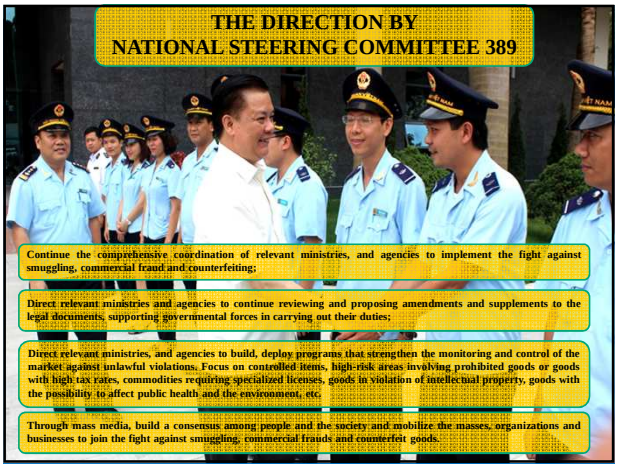
Achievements obtained thanks to the guidance by National Steering Committee 389

Results of the activities of National Steering Committee 389





THE DIRECTION BY NATIONAL STEERING COMMITTEE 389



- Continue the comprehensive coordination of relevant ministries, and agencies to implement the fight against smuggling, commercial fraud and counterfeiting;
- Direct relevant ministries and agencies to continue reviewing and proposing amendments and supplements to the legal documents, supporting governmental forces in carrying out their duties;
- Direct relevant ministries, and agencies to build, deploy programs that strengthen the monitoring and control of the market against unlawful violations. Focus on controlled items, high-risk areas involving prohibited goods or goods with high tax rates, commodities requiring specialized licenses, goods in violation of intellectual property, goods with the possibility to affect public health and the environment, etc.
- Through mass media, build a consensus among people and the society and mobilize the masses, organizations and businesses to join the fight against smuggling, commercial frauds and counterfeit goods.

PART III.

- ✓ **OBSTACLES**
- ✓ **RECOMMENDATIONS**

28

CHALLENGES

- **The customs officials' limited experiences and capacity in specialized fields**
- **Lack of deep understanding, appropriate appreciation and necessary support by the business and the public**
- **Unpredicted increase of crimes/criminal organizations in the field of smuggling & IPR**
- **Not timely & effective collaboration & technical support/assistance among relevant parties**

29

RECOMMENDATIONS:

- To further promote programs / projects of **capacity building *for specialized customs officials*** (under the mode of: ***train – the – trainer,*** *developing* ***pool of IPR experts***)

- To continually **enhance 03 pillars of co-operation & collaboration**
  - → *training, experiences and technique sharing, joint-operation, information/intelligence updates and investigation support, etc.*

30

RECOMMENDATIONS *(cont)*:

- To set up strategic plans and effective implementation of propaganda/education aiming at ***awareness raising*** and necessary knowledge providing.

- To further develop and effectively implement ***regional joint action plans/projects*** *(among neighboring economies, regional members and economies sharing the similarities as well as the common purposes/objectives…)*

31

Asia-Pacific Economic Cooperation

THANK YOU FOR YOUR ATTENTION!

Office: **General Department of Viet Nam Customs**
Website: **http://www.customs.gov.vn**
Add: **Lot E3 Duong Dinh Nghe Street,**
Cau Giay District, Ha Noi, Viet Nam
E-mail: doanthungan@gmail.com **(Ms. Doan Thu Ngan)**

32

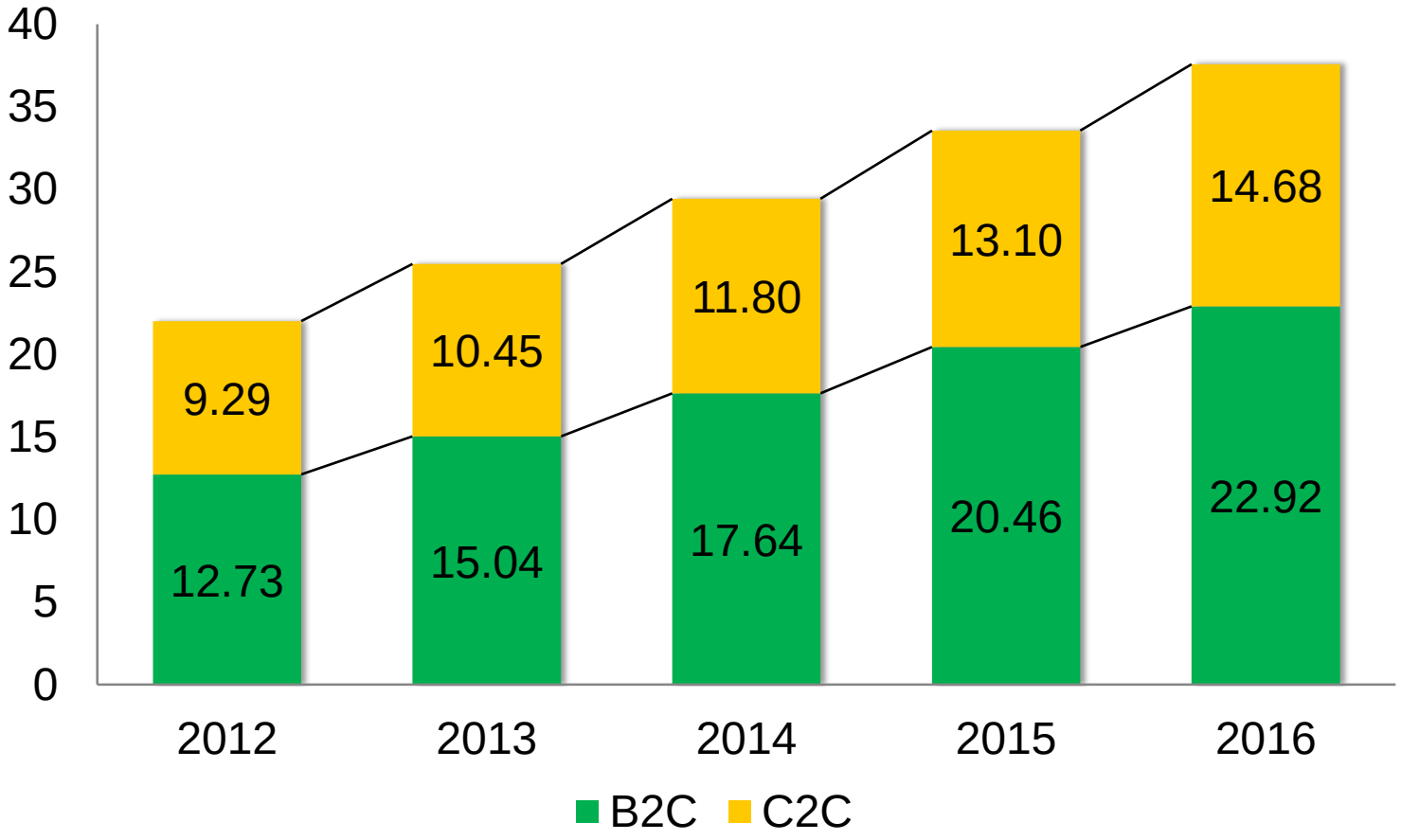
The Current Status of Cross Border e-Commerce

Customs Administration

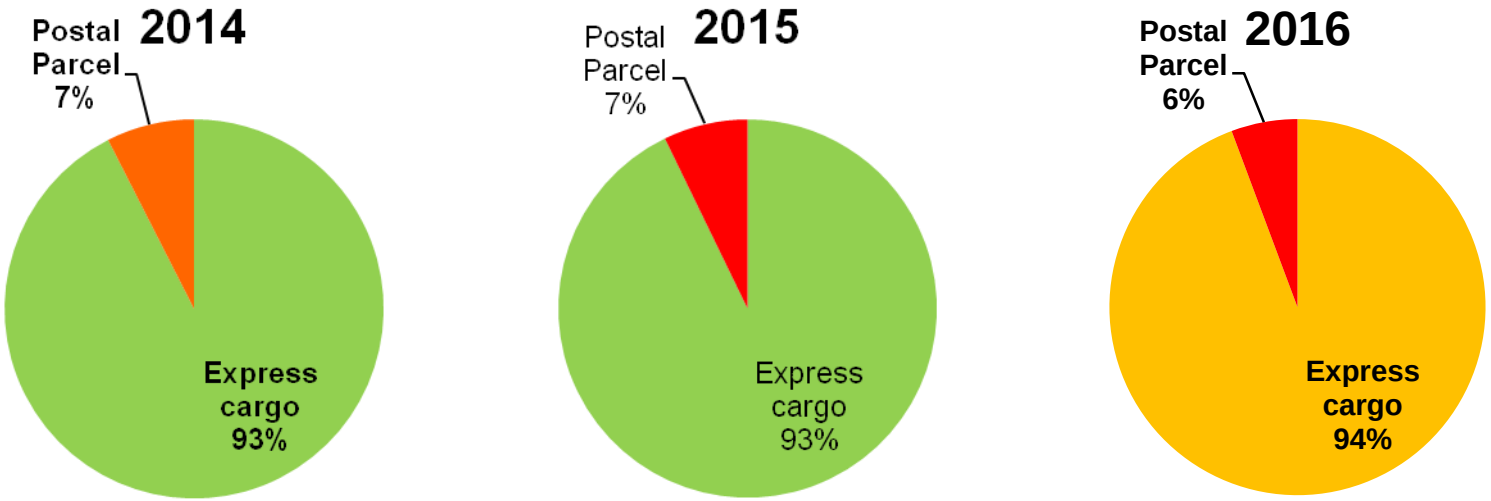
Ministry Of Finance

Market Size of e-Commerce

billion USD



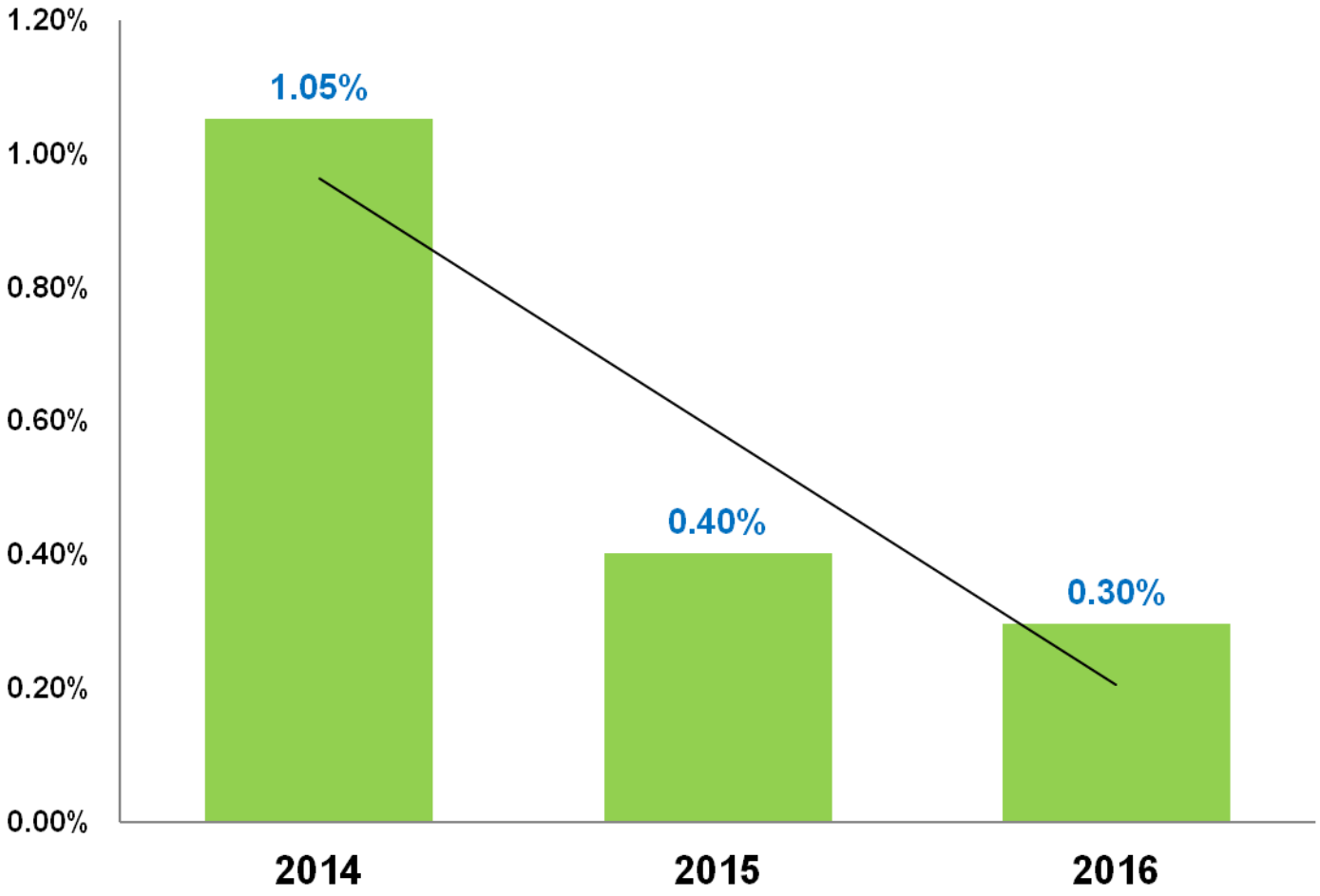
The cross-border e-Commerce goods are transported by express or postal systems. The ratio of postal parcel to express cargo is 7: 93



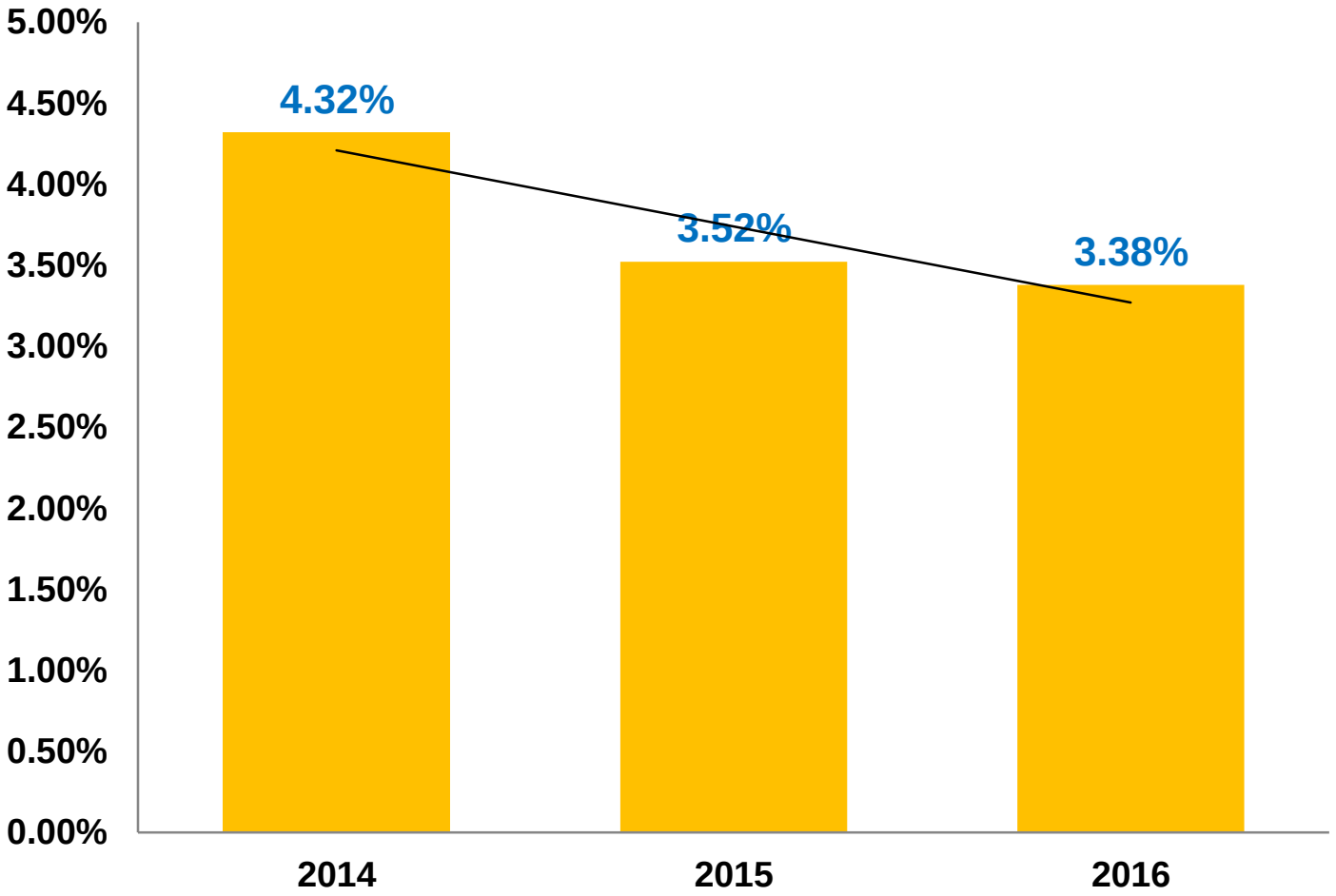
Combating Duty and Tax Evasion via Internet transactions

- **Challenges to the Management of e-Commerce**
  - Duty Evasion
  - Price Deception
  - License avoidance
- **A task force combating the tax evasion of Internet transactions was established in April 2013 by the Ministry of Finance**
  - Close Cooperation between Customs and Taxation Bureaus to analyze the relationship of cash flow

The Trend of Duty and Tax Recovery Rate of Express Cargoes



The Trend of Duty and Tax Recovery Rate of Postal Parcels



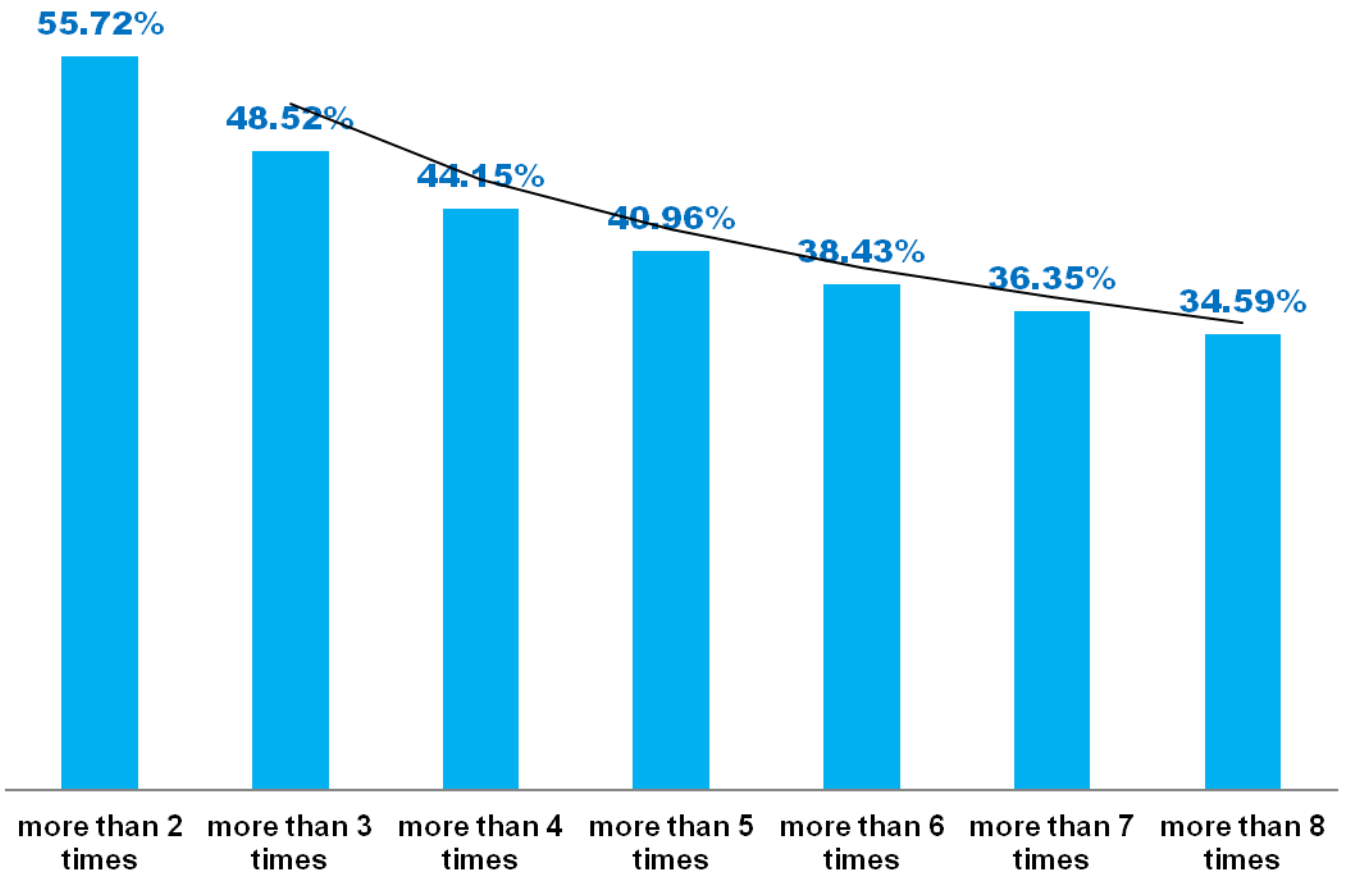
Duty and Tax evasion
Frequent importer

- Evade duty and tax by frequent importer
  - Individual packages with the **same consignee's name** or **address**
  - **Multiple deliveries from/to one person in 6 months**
  - **Low-value duty exemption privilege** (with CIF less than 3,000 NTD, i.e. approx. 95 USD)

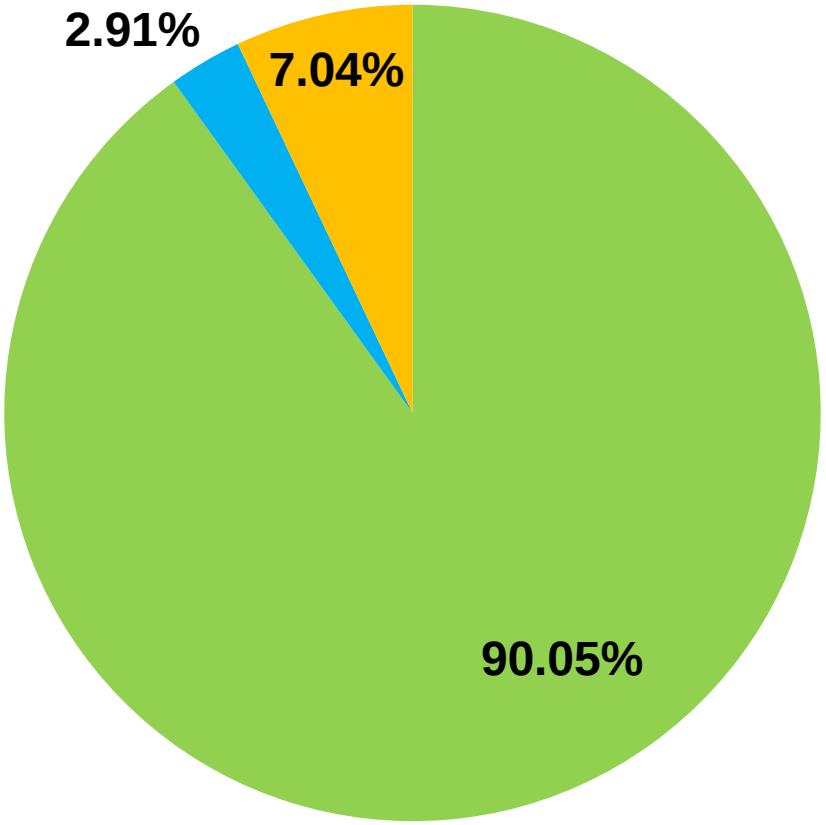
For Every Plus There is a Minus

- Simplified declaration for low-value importer (CIF < NTD 3,000) of express cargo
  - There is no need to present Power of Attorney at the clearance
  - There is no need to provide personal ID to Customs
- More than 2 millions simplified declarations are processed in one month
- Hard to track the persons involved

Frequent Importer Analysis for 6 month period

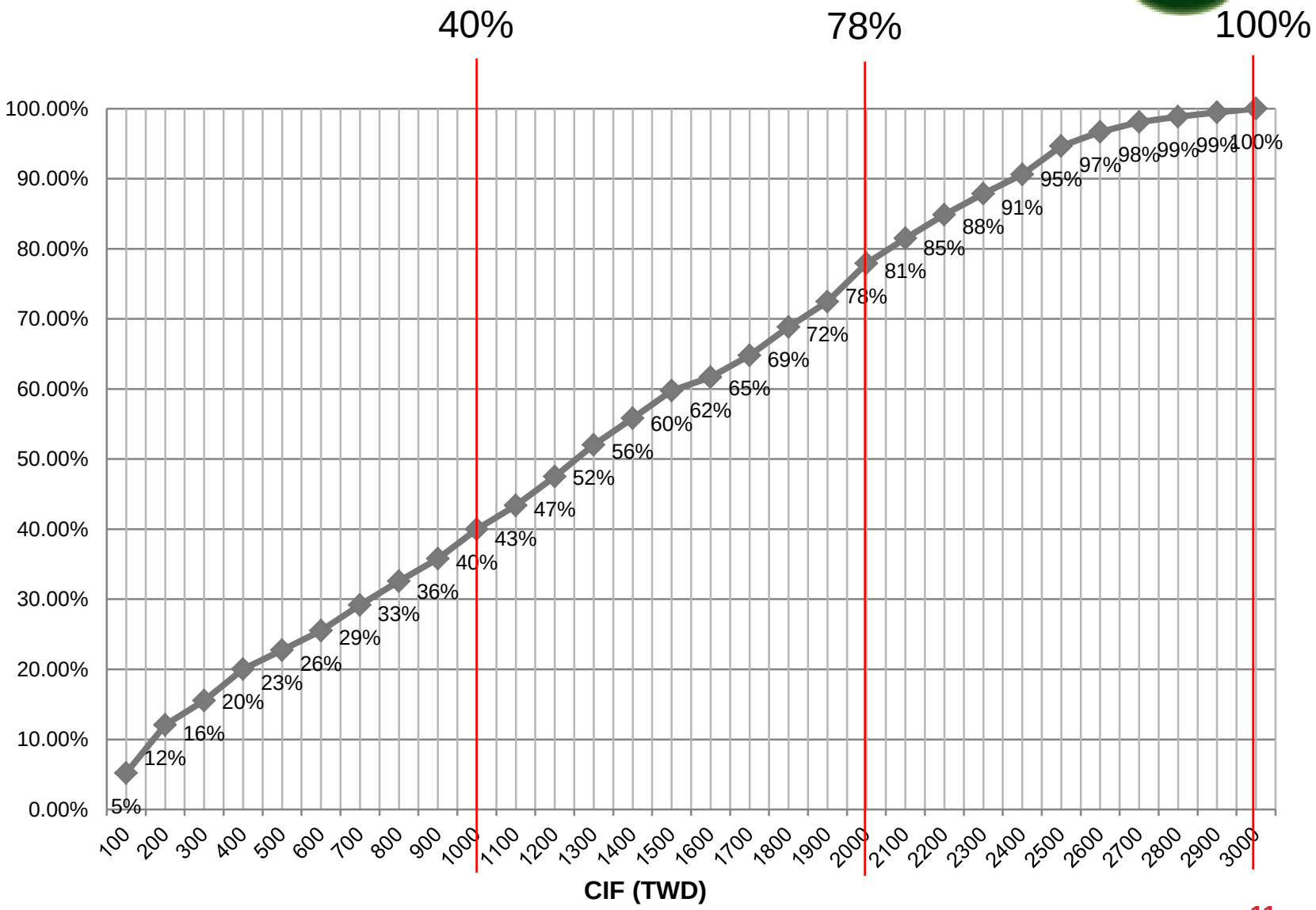


Value Distribution



- **Less than NTD 3,000** (approx.USD95)
- **Less than NTD 50,000 and larger than NTD 3,000**
- **larger than NTD 50,000** (approx.USD1670)

Low Value Analysis

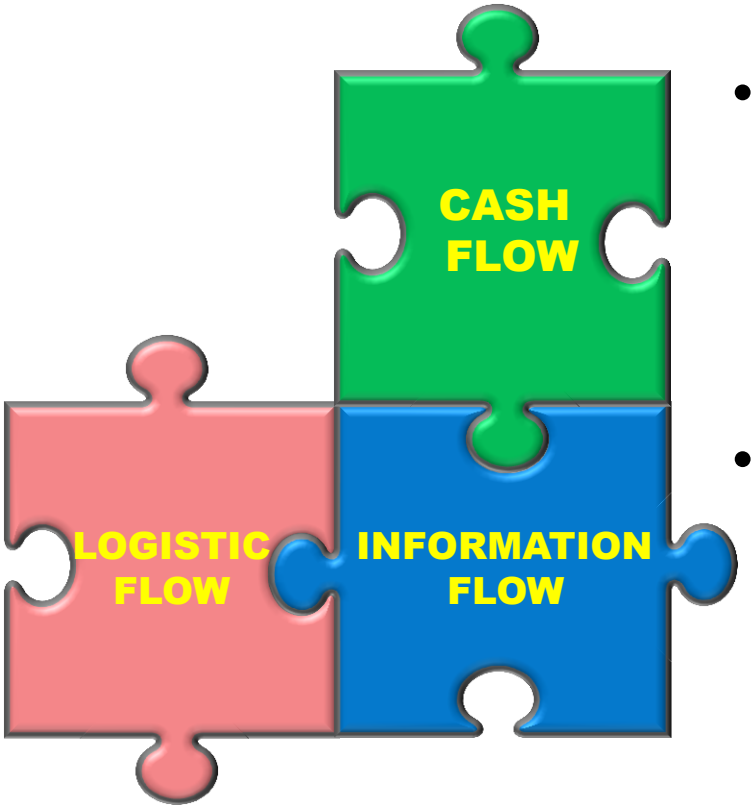


Law Amendment

- In 2016, the application of duty exemption stipulated under the Proviso of Paragraph two, Article 49 of the Customs Act **excludes** the consignments which are imported by the same addressee for six times in the first half/second half of the year

e-Commerce Systems

Objectives



- Create a **new clearance channel** for e-Commerce transactions in addition to express and postal systems
- Provide a **secure and facilitated** channel for e-Commerce goods.

e-Commerce Systems

Features

Effective Management

Automatic Generation of Declaration

e-Commerce Service Platform

Preferential Treatments

e-Commerce Systems
Service Platform

B2B/B2C Service Providers

Financial Information Center

Delivery Service Providers

E-Commerce Service Platform (VAN)

Customs Brokers

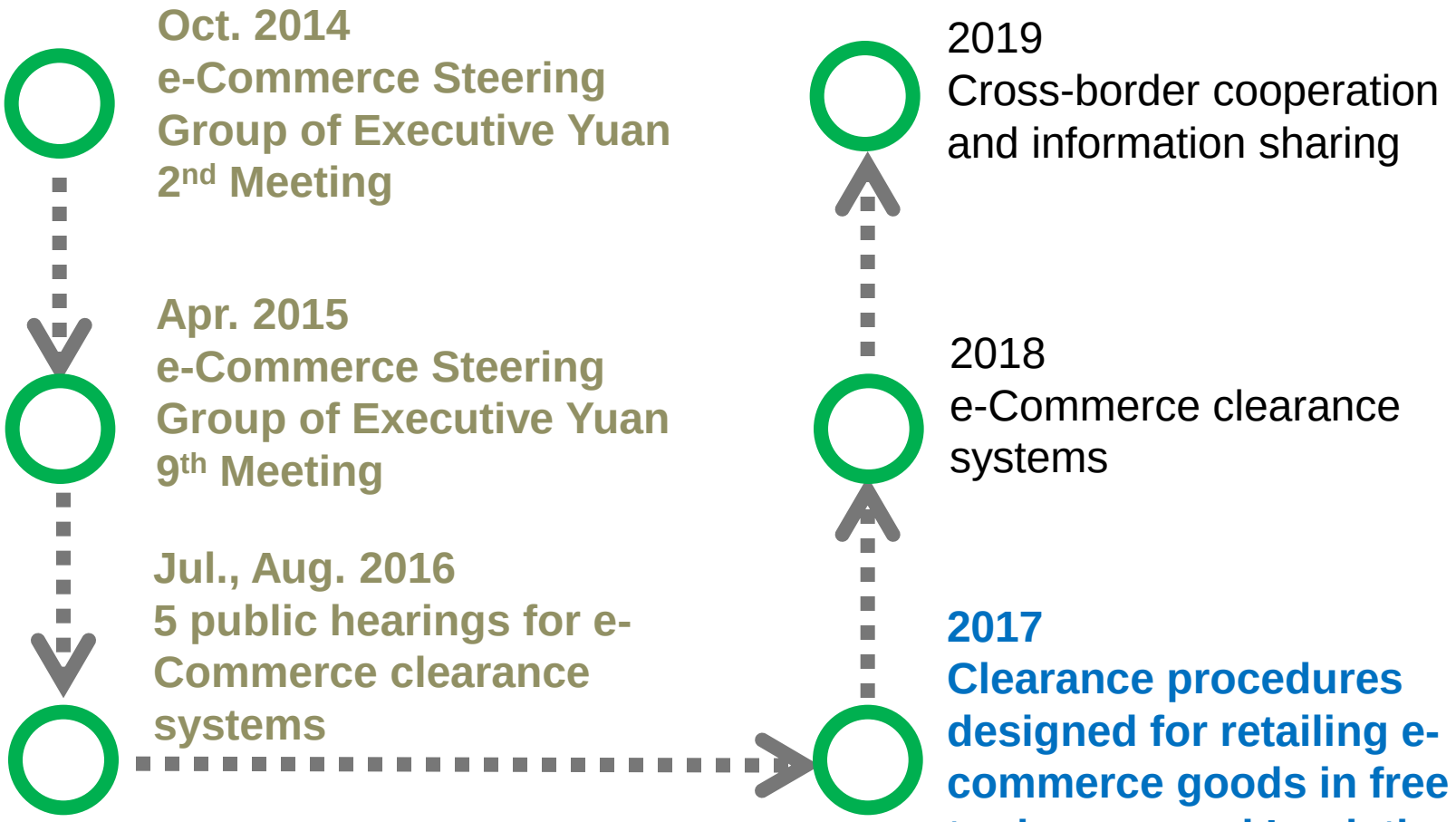
Automatic Generation of Customs Declaration

Customs

e-Commerce Systems
Preferential treatments

- Simplified declaration forms for import declaration of e-Commerce good
- Integrated and automatic duty drawback for export goods
- Streamlined and facilitated customs clearance procedures

e-Commerce Systems
Timeline



Thank You

Improvements in Customs Control on Cross-border E-commerce

Objective:

To increase awareness of the opportunities and challenges brought by cross-border E-commerce.

To share information and increase knowledge among APEC economies about laws, regulations, supervision and risk indicators on cross-border e-commerce in order to draft recommendations.

To create an action plan for cross-border e-commerce in APEC to strengthen the cooperation among member Customs.

Action:

Through information and experience exchange and capacity building activities, APEC Member Customs will better promote the development of cross border E-commerce.

Coordinator: China, Korea

Indicator for implementation	Target year	Target outcomes (Quantitative/Qualitative)	Status/Progress	Lead economies
To present good practices and recommendations of Member Customs.	2016 (SCCP1)	Member Economies	In progress	China
To promote better growth of cross-border E-commerce, through enhanced awareness of cross-border E-commerce and external cooperation in this regard.	By the end of 2017	More than half of APEC Member Customs will develop rules or regulations and implement procedures in customs control on cross-border E-commerce.	In progress	China Australia, Chile, Korea, Hong Kong China
To promote external cooperation with other stakeholders - To welcome postal operator's participation in the UPU electronic data inputs and data exchange	By the end of 2017	All APEC Member Customs stock-take the situation and approach their Postal operators	In progress	Japan

Implemented actions

1. APEC Workshop on Customs Control on Cross-border E-commerce was held on September 16-18, 2015 in Hangzhou China.
2. Capacity Building Research on Customs Control of Cross-Border E-Commerce has been conducted by China.

Development of Single Window and promotion of international interoperability				
Objective: To increase the efficiency of international supply chain through harmonization, simplification, strengthened transparency, introduction of modern technologies, and collaboration with the stakeholders.				
Action: Customs and trade procedures will become more efficient through introduction and implementation of ICT systems, Single Windows, and interconnection among the systems and Single Windows.				
Coordinator: Chinese Taipei, United States				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
To monitor the state of Customs ICT system, Single Window and one-stop shop of economies to identify good practices and challenges in this field	2016 (SCCP1)	To identify current status of all economies in order to feed in the activity concept to share the experiences of Single Window development and implementation and the system interconnection.	2014 Survey was completed.	Chinese Taipei and Japan
To peer the progress and exchange goods practices and learning in Single Window development and implementation	2016	Attending economies share the updated information on the progresses and lessons learned in introducing and implementing Single Window.	In progress	US
To monitor the state of Customs ICT system, Single Window and one-stop shop of economies to identify good practices and challenges in this field	2018	To identify the status of all economies in order to feed in the activity concept to share the experiences of Single Window development and implementation and the system interconnection.	(not yet started)	Chinese Taipei and US
Implemented actions				
• SW Strategic Plan (2007); SW Implementation Guide (2009); and SW Report – Working towards the implementation of SW in the APEC economies and international interoperability (2010) • Single Window regional workshops took place in 2011 and 2012. • Stocktaking survey was conducted in 2010, 2012 and 2014; the results were presented at SCCP meetings. • Diagnostic Report for Chokepoint 4 of APEC Supply Chain Connectivity Action Plan contained the summary results of 2012 SCCP survey.				

Strengthening of IPR Border Enforcement				
Objective: To promote the economic activities of legitimate IPR holders, distributors and consumers by strengthened border control against IPR infringement with an aim to promote innovative growth, secure international supply chain and promote investment.				
Action: Border control against IPR infringement articles will become more effective in line with international norms and best practices and the interest of right holders as well legitimate distributors and consumers.				
Coordinator: Hong Kong, China and US				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
To monitor the state of IPR border enforcement and initiatives in the economies and to update the strength and weakness	2016 (SCCP1)	To identify current status of all economies in order to develop the targeted capacity building program	2015 IPR check sheet was circulated; the results have been compiled and assessed.	Hong Kong, China and Japan
IPR joint operation	2016 (SCCP2)	To identify counterfeit trademark items related to transportation infringing goods and share results and trends with other APEC Economies.	A guidelines document will be circulated for consideration and input to be used as a tool on IPR engagement and enforcement practices.	US
To monitor the state of IPR border enforcement and initiatives in the economies and to update the strength and weakness	2018	To identify the status of all economies in order to assess the overall progress on IPR border Enforcement	(not yet started)	Hong Kong, China and US
Implemented actions				
• The APEC Guidelines for Customs Border Enforcement of Counterfeiting and Piracy prepared by Hong Kong, China and Japan was endorsed in 2011. • SCCP IPR Check sheet Survey was conducted in 2011, 2013 and 2014. • SCCP/IPR Regional workshop took place in Hong Kong China in November 2014 • SCCP/IPR Operations completed to determine trends and best practices conducted in 2011, 2013, 2014, and 2016.				

Introduction and Implementation of Passenger Name Record				
Objective: To facilitate and secure cross border movement of passengers and the accompanied goods by implementing advance passenger risk analysis in adopting internationally harmonized standards and best practices				
Action: Customs control on passengers and the accompanied goods will be facilitated and secured by applying advance risk analysis along with international best practices, notably international standard for electronic message of PNR (PNRGOV).				
Coordinator: Indonesia, Japan, Mexico				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
To update the information on Customs use of PNR by the economies and to update the strength and weakness in/for the use of PNR	2016	To identify the status of all economies in order to identify commonly observed strength and weakness in/for the use of PNR	In process	Japan
To update and exchange best practices/ lessons learned regarding PNRGOV, in securing and facilitating the legitimate travelers, by a regional workshop	2016	All participants understand the importance and key factors of PNRGOV and its use for better Customs advance risk analysis on passengers, and whilst ensuring the movement of legitimate travelers, in term of business and tourism.	Completed	Indonesia
Evaluation	*2016*	*Find out whether the workshop has been useful for participants and identify further needs.*	*(not yet started)*	*Indonesia*
Implemented actions				
• Indonesia circulated a survey questionnaire among SCCP Members in April-May 2013 and reported the results in SCCP 2, 2013. • Indonesia promoted PNRGOV in the APEC High Level Policy Dialog on Travel Facilitation, in Bali, October 2013 • Indonesia organized a regional workshop on PNRGOV in Bali in October 2013. • Indonesia presented its work on PNR at SCCP1 and 2 of 2014 as well as SCCP1 of 2015. • Japan presented its work on PNR at SCCP1 of 2015. • PNR Survey was conducted in 2015; the results were presented at SCCP2 of 2015. • Japan circulated a survey questionnaire among SCCP Members in September 2016. • Indonesia organized a regional workshop on PNRGOV in Bali in November 23-24, 2016.				

<table>
<tr><th colspan="5">Promote self-certification/declaration of the origin of goods for preferential purposes</th></tr>
<tr><td colspan="5">Objectives:
enhance traders' understanding of preferential rules of origin,
promote the use of self-certification/declaration of the origin for preferential purposes in the APEC region in order to
facilitate trade by reducing administrative burden with documentation.</td></tr>
<tr><td colspan="5">Actions:
Phase 1 understanding the status quo
research origin certification methods agreed in the FTAs within the APEC region
Phase 2 promote the use of self-certification/declaration within APEC region
action items to be identified
Phase 3 evaluation
evaluate the outcomes and plan for next steps</td></tr>
<tr><td colspan="5">Coordinator: New Zealand</td></tr>
<tr><th>Indicator for implementation</th><th>Target year</th><th>Target outcomes (Quantitative/Qualitative)</th><th>Status/Progress</th><th>Lead economies</th></tr>
<tr><td>Information gathering</td><td>SCCP 2, 2016</td><td>o A good understanding of current practice of evidencing origin in the APEC region.
o Potential areas for improvement are identified.</td><td rowspan="4">Planning stage</td><td rowspan="4">New Zealand</td></tr>
<tr><td>Consider options for promoting self-certification/declaration</td><td>SCCP1, 2017</td><td>o Action items are identified.</td></tr>
<tr><td>Carry out action items</td><td>SCCP1, 2018</td><td>o Outlined objectives are achieved.</td></tr>
<tr><td>Evaluate outcomes</td><td>SCCP2, 2018</td><td>o Outcomes of the action items are analysed.
o Next steps are identified.</td></tr>
<tr><th colspan="5">Implemented actions</th></tr>
<tr><td colspan="5">None at this stage.</td></tr>
</table>

Enhancement of cooperation with stakeholders				
Objective: To facilitate trade, improve compliance and enhance security through enhanced cooperation between Customs and stakeholders				
Action: Enhanced cooperation with stakeholders will make the Customs procedures more trade friendly, improve the trade compliance and obtain more cooperation from the trade to enhance security.				
Coordinator: Mexico				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
Monitor the cooperation establishment of National Committees on Trade Facilitation where private sector serves as a guide to foreign trade policy	2018	To identify the status of all economies in order to identify commonly observed strengths and weaknesses on the establishment of a National Committee on Trade Facilitation	(not yet started)	Mexico
Development of AEO programs and mutual recognition arrangements	*2018*	*Promote Capacity Building activities among the member economies to exchange best practices and experiences on developing the necessary national legal framework for AEO's, including the certification of new actors, negotiating MRA's as well as learn how to effectively implement the agreement.* *These training activities can be provided to current AEO specialists, Program Leaders and representatives of the economies currently developing the program.*	*In process*	Mexico
		On the subject of Mutual Recognition Agreements, promote signing Actions Plans within the region such as the	*In process*	Mexico

		case of the Pacific Alliance.		
		Periodical updating of AEO Studies, such as the study developed by the PSU as well as propose new mechanisms to compile useful information in order to gain experience, successful outcomes and share the challenges faced by all member economies.	*In process*	Mexico
Enhancement of inter-agency coordination, particularly along with Pillar 3 of WCO SAFE	*2017*	*Stock-taking of security measures imposed by OGA regarding international movement of goods*	(not yet started)	Philippines
		Stock-taking of joint inspection and supporting mechanisms	(not yet started)	Philippines
Implemented actions				
• APEC AEO Compendium was published in 2010. • PSU "Study of APEC Best Practices in Authorized Economic Operator (AEO) Programs" (2016).				

Implementation along with the WCO Immediate Release Guideline				
Objective: To provide facilitative procedures for those merchandises requested immediate release upon the arrival by the traders in line with WCO Immediate Release Guideline				
Action: Enhance trade facilitation through the implementation of facilitative measures following the WCO Immediate Release Guideline, including pre-arrival processing, de-minimis, and immediate release upon the arrival of merchandises.				
Coordinator: Japan, Philippines				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
To stock take the implementation status along with the WCO Immediate Release Guideline	2016	To identify the status of all economies in order to develop the targeted capacity building program	(not yet started)	Japan, Philippines
Implemented actions				
• 2014 Diagnostic Report for Chokepoint 4 of Supply Chain Connectivity • SCFAP Capacity Building				

Conduct of Time Release Surveys				
Objective: To identify the bottlenecks and the area of further improvements at the border posts by collecting, analyzing and sharing the objective data with the stakeholders.				
Action: Measurement of time necessary to clear the goods will visualize the supply chain bottlenecks at the border posts and enable the decision makers of the stakeholders to consider the most appropriate solution and resource management to further improve the situations.				
Coordinator: Australia (P), Korea, Vietnam				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
To monitor the state of TRSs	2017	To identify the status of all economies in order to develop the targeted capacity building program	(not yet started)	Australia (P), Korea, Vietnam
Implemented actions				
• 2013 Questionnaire Survey on Time Release Study • 2014 Diagnostic Report for Chokepoint 4 of Supply Chain Connectivity				

Establishment of Reporting Mechanism for the Implementation of the Boracay Action Agenda (BAA) to Globalize MSMEs				
Objective: To provide a reporting mechanism that can ensure effective implementation of the APEC Boracay Action Agenda to globalize MSMEs				
Action: Develop a Reporting Template that can be used in monitoring and consolidating programs being undertaken by the committees, working groups, and sub-fora in preparation for the stocktake and mid-term review of the BAA in 2018				
Coordinator: Philippines				
Indicator for implementation	**Target year**	**Target outcomes (Quantitative/Qualitative)**	**Status/Progress**	**Lead economies**
Reporting Template: • Developed and adopted • Used by Committees, Working Groups and Sub-fora	 2016 SCCP 2 2017 SCCP1 and beyond	A document showing the status/progress of implementation	In process	Philippines
Implemented actions				
Submitted for consideration at the margin of SOM1 2016				

DIREKTORAT JENDERAL
BEA DAN CUKAI

APEC *Workshop – Enhancing Travel Facilitation and Security through the Implementation of PNRGov*

Directorate General of Customs and Excise
Ministry of Finance
Republic of Indonesia

Contents

- Workshop Overview
- Key Findings
- Way Forward

Workshop Overview

INVITED SPEAKERS

7

SPEAKERS

- U.S CUSTOMS AND BORDER PROTECTION – UNITED STATES
- DIRECTORATE GENERAL OF CUSTOMS AND EXCISE – INDONESIA
- INTERNATIONAL AIR TRANSPOR ASSOCIATION (IATA) ASIA PACIFIC
- JAPAN CUSTOMS – JAPAN
- INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) ASIA PACIFIC
- AUSTRALIAN BORDER FORCE - AUSTRALIA
- WCO REGIONAL OFFICE FOR CAPACITY BUILDING (ROCB) ASIA PACIFIC

NUMBER OF PARTICIPANTS

44 PARTICIPANTS	**25** PARTICIPANTS	**13** ECONOMIES	CHILE – CHINA – INDONESIA – MALAYSIA – MEXICO – THAILAND – PAPUA NEW GUINEA – PERU – PHILIPPINES – VIETNAM – SINGAPORE – HONG KONG – CHINESE TAIPEI
	4 PARTICIPANTS	**2** GDS PROVIDERS	SITA AMADEUS
	10 PARTICIPANTS	**8** AIRLINES	CATHAY PACIFIC AIRWAYS – QANTAS AIRWAYS – ALL NIPPON AIRWAYS – AIR ASIA INDONESIA & AIR ASIA BERHAD – KLM INDONESIA – SINGAPORE AIRLINES – GARUDA INDONESIA
	5 OBSERVERS	**5** VARIOUS OTHER	AUSTRALIAN BORDER FORCE – TSA REPRESENTATIVE & DHS ATTACHE (APEC TPTWG) – BOARD OF AIRLINE REPRESENTATIVES INDONESIA – DEPT. OF IMMIGRATION AND BORDER PROTECTION (AUSTRALIA) – IATA INDONESIA

*TPTWG : Transportation Working Group

SUMMARY

INTERNATIONAL ORGANIZATIONS (WCO, IATA, ICAO)	Highlighted that international standards and guidelines are important in establishing PNRGOV, particularly for developing connectivity, setting message format, and reducing cost.
REPRESENTATIVES OF CUSTOMS ADMINISTRATIONS	Shared their success stories in developing API/PNR. Discussed the challenges and benefits from the implementation. Emphasized the importance of risk mitigation to facilitate legitimate passengers.
REPRESENTATIVES FROM GDS PROVIDERS AND AIRLINES	Shared their success stories, challenges, and steps taken in building connectivity with their Customs partner. Highlighted that Airlines and GDS Providers are supporting Govt's effort for facilitating legitimate passengers. Showed that they have the same concern on illegitimate passengers.

PARTICIPANTS' RESPONSE

85%	The workshop is relevant for their economy
STRONGLY AGREE	

60%	On average, all participants agreed that there is level improvement after the workshop	81%
21% INCREASE OF KNOWLEDGE AND AWARENESS		

86%	The project achieved its intended objectives
STRONGLY AGREE	

Key Findings

APEC workshop
ENHANCING TRAVEL FACILITATION AND SECURITY THROUGH THE IMPLEMENTATION OF PNRGOV
bali 23-24 NOVEMBER 2016

Participants' Status at Workshop

Not implementing PNRGOV Yet	Will Implement PNRGOV	In progress of Implementation	Already Implement
Chile, Phillipines, Vietnam	Papua New Guinea	Peru, Thailand	Hong Kong, Mexico, Indonesia, United States, Japan, Australia

Importance of Connectivity and International Standards

- **Network connectivity is fundamental** to PNRGOV implementation.
- Use of international standard will also ease the efforts to implement PNRGOV because it will facilitate and simplify data transmission and also reduce implementation costs.

Study on Facilitating Legitimate Passengers

- There is **no study** has been made to show how PNRGOV could actually facilitate legitimate passengers.
- The current perspective shows that PNRGOV facilitate legitimate passengers by not adding additional formalities undertaken by such passengers or by keeping obligatory formalities at the minimal level.

Concern from Airlines

- Airlines raised their concern on the need for PNR data feedback or an early warning alert to minimize the risk coming from illegitimate passengers.
- United states uses PNR data analysis to filter passengers leaving the country.

Data Privacy Issue – EU Airlines

- Data Privacy is still an issue addressed by participants in their effort to establish a connection with EU based airlines.
- Australia, however, was able to secure an Agreement with the EU on the processing and transfer of PNR data which was entered into force in 2012.

Way Forward

APEC
workshop
ENHANCING TRAVEL FACILITATION AND SECURITY
THROUGH THE IMPLEMENTATION OF PNRGOV
bali 23-24 NOVEMBER 2016

Way Forward – Facilitating Legitimate Passengers

- A study on the travel facilitation aspect of PNRGOV will provide a boost in promoting PNRGOV implementation.
- Among others, PNRGOV data may be utilized to support tourism industries by harnessing real-time foreign tourist statistics.

Way forward – Collaboration with other fora(s)

- PNRGOV has become an interesting issue, not only for SCCP members but also TPTWG, and possibly other APEC fora.
- Collaboration with other APEC fora or sub-fora may also help to promote PNRGOV implementation in the region.

*TPTWG : Transportation Working Group

Thank You

Directorate General of Customs and Excise
Ministry of Finance – Republic of Indonesia

Market Access Group

2016 Information Gathering Exercise on Simplification of Documents and Procedures

Final Results

Introduction

The Market Access Group (MAG) initiative on the 2016 Information Gathering Exercise on Simplification of Documents and Procedures was endorsed intersessionally after the MAG1 meeting in Lima, Peru. The initiative builds on the MAG workstream on simplification of documents and procedures by updating the findings of its 2010 and 2011 information gathering exercises on (1) waiver of Certificate of Origin (CO); (2) validity period of COs; (3) minimum data requirement for FTAs/RTAs involving APEC economies; and (4) the use of IT in rules of origin (ROO) procedures.

The initiative tracks the progress of economies' work to simplify documents and procedures since the previous information gathering exercise conducted in 2010-2011 and monitors developments in trade agreements between and among APEC economies since this time. The 2016 initiative also aims to identify areas of capacity building and cooperation based on the results of economies' inputs. The results of the initiative directly contributes to the Priority Action 1 (facilitating MSMEs' access to FTAs/RTAs) of the Boracay Action Agenda to Globalize MSMEs as well as contributes to APEC's trade facilitation work and the discussion on the eventual realization of the Free Trade Area of the Asia Pacific (FTAAP) in the area of trade facilitation.

As a part of the 2016 initiative, the 2010/2011 information gathering exercise instrument design was updated by members. Based on the updated survey instrument, self-reporting was encouraged based on economies' previous entries, as well as entries incorporated for trade agreements with APEC economies subsequent to this time.

The results of the 2016 information gathering exercise includes inputs from the following economies: Australia, Brunei, China; Hong Kong, China; Japan; Indonesia; Malaysia; Mexico; New Zealand; Papua New Guinea, the Philippines; Singapore; Chinese Taipei; Thailand; United States; and Vietnam.

Agreements Covered and Reported

The results of the initiative cover the following 59 RTAs and FTAs reported by MAG representatives:

Agreements covered in the 2016 Information Gathering Exercise		
Agreement between New Zealand and the Separate Customs Territory of Taiwan,	Japan–Peru EPA	Thailand–Peru FTA (TPEFTA)

Penghu, Kinmen, and Matsu on Economic Cooperation (ANZTEC)		
Agreement between Singapore and the Separate Customs Territory of Taiwan, Penghu, Kinmen and Matsu on Economic Partnership (ASTEP)	Japan–Philippines EPA	US-Australia FTA
Australia–New Zealand Closer Economic Relations	Japan–Singapore EPA	US-Chile FTA
The Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA)	Japan–Thailand EPA	US- Korea FTA
China- Australia FTA	Japan–Vietnam EPA	US- Peru TPA
China-Chile FTA	Korea- Australia FTA	US-Mexico FTA
China-Korea FTA	Korea- New Zealand FTA	US-Singapore Free Trade Agreement (USSFTA)
China-New Zealand FTA	Korea-Singapore Free Trade Agreement (KSFTA)	Vietnam–Chile FTA
China-Peru FTA	Malaysia-Australia FTA	Vietnam–Korea FTA
China-Singapore Free Trade Agreement (CSFTA)	Malaysia-Chile FTA	Vietnam–Customs Union
Cross-Straits Economic Cooperation Framework Agreement (ECFA)	Melanesian Spearhead Group Trade Agreement	Association of South East Asian Nations (ASEAN) Free Trade Agreement (AFTA)
Hong Kong, China–Chile FTA	Mexico–Chile FTA	ASEAN-Australia-New Zealand FTA (AANZFTA)
Hong Kong, China–New Zealand Closer Economic Partnership Agreement (CEP Agreement)	Mexico–Peru FTA	ASEAN-China FTA
Interim Economic Partnership Agreement with the European Union	New Zealand–Malaysia FTA	ASEAN-India FTA
Japan–Australia EPA	New Zealand–Singapore Comprehensive Economic Partnership (ANZSCEP)	ASEAN- Japan Comprehensive EPA (AJCEPA)
Japan-Brunei EPA	Peru-Singapore Free Trade Agreement (PeSFTA)	ASEAN – Korea FTA
Japan- Chile EPA	Singapore-Australia Free Trade Agreement (SAFTA)	North America Free Trade Agreement (NAFTA)
Japan- Indonesia EPA	Thailand-Australia FTA (TAFTA)	Trans Pacific Partnership (TPP)
Japan–Malaysia EPA	Thailand- Chile FTA (TCFTA)	Trans-Pacific Strategic Economic Partnership (TPSEP)
Japan–Mexico EPA	Thailand–New Zealand Closer Economic Partnership (TNZCEP)	

Summary of Results

I. *Waiver of Certificate of Origins*

Based on the RTAs/FTAs reported, the following summarizes the threshold levels for the waiver of COs of the 58 trade agreements reported:

- Current threshold levels for waiver of CO in APEC include: (1) USD 2000; (2) USD 1750 – equivalent; (3) USD 1500; (4) USD 1,300 – equivalent; (5) USD 1000; (6) USD 950; (7)USD 700; (8) USD 600 and (9) USD 200. Some agreements reported a range equivalent of USD 747 and USD 870; while some are silent as to the threshold level for waiver of CO.

- Majority of the trade agreements reported the value of USD 200 or less as threshold level for waiver of CO. Nineteen (19) or the 59 trade agreements, or approximately 32%, reported a USD 200 threshold level. With the exceptions of instances where the agreement is silent, USD 200 is also the lowest threshold level reported. The second most common waiver of CO threshold level is USD 1000, which was reported in 14 agreements.

- The least common threshold levels are at USD 700 and those with equivalent thresholds of USD 950, USD 1,300, USD 1,750, USD 870/USD 747, with only one agreement each having such threshold values. Other least common threshold levels reported are USD 1,500 and USD 600, with two (2) and four (4) agreements reported under each level, respectively.

- The median threshold level value based on highest and lowest levels reported is approximately at USD 1,100. 10 of the 51 trade agreements with reported values have threshold levels higher than the median.

- The highest threshold level for waiver of CO reported is at approximately USD 2,000. The six FTAs with the said threshold level are: (1) NAFTA; (2) US-Australia FTA; (3) US-Chile FTA; (4) US-Korea FTA; (5) US-Peru FTA; and (6) US-Singapore FTA.

- The concluded Trans Pacific Partnership (TPP), an identified pathway to the FTAAP, has a threshold level for waiver of CO at USD 1,000.

The consolidated results on Waiver of COs can be viewed in Annex – A

II. *Validity Period for Certificate of Origins*

Based on the RTAs/FTAs reported, the length of validity period for COs covers the following periods:

  - 4 years
  - 2 years
  - 18 months
  - 1 year/12 months
  - 10 months
  - 6 months
  - 3 months / 120 days
  - Silent

- Majority of the RTAs/FTAs reported, or 38 of 59, 64%, indicate the validity period for COs at 12 months/ 1 year. These consist of ASEAN FTAs, select ASEAN member FTAs, Australia, China, Japan, Korea, Malaysia, Mexico and New Zealand FTAs.

- The next most common validity period for agreements reported is 4 years with 6 out of 59, or approximately 10%. The longest validity period for COs is also four (4) years. APEC economies with trade agreements featuring four (4) years validity period for COs include Australia, Canada, Chile, Korea, Mexico, Peru, Singapore and U.S. FTAs.

- Least common validity periods are of 18 months, 10 months and 120 days, with one agreement reported under each validity period.

- Five (5) trade agreements are silent on CO validity period.

The consolidated results on Validity Period for COs can be viewed in Annex – B

III. *Minimum Data Requirements*

A set "common" data elements served as basis for the information gathering exercise. These data elements include:

1. Type of ROO certification;
2. Specification of origin;
3. Specific form or format for the certificate of origin;
4. HS Code of good;
5. Description of good;
6. Name of producer(s)/manufacturer(s)/exporter;
7. Address of producer(s)/manufacturer(s)/exporter;
8. Name of importer(s)/consignee(s);
9. Address of importer(s)/consignee(s);
10. Stipulation of language that is not English;
11. Flight number/Vessel name;
12. Port/Airport of discharge;
13. Departure date;
14. Economy of final destination;
15. Marks and numbers;
16. Quantity and unit;
17. Number and kind of packages;
18. Certification by competent authority/certification body;
19. Invoice information (number, date);
20. Exporter declaration;
21. Other elements; and
22. Web-format link

- There remains no single common data element for the 59 trade agreements reported. A possible explanation may be the difference in ROO certification adopted – either self-certification (17 FTAs), Certificate of Origin (39 FTAs), Declaration of Origin (2 FTA) or hybrid certification (2 FTAs) – each by its nature subject to a different set of data requirements.

- The most common data sets reported include:

    - Specification of origin (54FTAs)
    - Name of Producer(s)/Manufacturer(s)/ Exporter (54 FTAs)
    - Description of good (53 FTAs)
    - Name of Importer(s)/Consignee(s) (52 FTAs)
    - Address of Importer(s)/Consignee(s) (52 FTAs)
    - HS Code (51 FTAs)
    - Address of Producer(s)/Manufacturer(s)/ Exporter(s) (51 FTAs)

- Other common data sets which are requirements in at least 75% of the FTAs/RTAs reported include:

    - Stipulation of Language (49 FTAs)
    - Quantity and Unit (48 FTAs)
    - Exporters Declaration (46 FTAs)
    - Marks and numbers (45 FTAs)
    - Specific Form/Format (45 FTAs)
    - Number and date of invoices (44 FTAs)
    - Number and kind of packages (44 FTAs)
    - Port/Airport of Discharge (44 FTAs)

- The least common data sets reported are:

    - Flight No./Vessel Name (43 FTAs)
    - Departure Date (40 FTAs)
    - Web format link (41 FTAs)
    - Certification by Competent Authority/Certification Body (38 FTAs)
    - Purpose of the CO (35 FTAs)
    - Economy of Final Destination (33 FTAs)
    - Other elements (32 FTAs)

- Other additional elements required under the reported trade agreements are: Date of CO signing, Certificate Reference No., factory no., mode of transport, place of loading, container no., FOB value, brand names or labels, Certification No., Port of Destination, Transit port, preference criterion, tax ID no. and other remarks.

The consolidated results on Minimum Data Requirements can be viewed in Annex – C.

IV. *Use of IT in ROO procedures*

The results provide an overview of the current use of information technology in customs procedures related to ROO reported by the 15 economies. The observations from the results show:

- 100% of economies responded on the availability of automated import declarations.
- 93% or all but one economy reported that published preferential ROO are available on online websites. Trade circulars are also issued to guide exporters.

- 13 of 15 economies, or 87%, reported availability of user guides for stakeholders on customs procedures. In addition, trade circulars are likewise issued to provide guidance for exporters.

- 6 of 15, or 36% of economies reported the available technology for exporters on HS code/description.
- 10 of 15 economies, or 67%, reported the use of electronic certificates of origin (E-CO). One economy also reported finalization of technical details on its implementation. Of the 10, only 6 economies have in place an e-CO system that verifies origin/HS.

The consolidated results on the use of IT in ROO procedures can be viewed in Annex – D

Preliminary comparison with 2010/2011 results

To implement the 2009 APEC Elements for Simplifying Documents and Procedures Related to ROO, MAG first conducted information gathering exercises on waiver of CO, validity period of CO, minimum data requirements for FTAs/RTAs involving APEC economies and the use of IT in ROO procedures at different times during the course of 2010 to 2011. As the information gathering survey was circulated at different instances, there were different levels of responses per survey circulated. In contrast, the 2016 information gathering requested information from economies on the said elements on simplification of documents and procedures in one survey instrument.

Survey Period	**Validity Period of COs** *(trade agreements reported)*	**Waiver of COs** *(trade agreements reported)*	**Minimum data requirement** *(trade agreements reported)*	**Use of IT in ROO procedures** *(economy response)*
2010/2011	42	42	40	13
2016*	59	59	59	15

**Reported as of February 2017*

Coverage

Agreements reported thus far in 2016 exceeds the number of agreements previously reported with 58 agreements reported from 40-42 in 2010/2011. Agreements reported were expected to increase as economies report on new trade agreements since 2010 and 2011. Trade agreements reported in 2010/2011, but not validated in 2016, were not included in the preparation of the results.

New Agreements reported (2016)	
CSFTA	Korea-New Zealand FTA
ECFA	Malaysia-Australia FTA
China-Australia FTA	Malaysia-Chile FTA

China-Chile FTA	Melanesian Spearhead Group Trade Agreement
China-Korea FTA	Mexico–Chile FTA
Hong Kong, China–Chile FTA	Thailand-Chile FTA
Hong Kong, China–New Zealand CEP Agreement	Vietnam–Korea FTA
Interim Economic Partnership with the European Union (PNG)	Vietnam–Customs Union
Japan–Australia EPA	ASEAN–India FTA
Japan–Peru EPA	TPP
Korea-Australia FTA	

Validity period of COs - 2010 Agreements reported (not reported in 2016; for economies' validation)	
Canada–Chile FTA	Chile–Korea FTA
Canada–Peru FTA	Chile–Peru FTA
Chile–Australia FTA	Peru–China FTA

Waiver of COs – 2010 Agreements reported (not reported in 2016; for economies' validation)	
Canada–Australia FTA	Chile–Korea FTA
Canada–Chile FTA	Peru–Chile FTA
Canada–Peru FTA	

Min. Data Requirements – 2010 Agreements reported (not reported in 2016; for economies' validation)	
Canada–Australia FTA	Chile–Korea FTA
Canada–Chile FTA	Peru–Chile FTA
Chile–Australia FTA	New Zealand–Canada FTA

Waiver of COs

- Waiver of CO threshold levels reported in 2010 includes: (1) USD 2,500; (2) USD 2,200 (approximated in 2010); (3) USD 1,500; (4) USD 1,000; (5) USD 600; (6) USD 200; and (7) agreements where the provision on waiver of COs are silent.
    - The threshold level of USD 2,500 reported in 2010 for the US-Chile FTA, was resubmitted in 2016 at the USD 2,000 threshold level.
- 2010 results then revealed the prevalent threshold level of USD 1,000 – comprising of 13 of 42 agreements, or approximately 31% of agreements reported. This is in contrast with the prevalent threshold level of USD 200 reported in 2016.
- The validation of agreements reported in 2010 containing the USD 1,000 threshold level and the reporting of additional new agreements, not reported by economies in 2016, affected final tabulation. The most common waiver of CO threshold levels continues to be at the USD 200 and USD 1,000 levels.

New agreements reported in 2016 with USD 1,000 threshold level	New agreements reported in 2016 with USD 200 threshold level
ANZTEC ASTEP Hong Kong, China–Chile FTA Hong Kong, China–New Zealand CEP Agreement Korea-Australia FTA Korea–New Zealand FTA Mexico–Peru FTA TPP	Malaysia-Australia FTA Malaysia-Chile FTA Thailand-Australia FTA Thailand-Chile FTA Thailand-New Zealand Comprehensive Economic Partnership Vietnam–Chile FTA Vietnam–Korea FTA Vietnam Customs Union

Validity of COs

2010 reported agreements contain validity periods for COs covering the periods of 4 years, 2 years, 1 year/12 months, 6 months, 4 months and 3 months / 120 days. Some agreements were also reported to be silent on validity of COs.

The ASEAN-China FTA entry of 4 months (6 in other instances) was updated in 2016 to reflect the validity period of 12 months.

- A comparison of the 2010 and the 2016 results indicate the validity period for COs at 12 months/ 1 year continues to be widely adopted for APEC trade agreements. 24 of 42 agreements, or 57.1%, of agreements in 2010 were also shown to have this as validity period for majority of APEC agreements.

- The following agreements first reported in 2016 also showed the validity period of 12 months/ 1 year:

Agreements reported in 2016 with 12 months CO/Declarations validity period	
ASEAN-China Free Trade Agreement (ACFTA)	Malaysia-Australia FTA
ASTEP	Malaysia-Chile FTA
China-Korea FTA	Mexico-Peru FTA
China-Singapore FTA	New Zealand – Malaysia FTA
China-Peru FTA	Thailand-Chile FTA
ECFA	Vietnam-Chile FTA
Hong Kong, China – Chile FTA	Vietnam- Korea FTA
Japan- Australia EPA	Vietnam Customs Union
Japan – Peru EPA	TPP

- 2010 and 2016 results show 12 months as the longest validity period for COs. Similarly both survey periods show 4 years as the next most common validity period after 12 months/ 1 year.

- Eighteen (18) months (Thailand-Australia FTA), 10 months (Interim Agreement with the European Union) and 120 days (The Mainland and Hong Kong CEPA) for CO validity period

were reported in 2016. These are the least common in APEC agreements, comprising of 3 agreements total reported under both the 2010 and 2016 survey periods.

Minimum Data Requirements

A comparison of the 2010 and 2016 survey results on minimum data requirements show that common CO data elements – comprised of 80%-100% of agreements reported in both years – are the following:

- Specification of Origin
- HS Code (at least at 6-digit level)
- Description of good
- Name of producer/manufacturer/exporter
- Name of importer/consignee
- Address of producer/manufacturer/exporter
- Address of importer/consignee
- Export Declaration

Less common (<80%) data requirements remain to be:

- Specific Format
- Flight No./Vessel name
- Port/Airport of discharge
- Departure date
- Economy of final destination
- Marks and numbers
- Number and kinds of packages
- Certification by competent authority/certification body
- Other elements

These data sets are not, in general, required under agreements using self-certification regimes which may explain lower percentage. And while the elements mentioned above remain less common data requirements of COs, these elements have in general increased in 2016.

A comparative summary of minimum data requirements results of the 2010 and 2016 survey periods are contained in the table below:

Data Requirement	2010	2016	Observations
Type of ROO certification		Self-Certification – 29% CO – 67% DO – 3% Hybrid – 3% CO issued by producer/exported counted in self-	Survey element introduced in 2016

		certification - 2%	
Specification of Origin (including applicable criteria)	90%	93%	
Specific Form/Format	76%	76%	
Purpose of the CO		59%	Survey element introduced in 2016
HS Code (at least at 6-digit level)	83%	88%	
Description of Good	88%	91%	
Name of Producer(s)/Manufacturer(s)/ Exporter	88%	93%	
Address of Producer(s)/Manufacturer(s)/ Exporter(s)	88%	88%	"if known" included
Name of Importer(s)/Consignee(s)	80%	90%	
Address of Importer(s)/Consignee(s)	80%	90%	"if known" included
Stipulation of Language (Please specify if stipulated language is not English)	10%	84%	Languages: -English -Chinese -Spanish -
Flight No./Vessel Name	55%	74%	"if known" included
Port/Airport of Discharge	58%	76%	"if known" included
Departure Date	53%	69%	"if known" included
Economy of Final Destination	45%	56%	
Marks and Numbers	63%	76%	
Quantity and Unit	60%	83%	
Number and kind of packages	58%	76%	
Certification by Competent Authority/Certification Body	63%	66%	
Number and Date of Invoices	68%	76%	
Exporter Declaration	83%	79%	
Other elements		55%	Survey element introduced in 2016
Web format link		71%	Survey element introduced in 2016

**Percentage format is used given the difference in the number of agreements reported at each survey period*

Use of IT in ROO procedures

There has been increasing use of information technology in ROO procedures particularly in the use of IT in communicating information on ROO and customs procedures to exporters and stakeholders. While the use of E-COs has increased, this is accompanied by 40% reported availability of an E-CO system that validates origin. This is a possible area where APEC economies may build infrastructure and capacity.

<table>
<tr><th>Use of IT</th><th colspan="2">2011</th><th colspan="3">2016</th></tr>
<tr><td>Preferential ROO website</td><td colspan="2">92%</td><td colspan="3">93%</td></tr>
<tr><td>Publicly available exporter user guide on custom procedures</td><td colspan="2">83%</td><td colspan="3">87%</td></tr>
<tr><td>Technology system available to exporters on ROO – HS/description</td><td colspan="2">38%</td><td colspan="3">40%</td></tr>
<tr><td>Electronic CO</td><td colspan="2">54%</td><td colspan="3">67%</td></tr>
<tr><td>E-CO system to validate HS/origin</td><td colspan="2"></td><td colspan="3">40%</td></tr>
<tr><td>Automated Import Declaration</td><td colspan="2">92%</td><td colspan="3">100%</td></tr>
<tr><td rowspan="3">Format Used – (1) XML (2) Signature (3) others</td><td colspan="2">Signature</td><td colspan="2">XML</td><td>Others</td></tr>
<tr><td>2011</td><td>2016</td><td>2011</td><td>2016</td><td>2011</td></tr>
<tr><td>31%</td><td>43%</td><td>54%</td><td>50%</td><td>8%</td></tr>
</table>

**Percentage format is used given the difference in the number of agreements reported at each survey period*

Next Steps

With the objective of building on its previous work in the issue of simplification of documents and procedures and developing comprehensive results, economies were encouraged to complete the self-reporting survey.

The review of the results reveals potential areas of cooperation for MAG to contribute to trade facilitation, BAA-MSMEs and the eventual realization of the FTAAP. These areas may include:

(1) Self-Certification systems: In response to the different certification systems adopted in APEC trade agreements, increasing use of such systems, and to exploring the possibility of common systems within the region, MAG may explore furthering self-certification initiatives in cooperation with the SCCP to promote participation in the Pathfinder on Self-Certification.

(2) Waiver of COs: MAG may consider further discussions on the threshold levels for waiver of COs. It may consider more technical discussions of threshold levels as well as FTA trends in this area as a possible contribution to the discussion of the FTAAP under rules of origin and in support of trade facilitation and supply chain development efforts. Survey results reveal the disparity in the values of the two most common waiver thresholds, i.e., the difference in the highest and lowest values. Cooperation with CTI and SCCP is also encouraged.

(3) Use of IT: Initiatives on the promotion of the use of the information and internet/digital technology can also be considered. While APEC economies have shown considerable progress in the use of IT in procedures, further measures may be considered to ensure transparency and information dissemination among its stakeholders, including systems available to exporters on HS Code description/verification. IT infrastructure, particularly on HS verification may also be considered in relation to APEC's work on trade facilitation, institutional connectivity and development of customs procedures. Additional cooperation measures may be explored in encouraging IT use on procedures and documents, encourage FTA utilization through online dissemination of information, e-COs should also be encouraged.

Agenda item 14

APEC Expert Group on C2C Advance (pre-arrival) Electronic Data Exchange

(Russia and Chile)

Mr. Andrey Krasnopoyas
Customs Cooperation Department
Federal Customs Service
(Russian Federation)

Ms. Lina Meneses Espinoza,
Legal Advisor
International Affairs Department
National Customs Service
(Chile)

SCCP 1, Nha Trang, Viet Nam
21 - 23 April, 2017

Progress of Work

- Russia presented the proposal to establish C2C Data Exchange Group (SCCP2 meeting, Cebu, August 2015);

- Russia circulated the Questionnaire on Advance Electronic Data Exchange between APEC Economies (November, 2015);

- Russia presented the updated proposal on the Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) (*SCCP1 meeting, Lima, Peru 2016)*, Chile became co-coordinator of the Expert Group along with Russia;

- Russia and Chile circulated via APEC Secretariat Terms of Reference of the EGDE for intersessional discussion (June, 2016) and received comments from Singapore, Viet Nam, United States (*Point 62 of the SCCP 1 Summary Report)*;

- Russia and Chile will submit a drafted proposal on establishing EGDE to SCCP in August, 2016.

Progress of Work

- During the period of 2016 no comments have been received to the Terms of Reference of the EGDE in order to continue intersessional discussion;

- Russia and Chile are planning to receive comments and ideas from the APEC Economies to the joint proposal during SCCP1 Meeting in April 2016 to further progress on this matter.

To renew the progress of the joint proposal a brief background is the following

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

Questions and comments of APEC economies:

Chapter "Background":

? to clarify the SCCP priorities and goals:

> SCCP Terms of Reference: "The SCCP's goals within the APEC forum are focused on trade facilitation, trade security and related enforcement matters, taking into account the responsibility of each Customs Administration for the effective implementation of legitimate border measures".

? to achieve information exchange on a bilateral basis between Customs administrations:

> Could be accepted and implemented into chapter "Purpose & Objectives" of EGDE Terms of Reference.

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

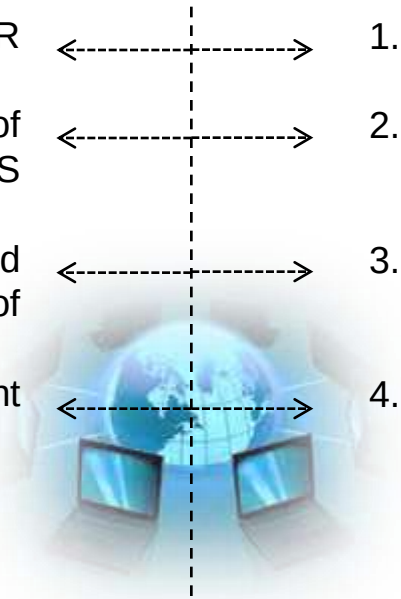
To introduce this topic in more fitting forums, such as the World Customs Organization:

Studying experience of information interaction corresponds with the WCO tasks.

WCO provides common recommendations on common ways of customs administration.

Several regional projects (APEC, MERCOSUR, Southern African Customs Union) with more practical content which correspond with WCO recommendations are effectively functioning in the world.

1. SCCP CAP of use of API/PNR information;
2. SCCP CAP of Harmonization of Tariff Structure with the HS Convention;
3. SCCP CAP of Simplification and Harmonization on the Basis of the Revised Kyoto Convention;
4. SCCP CAP of Risk Management Techniques.



1. WCO recommendation on use of API/PNR;
2. WCO manages the HS Convention and work of WCO Harmonized System Committee;
3. WCO manages the Revised Kyoto Convention and provides recommendation of its application;
4. WCO SAFE Framework of Standards established basis for Customs Risk Management application.

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

Questions and comments of APEC economies:

Chapter "Purpose and objectives":

? to specify C2C advance electronic data exchange:

Electronic data exchange could be agreed bilaterally (based on the WCO Data Model):

WCO Data Model 3.5:

The names and codes of goods in accordance with the Harmonized commodity description;	- **Commodity classification;**
Gross weight of goods (in kilograms);	- **Total gross weight;**
Information on the carrier, the freight forwarder;	- **Carrier – name;** - **Consignee name;** - **Consignor – name;** - **Exporter – name;**
The identifier of the consignment	- **Importer – name;**
Information on the country of departure, the country of destination of goods	- **Brief cargo description;** - **Country of origin** - **Country(ies) of routing;**
Amount of goods	- **Total invoice amount;**
Loading and discharge	- **Place of loading;** - **Place of discharge;**
Information on the sender, the recipient of the goods	- **Buyer – name;** - **Seller – name,**

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

Questions and comments of APEC economies:

Chapter "Purpose and objectives":

to clarify how the survey of international legal instruments would ensure the effective interaction between customs administrations of APEC economies and the actual agreements in the sphere of bilateral and regional cooperation between administrations:

The analyze of the best practices and development of methodology and standards of information exchange will contribute to fasten conclusion of bilateral agreements.

to make proposals on technical requirements and data exchange standards would be the main task of EGDE:

At the first stage the task of the EGDE will be to discuss the common standards of information exchange between APEC economies. Next technical requirements and data exchange standards could be discussed.

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

Questions and comments of APEC economies:

to focus the exchange of information and data on targeted cases:

This could be also applicable.

to specify tangible outcomes and deliverables of such an exercise:

- Study the scope of development of information exchange in the APEC region;
- Analysis and determination of the best practices in the information exchange;
- Development of methodological recommendations for conclusion of such agreements and for the data structure taking into account regional specific.

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

Questions and comments of APEC economies:

Chapter "Composition and frequency of Meetings":

to discuss coordination and financial commitment due to expert officials that would normally be best suited for these dialogues do not normally attend APEC meetings:

There will be no additional budget except travel expenses of participants. The expert officials of customs administration could submit the aggregated position of their authority.

to include only interested SCCP parties into EGDE:

Could be accepted.

Expert Group on Customs-to-Customs Advance Electronic Data Exchange (EGDE) Terms of Reference (distributed in June, 2016)

Questions and comments of APEC economies:

Chapter "Institutional mechanism":

EGDE reports to SCCP should be non-binding;

Could be accepted.

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to include a financial plan for EGDE's activities and exchange of data between members in the draft:

No additional financial commitment.

Proposals

- **To adopt continuation of work on the EGDE Terms of Reference;**
- **Chile and Russia to improve the EGDE ToR and to circulate it intersessionaly based on APEC members' comments;**
- **To discuss Russian and Chilean proposal on establishment of EGDE during the Second SCCP meeting in 2017.**

To include the following extract into SCCP1 Summary Report:

"Russia and Chile presented the updated information on establishment of an APEC C2C Advance Electronic Data Exchange Expert Group (EGDE). SCCP members discussed this proposal and shared their views on the matter. Russia and Chile thanked for the inputs and comments and agreed to continue the intersessional discussion of the EGDE establishment prior to SCCP2 Meeting".

Thank you for attention!

FEDERAL CUSTOMS SERVICE
OF THE RUSSIAN FEDERATION

RUSSIAN CUSTOMS ACADEMY

THE HEAD OF THE ACADEMY

VLADIMIR MANTUSOV

CUSTOMS COLONEL,
PHD, PROFESSOR

PROFESSOR VLADIMIR MANTUSOV IS A LEADING EXPERT IN THE WORLD ECONOMY, THE AUTHOR OF MANY SCIENTIFIC ARTICLES, MONOGRAPHS, TEXTBOOKS AND TEACHING AIDS, MOST OF WHICH ARE RECOMMENDED AS A TEXTBOOK FOR UNIVERSITY STUDENTS ENROLLED ON ECONOMIC SPECIALTIES

EDUCATIONAL ACTIVITY

The Russian Customs Academy was established September 22, 1993 and is the head center for training, methodological, scientific, information and analytical activities of the Federal Customs Service of Russia.

The Academy has Russian and international certificates of the quality management system for the educational and scientific activities in the field of customs business, it works in accordance with approved Quality Policy.

EDUCATIONAL ACTIVITY

Educational programs
of the Russian Customs Academy

Higher education for the following specialties:

- **Customs;**
  (5-year training period)
- **Economics;**
- **Commodity research;**
- **Jurisprudence.**
  (4-year training period)

Postgraduate study for customs staff :

- **Informatics and computer facilities;**
- **Economics;**
- **Political science and regional studies;**
- **Historical science and archeology.**

(3-year training period)

Additional professional education:

Specialists` professional retraining and qualification improvement.

EDUCATIONAL ACTIVITY

The Academy has the contemporary informational and educational complex as well as situational and analytical training center. This is a special organizational and technical unit of the Academy that includes two situational centre, advanced simulators “Customs”, “Customs checkpoint”, specialized training laboratories.

MAIN SUBDIVISIONS

THE FACULTY OF CUSTOMS

THE FACULTY OF ECONOMICS

THE FACULTY OF LAW

E-LEARNING, RETRAINING AND QUALIFICATION IMPROVEMENT INSTITUTE

THE LAW ENFORCEMENT INSTITUTE

THE RESEARCH INSTITUTE

MAIN SUBDIVISIONS

THE FACULTY OF CUSTOMS

- Customs Operations and Customs Control Chair
- Customs Revenue and Tariff Regulation Chair
- Commodity Research and Customs Expertise Chair
- Management Chair
- English Language Chair

MAIN SUBDIVISIONS

THE FACULTY OF ECONOMICS

- Economics of Customs Operations Chair
- International Economic Relations Chair
- Customs Statistics Chair
- Economic Theory Chair
- Financial Management Chair

MAIN SUBDIVISIONS

THE FACULTY OF LAW

- Theory and History of State and Law Chair
- Penal Law Chair
- Constitutional and International Law Chair
- Customs Law Chair
- Administrative and Financial Law Chair
- Civil Law Chair

NUMBER OF STUDENTS OF THE RUSSIAN CUSTOMS ACADEMY AND ITS BRANCHES

THE RUSSIAN CUSTOMS ACADEMY AND ITS BRANCHES	IN TOTAL	FULL TIME			FULL TIME/ CORRESPONDENCE (COMBINED FORM)			CORRESPONDENCE		
		due to the budget allocations of the Federal budget	due to the funds of the private customers	IN TOTAL	due to the budget allocations of the Federal budget	due to the funds of the private customers	IN TOTAL	due to the budget allocations of the Federal budget	due to the funds of the private customers	IN TOTAL
RUSSIAN CUSTOMS ACADEMY	3521	1513	725	2238	0	32	32	152	1099	1251
SAINT-PETERSBURG BRANCH	2099	683	557	1240	0	216	216	143	500	643
ROSTOV BRANCH	1496	489	415	904	0	0	0	112	480	592
VLADIVOSTOK BRANCH	1153	345	290	635	0	100	100	16	402	418
IN TOTAL	8269	3030	1987	5017	0	348	348	423	2481	2904

MAIN SUBDIVISIONS

E-LEARNING, RETRAINING AND QUALIFICATION IMPROVEMENT INSTITUTE

The Institute was established on January 2nd , 1989. In 1993 it became part of the Russian Customs Academy.

In January 2014 the Institute celebrated the *25th anniversary*. For this period more than **57 000** customs officers improved their qualification and were retrained at the Institute. This quantity includes **21 000** people who improved their qualification and were retrained using the **E-Learning**.

MAIN SUBDIVISIONS

THE LAW ENFORCEMENT INSTITUTE

The Institute is an educational and scientific unit of the Academy.

It carries out professional retraining and qualification improvement of the personnel for the law enforcement divisions of Russian customs authorities as well as for foreign customs services according to existing international agreements.

More than 30 additional professional training programs are developed and implemented in the Institute. They are realized in the field of fighting against smuggling and corruption, self-security ensuring, organization and tactics of the administrative investigations, inquiry and other types of the law enforcement providing.

MAIN SUBDIVISIONS

THE RESEARCH INSTITUTE

The Research Institute is the main scientific division of the Russian Customs Academy. It was established in July 2014. Its activity includes:

- fundamental and applied research works holding mainly in the customs field;
-holding and participation in research works according to the task of Russian Federal Customs Service, orders of Russian state authorities and other external organizations;
- preparation of the scientific works (textbooks, monographs, scientific articles, scientific journals, collections and others);
-participation in competitions, grants, different scientific and technical programs on creation of the customs scientific production and others.

SCIENTIFIC ACTIVITY OF THE ACADEMY

The scientific activity of the Academy is performed in accordance with the Russian Legislation, the Charter and the Regulation on the organization of the scientific activity at the Academy.

The scientific activity of the Academy is multifaceted; it includes organizational and scientific work, scientific research (including research work of the students), scientific and information work, training of the highest qualified scientific and teaching staff. Currently the Academy is one of the leading centers of the customs science and education. Every year the Academy and the branches publishes 50 – 60 research works. More than 40 scientific events are held at the Academy every year such as: scientific conferences and workshops, regional and international round tables etc.

SCIENTIFIC ACTIVITY OF THE ACADEMY

INTERNATIONAL ACTIVITY OF THE ACADEMY

The international cooperation development and specialists' training for the foreign customs services is one of the Russian Customs Academy's priorities.
The directions of the Academy international activity are:

– expanding the foreign partners' circle in the educational and scientific fields including participation of the teaching staff, students and postgraduates of the Academy in the international scientific conferences and workshops held at the Academy and abroad;

– cooperation with the World Customs Organization (WCO) within the activity of the Regional Training Center (WCO RTC);

– cooperation development with the members of the international organizations (ASEAN, APEC, BRICS, EAEU, OECD, CSTO, SCO, World Bank).

INTERNATIONAL ACTIVITY

International Cooperation of the Russian Customs Academy

COOPERATION WITH THE SHANGHAI COOPERATION ORGANIZATION MAMBER STATES

INTERNATIONAL CONFERENCES IN COOPERATION WITH EURASIAN ECONOMIC COMMISSION

INTERUNIVERSITY EXCHANGE

WCO PICARD CONFERENCE

WCO E-LEARNING PROGRAM FOR RUSSIAN CUSTOMS OFFICERS

The WCO tutors:

- ***Alexey Gubin, Russian Customs Academy***
- ***Irina Turlanova, Russian Customs Academy***
- ***Peter Afonin, St. Petersburg branch***

CERTIFICATE

THE WORLD CUSTOMS ORGANIZATION

hereby acknowledges that

the customs officer of the Russian Federal Customs Service

Elena Boleeva

has studied the modules of the

WCO E-Learning Programme:

- INTEGRITY (100%)
- DATA HARMONIZATION (100%)
- MULTIRETAL ENVIRONMENTAL AGREEMENTS (100%)
- RULES OF ORIGIN (100%)
- TRANSFER PRICING (100%)
- SAFE (100%)
- INSTANBUL CONVENTION (93%)
- WCO DATA MODEL (100%)
- OZONE-DEPLETING SUBSTANCES (100%)
- CITES (96,5%)
- TIR CARNET (100%)

23 February 2012

Erich Kieck

Director, Capacity Building Directorate

INTERNATIONAL CENTER OF EXCELLENCE OF THE NON-INTRUSIVE INSPECTION SYSTEM EXPERTS' PROFESSIONAL TRAINING

In 2014 the International Center of the NII experts' professional training for the WCO members was established at RCA St. Petersburg branch.

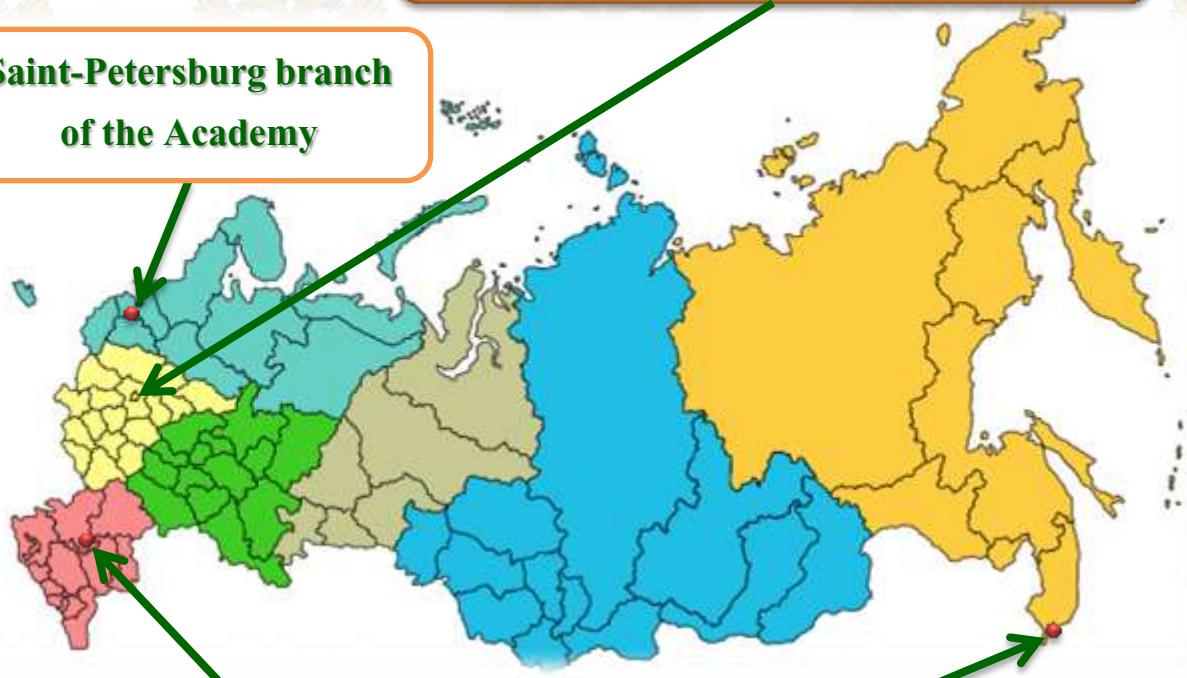
The Academy has the great experience in the NII foreign specialists training, including specialists from Azerbaijan, Belarus, Finland, India, etc. This training is held using the remote information technology.

The Memorandum of Understanding between the Federal Customs Service (Russian Federation) and the World Customs Organization regarding the activity of the World Customs Organization Regional Training Centre was signed in Brussels in July 2016.

This Memorandum provided for the establishment of the International Center of Excellence of the NII Experts' Professional Training.

THE ACADEMY BRANCHES

THE RUSSIAN CUSTOMS ACADEMY
(Moscow rg., Lubertsy)



Saint-Petersburg branch of the Academy

Rostov branch of the Academy

Vladivostok branch of the Academy

The Head of the Academy,
Colonel Vladimir B. Mantusov

SAINT- PETERSBURG BRANCH OF THE ACADEMY

Saint-Petersburg branch of the Academy was established on the 15th of August 1994 on the basis of the North West branch of the Institute of the qualification improvement and retraining of the customs authorities' employees of the Russian State Customs Committee (1993−1994).

Today Saint-Petersburg branch of the Academy is the leading northwest educational and methodological, scientific and information training center of the highly qualified customs specialists. The structure of the branch includes 4 faculties, 16 sub-departments and 18 subdivisions that provide scientific, training, educational, administrative and economic activities.

The Faculty of Qualification Improvement implements the additional professional educational programs (training, retraining and qualification improvement) for the customs officers of the Russian Federation and the foreign countries.

ROSTOV BRANCH OF THE ACADEMY

Rostov branch of Russian Customs Academy was established on the 30th of June 1995. One of the first Russian customs administrations – North Caucasian (the Southern Customs Administration now) was established here in 1992.

The Rostov branch consists of 4 faculties, 15 sub-departments and 12 sub-divisions.

The Faculty of Economics was founded in 1995. The Faculty trains highly qualified specialists, bachelors, masters in economy and management, having fundamental theoretical knowledge and practical skills.

The Faculty of Law was established in 1995. The qualitatively streamlined educational process contributes to the formation of the highly qualified lawyers.

The Faculty of Customs was established in June 1998. The Faculty trains specialists of the customs who are able to solve problems on the application of the customs procedures and the commodity nomenclature of the external economic activity

VLADIVOSTOK BRANCH OF THE ACADEMY

Vladivostok Branch of Russian Customs Academy was founded on 21 December, 1994, on the base of the Far Eastern Branch Institute for Advanced Proficiency and Retraining personnel of customs authorities of the State Customs Committee (1993–1994).

Today Vladivostok Branch of Russian Customs Academy is a leading teaching, learning and research center equipped with unique facilities for training of high-qualified specialists on Customs affairs in the Russian Far East and Siberia.

The Vladivostok Branch consists of four faculties; 14 chairs and 14 departments for research, teaching and academic affairs, social and educational work.

The Faculty of Customs Business providing Specialist qualification programme in Customs affairs;

The Faculty of Economics providing Bachelor's degree in Management and in Economics, as well as Master's degree in Management and Master's degree in Economics;

The Faculty of Law providing Bachelor's degree in Law.

THE GRADUATES
OF THE RUSSIAN CUSTOMS ACADEMY

FEDERAL CUSTOMS SERVICE
OF THE RUSSIAN FEDERATION
RUSSIAN CUSTOMS ACADEMY

THANK YOU FOR YOUR ATTENTION!

Asia-Pacific Economic Cooperation (APEC)
Sub-Committee on Customs Procedures (SCCP)
Virtual Working Group (VWG)

Terms of Reference

Date: March 2015
Review Date: March 2017

Background

The changes to the trade environment over the past decade, and the resulting modernization and globalization of the international supply chain, have evoked many challenges to Customs (and trade security related government agencies or ministries) as well as to the private sector. The supply chain should be looked at as a more dynamic network, rather than just strictly from the origin and destination of a shipment.

Taking into account today's ever-changing economic environment, the efficient execution of customs measures ultimately promotes global trade and leads to increased economic prosperity. To ensure the efficient execution of secure international trade, robust collaboration between Customs administrations and the private sector is imperative. We must acknowledge that Customs and private sector stakeholders' respective priorities will sometimes lead to different approaches. In this respect, we must collectively remain aware of our differences through engaging and educating one another on our respective needs and challenges.

Customs, and equivalent government agencies, and the private sector have an opportunity to improve trade through increased transparency in the global market. APEC and, in particular, the SCCP should be used as a tool to enhance collaboration between the public and private sectors in reaching our mutual goals. An active Customs-Business partnership model is an important step in developing and implementing effective policies that support our mutual goals of facilitating and securing legitimate international trade, while promoting economic prosperity.

Purpose& Objectives

The mandate of the Virtual Working Group (VWG) is to enhance public-private coordination within the SCCP to jointly develop and progress SCCP priorities, including through the APEC Supply Chain Connectivity Framework Action Plan. This Action Plan was a 2012 Senior Officials Meeting (SOM) level initiative that received APEC leadership endorsement. The core objective of the group is to enhance the SCCP's capacity to secure and facilitate the legitimate movement of trade through:

- Enhanced cooperation between the public and private sector Customs stakeholders;
- Increased transparency;

- Greater understanding of the public and private sectors' respective priorities, needs, and limitations; and
- Strategic identification of mutual priorities for cooperation.

The core task of the VWG is to work collaboratively to:

- Provide guidance to the SCCP on matters involving trade security and trade facilitation as integrated aspects and submit a report to SCCP members that will convey the recommendations.
- Propose issues and facilitate the preparations for the annual APEC Customs Business Dialogue (ACBD) with the goal of moving toward a more active exchange of views between government officials and the private-sector.
- Follow progress of SCCP's Customs-private sector partnership activities and provide updates to the VWG work program.

Membership

The VWG is comprised of government officials from member economies that are participants in the SCCP as well as nominated private sector representatives. To develop the membership foundation, SCCP members will nominate representatives of the private sector community to participate in the VWG. The number of private sector representative(s) of the respective economies may be limited as appropriate by agreement among the SCCP members. The current list of private sector VWG participants can be found as Annex I of these Terms of Reference. The term of the private sector membership is two years, which will be reviewed and may be renewed after this term has been served.

Structure and Meeting Arrangements

Two (2) co-chairs – one (1) government official and (1) member of the private sector will be charged with guiding the work of the VWG.

The Co-Chairs appointed by the VWG will:

- Convene periodically primarily through virtual mechanisms. As this group will be based primarily on virtual coordination, a meeting schedule agreed on by the VWG members will be developed on an annual basis in conjunction with the annual APEC meeting calendar. In addition, the group will meet "as needed" whenever there is agreement on this.
- Communicate regularly, via electronic mechanisms, as appropriate, to the members of the VWG[1], soliciting input/feedback, as appropriate.

[1]This will include the members of the SCCP as all members of the SCCP are invited to participate in the VWG.

- Maintain oversight over the VWG work plan, updating as appropriate, and the ACBD preparations.
- A designated economy will serve as the Secretariat who will be responsible for capturing and reporting the results and outcomes of the group at official SCCP meetings and, as appropriate, to stakeholders including the World Customs Organization, while observing the APEC Guidelines on Managing Cooperation with Non-Members. This term will also be two years in length. At the conclusion of the two years the appointment will be reevaluated.

Reporting Requirements, Communications and Outreach

The work program and outcomes of the VWG work program will be shared with the APEC Business Advisory Council (ABAC). They will be endorsed by the SCCP where ABAC is deemed as one of the three categories of SCCP full participants as designated by Guidelines on Managing Cooperation with Non-Members and Guidelines for Hosting APEC meetings. These results will be officially shared by a VWG co-chair to the ABAC meetings as a representative of the SCCP. A designated economy agreed upon by the VWG members will serve as the Secretariat for a two year period during which time they will capture.

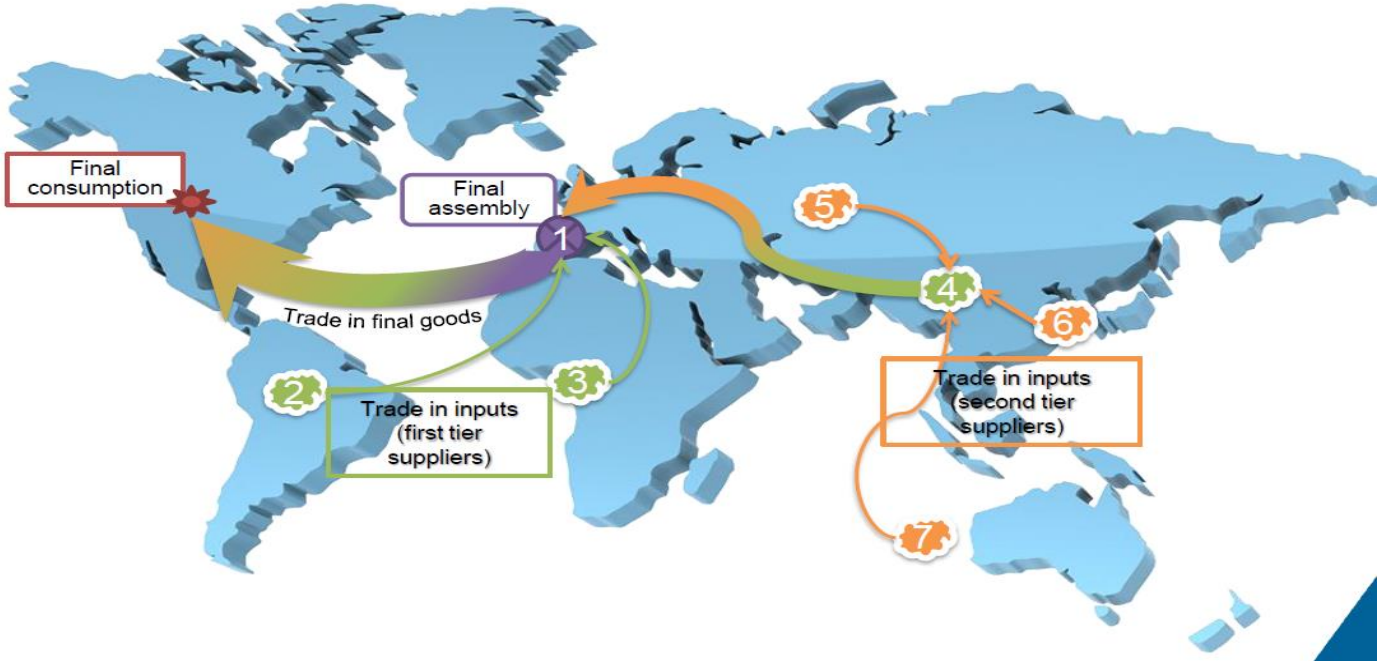
Review Clause

The terms of the VWG will be subject to review every two (2) years, following the same cycle as the review of the SCCP Terms of Reference. The VWG should conduct the initial review of the working group terms, membership and management and submit to the SCCP for concurrence and endorsement.

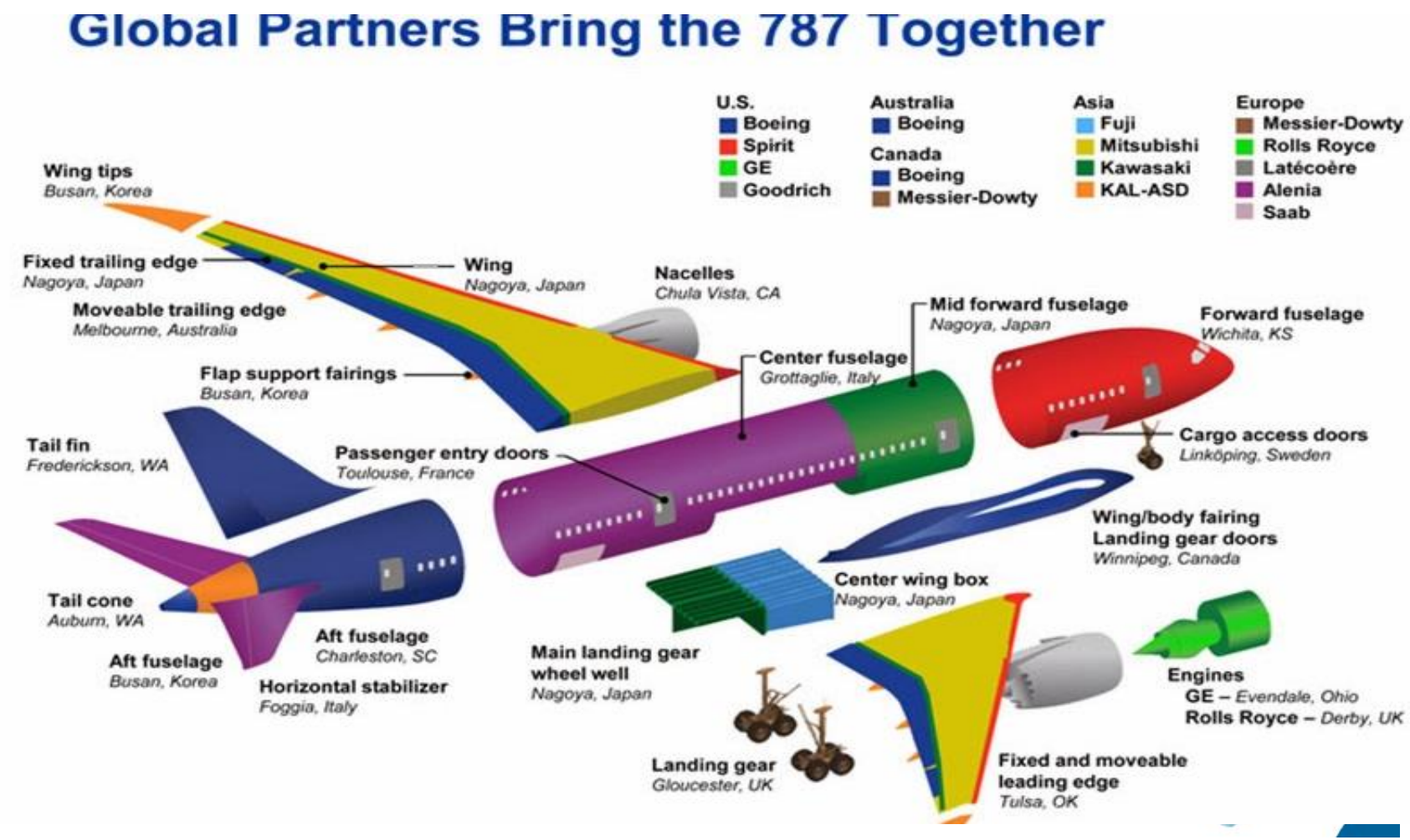
Australian
BORDER FORCE

AUSTRALIAN
TRUSTED
TRADER

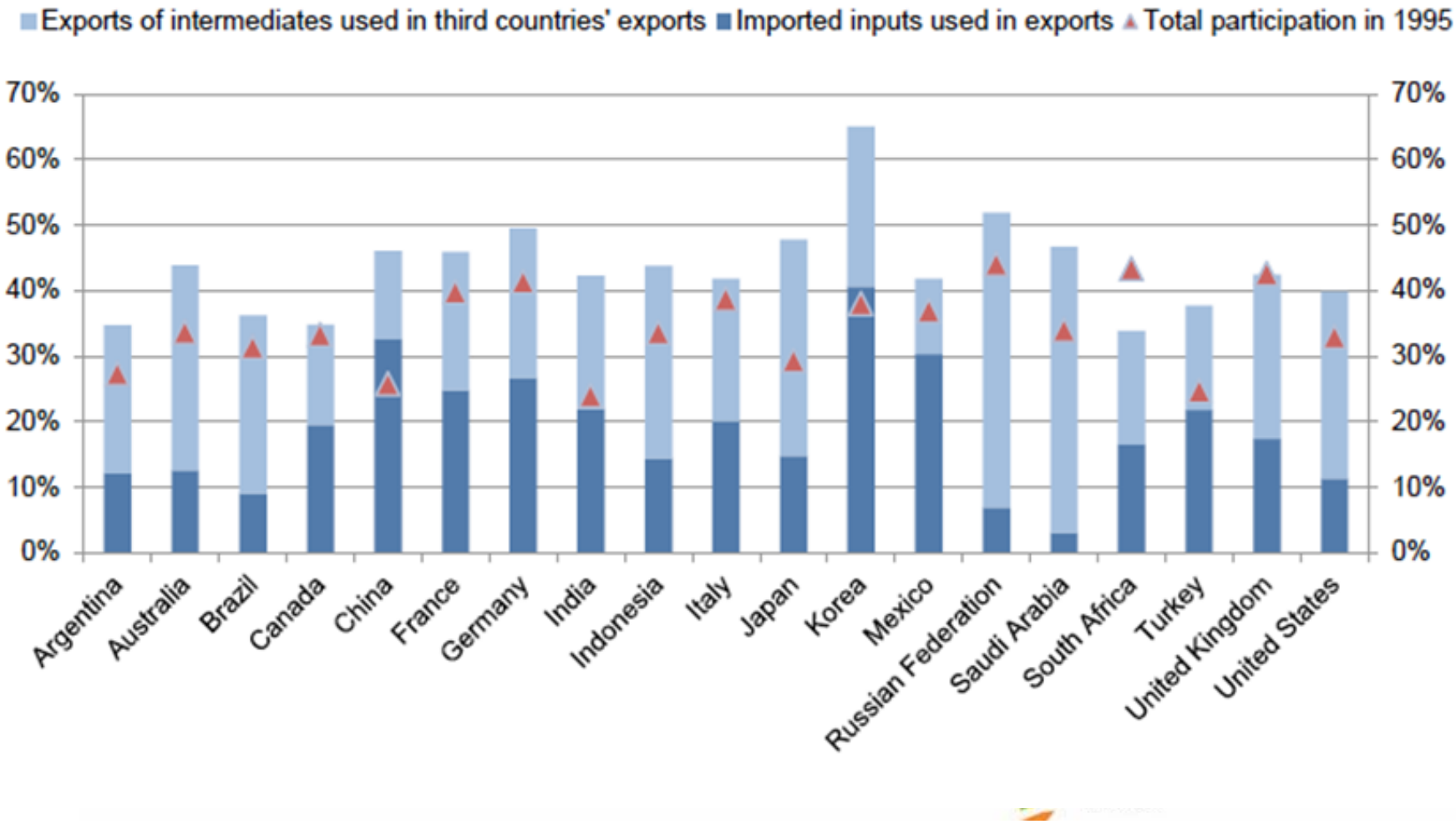
Coordinated Border Management



Changing commercial realities



The rise of intermediate goods and the importance of trade facilitation



Australian
BORDER FORCE

AUSTRALIAN
TRUSTED
TRADER

Australian Trusted Trader

Mutual Recognition Arrangements

- MRA largest benefit - $2.2 billion over 10 years
- MRA with New Zealand signed
- Statement of Intent signed with Canada, Hong Kong, Singapore and Korea
- Reaffirmed commitment with China
- Others in development

Future benefits – in development / consideration

- Secure Trade Lanes
- Whole of Government alignment
- Facilitation of labour mobility
- Awareness sessions across whole of government
- Data reform
- Reduction of fees and charges

Australia's single window environment

- Focuses on border clearance and not the processes around preparation for trade
- Gaps remain
- Underpinned by legacy systems reaching capacity
- New and emerging technologies must be considered
- Technology not the solution but may enable the solution

Shiumei Lin
UPS Public Affairs, Asia Pacific Region

Underdeveloped Policy & Regulatory Infrastructure for e-Commerce

Recommendations to APEC - SCFAP II Chokepoint 5
26 September 2016

About UPS

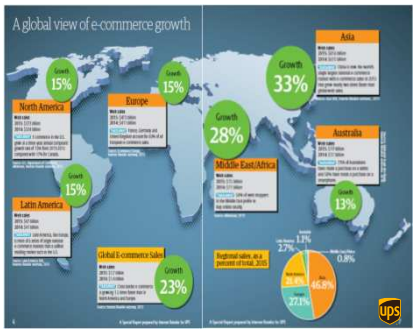
- World's largest package delivery company and a global leader in supply chain services
- 16.3 million packages and documents per day
- 2% of global GDP moves around world in UPS trucks and planes
- Serves more than 200 countries and territories around the world.
- High value-add manufacturers, urgently needed replacement or repair parts, samples & late orders, small volume shipments, commercial documents.
- Hi-Tech, Healthcare, Aerospace, Industrial Manufacturing, Retail, e-Commerce
- Enabler of global value chains and e-Commerce.

2

E-Commerce

An Undeniable Growth Opportunity

- Web sales in Asia a $816 billion market and growing two times faster than global web sales. (2015)
- Governments depending on e-Commerce for export-driven or consumption-based growth and innovation.
- An APEC response is especially necessary to stimulate trade and create more opportunities for its micro, small and medium enterprises. (MSMEs).
- Trade facilitation plays an even bigger role in success.

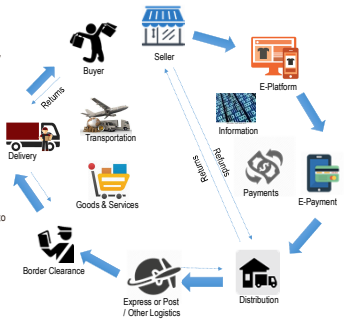


3

E-Commerce: Market Demands

Seamless End-to-End Customer Experience

- From Seller to Buyer, powered by e-retailers, e-Payments, and delivery services.
- Buyers want:
  - Ease and seamlessness
  - Track and trace
  - Reliability
  - Affordable Shipping and competitive lead times
- Sellers need:
  - Localized Checkout: Duty & Tax displayed in cart
  - International order fulfillment: delivery options balancing speed with cost, international shipment processing, customs clearance documentation, door to door tracking and proof of delivery.
  - Customer Service: International returns and refunds solutions
- Border clearance, delivery, returns and refunds a critical part of the customer experience.



4

The Trade Facilitation Policy Infrastructure

- Pre-arrival Processing
- Single Window and Border Agency Coordination
- Disciplines on Fees & Charges
- Separation of Release from Accounting Process
- Authorized Economic Operators (AEO)
- Post-Clearance Audit
- Transparency, Consultation, and Opportunity to Comment

- Risk Management: WCO Immediate Release Guidelines
  - Cat 1: Correspondence and Documents
  - Cat 2: Consignments below a duty/tax de minimis threshold
  - Cat 3: Consignments below a formal declaration threshold.
  - Cat 4: Consignments requiring formal entry.

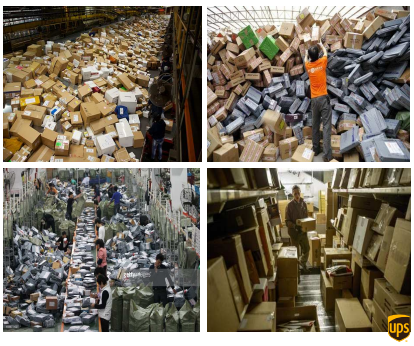
"Express Clearance - What Good Looks Like"

5

What's the Problem Then?

New Challenges for Governments

- Surge in import volume / Impacting Service Levels
- Surge of New Competition For Domestic Retailers / Potential Advantages in Taxation
- Democratization of International Trade
  - Low Understanding of Rules of Trade
  - Inexperienced traders with no compliance programs
- New Risk Profiles
  - Tax evasion
  - Illegitimate trade / illicit goods
  - Other security threats



6

APEC Economy Responses

Disruption at the Border Complicating Trade and Destroying Customer Experience

Special Channels
Special platform / clearance channels for specific goods. Duty and tax preferences or non-preferences.

Additional Paperwork
Additional documents, power of attorney, data, and IDs

Quotas on D/T Free Shopping
No more waiver of duties and taxes for frequent shoppers, even if within de minimis threshold, with caps on number of shipments per month/year.

Commercial Presence
Registration or mandatory commercial presence for tax purposes

Additional Screening
X-ray of all imports, submission of image scans, additional inspection, special facilities.

7

Recommended Action #1: Moratorium on Border Barriers Targeting E-Commerce Shipments

- Trade has become more complicated, and participating in e-Commerce risky for MSMEs as service and fulfillment failures destroy brand.
- To reduce uncertainty, APEC to consider:
  - APEC Economies commit to a **moratorium on border barriers targeting B2C E-Commerce shipments,** and seek solutions to support its success.
- In addition, we recommend that APEC economies **notify all existing measures** to the WTO.

8

Recommended Action #2: Simplify Trade for Low-Value Shipments

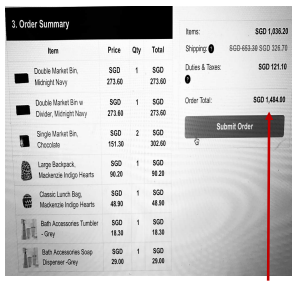
- As it is not feasible to discriminate among *like* goods based on how they are distributed, simplification could be developed based on *key characteristics* of e-Commerce trade such as the generally low-value of such shipments.
- APEC to consider:
  - **A coordinated simplified approach** for entries and clearance based on **WCO Immediate Release Guidelines**.
    - ✓ **Review and upgrade APEC De Minimis Pathfinder** (duties waived, informal clearance)
    - ✓ Establish **common simplified entry threshold** [e.g. SDR1000] under which shipments are still dutiable or taxable but informal clearance is permitted.
    - ✓ **Common data elements** e.g. no need for HS Code for Cat 2 as non-dutiable anyway.
  - Establish **returns procedure** or extending temporary import procedures to include e-Commerce returns. Returns should not require formal declaration if they can be matched with outbound invoice details.

DEST	Cat 2 (informal entry, D&T waived, immediate release)	Cat 3 (Simplified Entry, D/T Payable)	Cat 4 (formal entry, D/T payable)
AUS	< AUD1000		> AUD1000
BRU	< 400 BND		> 400 BND
CAN	< CAD 20	<CA$2500	>CA$2500
CHILE	<$30	<$1000	>$1000
CHN - Normal	<50 RMB * (in payable D/T)	< 5000 RMB	> 5000 RMB
CHN – GAC 26	NA	<2000 RMB	> 2000 RMB
INDO	< $100	< $1500	> $1500
JPN	< 10,000 JPY	< 201,000 JPY	> 201,000 JPY
KOR	< 150,000 KW*	< 3,000,000 KW	> 3,000,000 KW
MAL	< RM 500		> RM 500
PNG	NA		NA
NZ	< NZ 400		> NZD 400
PERU	<$200	<$2000	>$2000
PH	< PHP 10,000	< PHP 50,000	> PHP 50,000
RUS	<7964 RUR		>7964 RUR
SG	< S$400		> S$400
CT	< NTD 3000	< NTD 50,000	> NTD 50,000
TH	< 1500 BHT	< 40,000 BHT	
VN	< 1,000,000 VND	< 2,000,000 VND	> 2,000,000 VND
US	< $800		>$800

9

Recommended Action #3: Simplify Taxation & Collection

- Buyers want to know ahead of time full landed costs, including price of goods, shipping costs, duties and taxes applicable. Buyers also want simplified payment of duties and taxes.
- APEC to consider:
  - **Publishing value-add tax or other tax rates** to facilitate landed costs predictability.
  - Explore and **adopt smart tax solutions** in cooperation with operators, and online platforms. E.g. Incentivize amongst retailers vendor registration and DDP Incoterms; offer periodic payments for operators; single window access for individuals to pay direct.



Understanding total landed cost

DESTINATION	GST/VAT
AUS	10%
BRU	NA
CAN	5% for Business; Provincial tax for Individuals.
CHN - Normal	17%
CHN – GAC 26	17% (30% discount off VAT); 10%, 20%, or 30% (30% off consumption tax)
CHILE	19%
INDO	10%
JPN	8%
KOR	10%
MAL	6%
MEX	16%
NZ	15%
PERU	18%
PH	12%
PNG	10%
RUS	18%
SG	7%
CT	5%
TH	7%
VN	10%
US	NA

10

Recommended Action #4: Closing Loopholes to Address Risks

- Governments still need to address increased risk of illegal and illicit shipments, dangerous goods, and other threats that are now entering the supply chain, on vessels, and crossing borders.
- Global integrators and cargo airlines have invested in technology, screening, advanced data, security and compliance programs but loopholes still exist.
- A large proportion of e-Commerce trade occurs via other channels, and take on innovative distribution modes such as drop-shipping, consolidators, virtual addresses, complicating the traditional import/exporter structure. Many do not provide the same levels of scrutiny for themselves or for their customers.
- For example, postal services are often exempt from advanced data submissions which air carriers, freight forwarders, and their customers need to provide to target and screen high risk shipments. In some APEC economies, the postal channel offers a higher de minimis clearance threshold and is exempt from additional screening, quarantine, and inspection.
- APEC to consider:
  - Identifying all players involved in cross-border delivery/distribution and ensuring they abide by the same rules of trade.

Postal service / EMS

Consolidators

Express Delivery

Traveler

11

Recommended Action #5: Educating the New Participants of Trade

- e-Commerce has resulted in more opportunities in international trade as anyone, sitting anywhere can transact in trade. Today there are many more MSMEs exporting, new importers-of-record, many of whom are unfamiliar with the rules of trade, and don't have compliance programs.
- APEC to consider
  - Supporting private-public capacity building efforts to educate *new* participants of international trade and support trade compliance programs for APEC MSMEs.

12

Key Takeaways

- ❑ To support e-Commerce growth, important to facilitate not regulate, simplify trade, and work with stakeholders to solution problems.
- ❑ Five recommendations:
  1. **Moratorium on new border barriers** targeting e-Commerce B2C shipments + **Notify** all existing measures.
  2. **Simplify trade for low-value shipments:** a. Review and Upgrade APEC De Minimis Pathfinder; b. common low value (Cat 3) threshold; c. Common data elements; d. Returns & Duty Drawback Procedures
  3. **Simplify taxation & collection** – Facilitate transparency and publish all applicable taxes for e-Commerce; and adopt smart tax collection methodologies.
  4. **Closing loopholes to address risks** – Ensure all players abide by the same rules of trade
  5. **Capacity building for new faces of trade** – Capacity building for new players of trade, e.g. SME retailers, and online shoppers.
- ❑ Important to work with e-Commerce Community (retailers, delivery operators, payment companies) to jointly develop solutions.

13

E-Commerce Supply Chains: Undeveloped Policy & Regulatory Infrastructure

Breakout Group – What else?

Retail Distribution	Payments	Cross-Border Transport	Trade Facilitation	Buyer Protection
			▪ Moratorium on Barriers / Notify WTO on existing ▪ Trade Facilitation for Low-Value Shipments ▪ Simplify taxation and smart tax collection ▪ Close Loopholes ▪ Capacity Building for New Players	

14

Asia-Pacific
Economic Cooperation

CTI 22 2016T

APEC PUBLIC – PRIVATE DIALOGUE ON SUPPLY CHAIN CONNECTIVITY FRAMEWORK ACTION PLAN II (SCAP II)

Nha Trang, Viet Nam
24 February, 2017

Draft Summary Report

Purpose: Information
Submitted by: Viet Nam

APEC PUBLIC – PRIVATE DIALOGUE ON SUPPLY CHAIN CONNECTIVITY FRAMEWORK ACTION PLAN II (SCAP II)

Nha Trang, Viet Nam
24 February, 2017

Summary Report

I. Introduction

On 24 February 2017, the **APEC Public – Private Dialogue on Supply Chain Connectivity Framework Action Plan II (SCFAP II)**, initiated by Viet Nam and co-sponsored by Australia, Japan, Mexico, Singapore, the USwas held on the sideline of the SOM 1 Meetings in Nha Trang, Viet Nam. Speakers and participants came from representatives from private sector, business associations; international organizations; research institutions; and officials from APEC member economies' relevant Ministries and agencies.

APEC Public – Private Dialogue on Supply Chain Connectivity Framework Action Plan II (SCFAP II), was aimed at the following objectives: *(i) Better understanding the continuing challenges and problems in each chokepoint; (ii) Setting targets for each chokepoint if possible; and (iii) identifying the possible existing measurement indicators for the implementation of each chokepoint.*

II. Background

The APEC Supply Chain Connectivity Framework Action Plan (SCFAP) was launched by APEC in 2010 in the context of the financial crisis 2007 – 2008 that brought regional economic integration (REI) on high agenda. The SCFAP has outlined the eight chokepoints that need addressing to promote the regional supply chain connectivity in views of implementing the APEC Leaders' commitments to gain the objective of 10% improvement in supply chain performance in term of reduction in time, cost and uncertainty by 2015.

According to the Final Assessment on the SCFAP 2010 – 2015, there have been much progress in handling with the individual chokepoints, however, further gains can be made since there are still room for improvements as well as some chokepoints are still not in expected progress in some aspects.

In response to the APEC's commitments to further the SCFAP, APEC Ministers have endorsed the second stage of the SCFAP (SCFAP II), which has outlined 5 chokepoints that need addressing for the period 2017 - 2020, namely:

(i) Chokepoint 1: Lack of coordinate border management and underdeveloped border clearance and procedures
(ii) Chokepoint 2: Inadequate quality and lack of access transportation infrastructure and services
(iii) Chokepoint 3: Unreliable logistics services and high logistical costs
(iv) Chokepoint 4: Limited regulatory cooperation and best practices
(v) Chokepoint 5: Underdeveloped policy and regulatory infrastructure for e-commerce

So as to facilitate efficient implementation of the SCFAP II, the APEC PPD on SCFAP II would aim at creating an open platform for the APEC member economies including the public and private sectors to exchange and discuss on key challenges that still hold us back, recommendations on addressing the issues and identifying measurement indicators for the monitoring of the SCFAP II.

III. Key Issues

1. Opening remarks

Ms Pham Quynh Mai, Deputy Director General, Multilateral Trade Policy Department, Ministry of Industry and Trade, stresses thatintegration in the global supply chains will bring about benefits not only to enterprises but to national economy.In that light, trade facilitation in general and supply chain connectivity in particular have been high on APEC agenda for Regional Economic Integration (REI) for the last decade. Bear that in mind, in follow up to the SCFAP I, APEC Ministers continue to express strong commitment by launching the second phase of SCFAP for the period 2017 – 2020 (SCFAP II) with the objectives "*To reduce trade costs across supply chains and to improve supply chain reliability in supporting the competitiveness of business in the Asia Pacific region".* She also stresses the objectives of the PPD on SCFAP II and encourages all the delegates to focus discussion on identifying the chokepoints' challenges, measurement indicators for the implementation of the SCFAP II.

2. Overview of the Supply Chain Connectivity Framework Action Plan2010 – 2015 (SCFAP I)

Ms Chan Kah Mei, Deputy Director, International Trade Cluster, Trade Division, Ministry of Trade and Industry, Singapore/Chair of the FoTC on Trade Facilitation; & **Mr Akhmad Bayhaqi from the APEC Policy Support Unit (PSU)** gives an overview of the SCFAP 2010 – 2015 (SCFAP I) and SCFAP 2017 – 2020 (SCFAP II).

The SCFAP I targets to improve the performance of time, cost and uncertainty of supply chain performance by 10% by 2015 and outlines 8 chokepoints to be addressed, namely:

(i) Chokepoint 1: Lack of transparency/awareness of full scope of regulatory issues affecting logistics; lack of awareness and coordination among government agencies on policies affecting logistics sector; absence of single contact point or champion agency on logistics matters;
(ii) Chokepoint 2: Inefficient or inadequate transport infrastructure; Lack of cross border physical linkages (e.g. roads, bridges);
(iii) Chokepoint 3: Lack of capacity of local/regional logistics sub-providers;
(iv) Chokepoint 4: Inefficient clearance of goods at the border; Lack of coordination among border agencies, especially relating to clearance of regulated goods 'at the border';
(v) Chokepoint 5: Burdensome procedures for customs documentation and other procedures (including for preferential trade);
(vi) Chokepoint 6: Underdeveloped multi-modal transport capabilities; inefficient air, land, and multimodal connectivity;
(vii) Chokepoint 7: Variations in cross-border standards and regulations for movements of goods, services and business travelers;
(viii) Chokepoint 8: Lack of regional cross-border customs-transit arrangements.

External and internal indicators, and self-assessment survey are used to measure the implementation of the SCFAP I. Based on the PSU's Final Assessment on SCFAP I, there are mixed results in achieving the 10% target. Under external indicators, there remains strong progress in doing business (DB) cost (adjusted for inflation) and time scores but traders still experiencing longer lead time for import and export based on the Logistics Performance Index (LPI) indicators. The LPI 2016 report also noted that informal payment is still an issue for economies with lower logistics performance. For uncertainty, LPI indicator on physical inspection shows 42% improvement but worsening of LPI shipments

quality indicator need be tackled more rigorously. In terms of internal indicators, 93.6% of SCFAP activities are completed with a few still ongoing.

According to the self-assessment survey, the chokepoint on cross border clearance procedures (chokepoint 4) was being addressed the most (1/4 of APEC projects). In contrast, chokepoints 7 (Standards and Regulations), 8 (Customs Transit) and 2 (Transport Infrastructure) were being addressed the least. Chokepoints with highest levels of involvement were Clearance (chokepoint 4), Documentation (chokepoint 5) and Transparency (chokepoint 1), meanwhile Infrastructure (chokepoint 2), Standards (chokepoint 7) and Transit (chokepoint 8) were having a lower level of involvement.

In furthering and strengthening APEC's efforts on the regional supply chain connectivity, APEC Ministers have endorsed the second phase of the SCFAP for the period 2017 – 2020. The speakers recommend that CTI Friends of the Chair (FotC) on Trade Facilitation work with PSU on the SCFAP II and promote cooperation with other APEC fora and private sector. It is also proposed that a Monitoring Framework of the SCFAP II should be developed to measure the implementation of the SCFAP II and to be submitted to CTI and SOM before SOM 2 for comments and to have it endorsed by SOM 3.

3. **Endorsed SCFAP II and its five chokepoints**

The endorsed SCFAP II targets are "to reduce trade costs across supply chains and to improve supply chain reliability in supporting the competitiveness of business in the Asia Pacific region". SCFAP II has outlined 5 chokepoints to be addressed by APEC economies for the period 2017 - 2020, namely: (i) Lack of Coordinated Border Management and Underdeveloped Border Clearance and Procedures; (ii) Inadequate Quality and Lack of Access to Transportation Infrastructure and Services; (iii) Unreliable Logistics Services and High Logistical Costs; (iv) Limited Regulatory Cooperation and Best Practices; and (v) Underdeveloped Policy and Regulatory Infrastructure for e-Commerce.

In the session, the speakers focus on presenting the SCFAP II's chokepoints as well as make relevant recommendations serving as food for thoughts for further consideration and discussion.

Chokepoint 1: Lack of coordinate border management and underdeveloped border clearance and procedures **(**presented by Mr Nick Humphries, Acting Director, Trusted Trader and Industry Engagement, Department of Immigration

and Border Protection, Australia). It is stressed that nowadays, supply chains are established and increasingly playing important roles since products are comprised of different components produced by a variety of enterprises/firms in various economies. A large number of stakeholders are involved in complicated supply chains in regional and global scope and scale. Import and export of intermediate goods are in more complicated flows than ever. In this line, trade facilitation is increasingly playing important roles. Among that, Australia has vast experiences in addressing the issue of coordinate border management by establishing mutual recognition arrangements (MRA) with a great deal of partners such as New Zealand, China (MRA); Canada, Hong Kong, Singapore, Korea (Statement of Intent); and others still in development, which has brought about a benefit of $2.2 billion over the past ten years. The speaker also outlines some future action to improve coordinate border management for consideration, namely: (i) Secure Trade Lanes; (ii) Whole of Government alignment; (iii) Facilitation of labour mobility); (iv) Awareness sessions across whole of government; (v) Data reform; (vi) Reduction of fees and charges. Australia's Single Window environment also helps to enhance border clearance and procedures.

Chokepoint 2: Inadequate quality and lack of access transportation infrastructure and services **(**presented by Mr Vo Tri Thanh, Former Deputy Director General, CIEM, Viet Nam). So as to address the inadequate quality and lack of access transportation infrastructure and services under the SCFAP II, Mr Thanh shares the ASEAN's experiences in dealing with chokepoints in the intra – ASEAN agricultural trade. It is recognized that trade time and cost could be shortened by improving transparent border administration and reducing corruption or irregular payments; providing efficient logistics and clearance procedures; enhancing availability and quality of transport services; infrastructure (i.e., ICT and transport); improving regulatory environment. In ASEAN, surveys and best practices are conducted to help address the issue. He recommends that APEC consider existing indicators such as the WB Logistics Performance indicators or those of SCFAP I to establish the measurement indicators for the SCFAP II.

Chokepoint 3: Unreliable logistics services and high logistical costs **(**presented by Ms Chan Yoke Ping, Regional Head, CLMV and ASEAN-China Connectivity from YCH Group). Based on the experiences in supply chain of YCH in ASEAN, China and India' markets, it is supposed that CLMV region is lacking behind compared to the top regional player Singapore in terms of the Logistics Performance Index (LPI)'s six dimensions, namely: customs,

infrastructure, international shipments, logistic competence, tracking & tracing, and timeliness. The unreliability and high costs of logistics in CLMV result from limited financial investments, lack of human capital and the regional interest, non optimized supply chain as well as facing non tariff barriers. By focusing on the above mentioned experiences, it is recommended that APEC and ASEAN and GMS can collaborate with each other since all are interested in as well as have been making efforts in promoting supply chain connectivity and performance in general, addressing unreliable logistics services and high logistical costs in particular.

Chokepoint 4: Limited regulatory cooperation and best practices **(**presented byMr Charles Kunaka, Lead Specialist, World Bank). Regulation is an important factor that facilitates seamless flows of supply chains by disentangling what matter for trade and supply chain flows; and its lags will challenge supply chain performance dramatically. However, it is also a complicated area since no template can capture its complexity. In reality, regulation also remains relatively less tractable than other dimensions of supply chain connectivity. It is indicated that in a great deal of economies the Ministries of Transport; Trade & Commerce; associations; and revenue authority are key players in regulation mechanism as well as promote improvement and/or reform. In addressing regulation fragmentation, it is recommended to enhance access to regulation information by establishing trade information portals, which will help shorten time tracking down accurate information, reduce a significant percentage of rejection because of not following procedures; streamline trade procedures and NTMs; as well as fully comply with the WTO Trade Facilitation Agreement (TFA).

Chokepoint 5: Underdeveloped policy and regulatory infrastructure for e-commerce **(**presented by Ms Shiumei Lin, Vice President, UPS Public Affairs). Based on the experiences of UPS as one of the world's largest package delivery company and a leader in supply chain services, Ms Shuimei Lin shares her views that so as to support e-commerce growth, it is important to facilitate e-commerce, simplify trade, and work with stakeholders to address problems. She also makes some specific and ambitious recommendations for APEC consideration:

- ***(i)*** ***Moratorium on new border barriers*** *targeting e-Commerce B2C shipments and****Notify*** *all existing measures to WTO;*
- ***(ii)*** ***Simplify trade for low-value shipments:*** *Review and Upgrade APEC De Minimis Pathfinder; Establish common simplified entry threshold;*

Common data elements; and Establish Returns & Duty Drawback Procedures;

(iii) ***Simplify taxation & collection*** *– Facilitate transparency and publish all applicable taxes for e-Commerce; and adopt smart tax collection methodologies;*

(iv) ***Closing loopholes to address risks*** *– Ensure all players abide by the same rules of trade;*

(v) ***Capacity building for new faces of trade*** *– Capacity building for new players of trade, e.g. SME retailers, and online shoppers*.

4. Views from international organizations; business stakeholders and others

Mr Norihiko Yamano, Economic Analysis & Statistics Division, OECD Directorate for Science, Technology & Innovation. It is a fact that the goods and services we buy are composed of inputs from various countries around the world but the flows of goods and services within these global production chains are not always reflected in conventional measures of international trade. In his presentation, he focuses on the joint OECD – WTO Trade in Value – Add (TiVA) initiative that addresses this issue by considering the value added by each country in the production of goods and services that are consumed worldwide. TiVA indicators are designed to better inform policy makers by providing new insights into bilateral and multilateral relations between nations. Apart from the TiVA, other sustainable development goals such as climate action, quality education, inequalities (within industry, across industry, across country), decent jobs (work accidents, child labour) should also be considered as economic impact analysis of supply chain connectivity performance.

Ms Linda Daugherty, Trade Facilitation Advisor for the A2C2 and a representative of US-ATAARI.A2C2 was launched in 2014 to formalize and promote private sector's roles in APEC's capacity building work, especially on TFA compliance. So far, A2C2 have implemented five programs across APEC economies with focus on advance rulings, pre arrival processing and expedited shipments. Based on her experiences in conducting ATAARI assessment in five economies, there is a great deal of challenges that affect supply chain performance, namely: communication; suspicion and distrust between public and private sectors; legal support; inter-agencies' conflicting goals and lack of communication; incapable ICT systems; poor implementation; cumbersome and duplicate procedures; ineffective penalty scheme; political will, etc. Key

Performance Indicators (KPIs) should be considered as one of important indicators to measure the supply chain performance. It is especially noted that supply chain connectivity performance should be measured based on compliance not enforcement; there should be constant monitoring and adjustment communication with the private sector and utilizing feedback. Last but not least, conducting and using time release surveys according to WCO guidelines will help measure processing time from arrival to release, determines chokepoints and identify indicators of problem areas or best practices.

Ms Li Li, Expert of AOC (APMEN Operational Center). The Asia Pacific Model E-port Network (APMEN) and the APMEN AOC were established in 2014 in Shanghai by APEC Leaders with the objective of creating an enabling environment for model e-ports and enhancing connectivity among cargo hubs in Asia Pacific to promote supply chain connectivity and trade facilitation. APMEN missions itself to promote APEC trade facilitation through working toward the implementation of WTO TFA and the SCFAP II, especially the chokepoint 1 and 4 under the SCFAP II. APMEN is willing to involve more of the work in addressing other chokepoints and going to cooperate with other relevant APEC bodies to develop SCFAP II Action Plan including the development of targets and indicators.

Dr William Wang, Chairman of Operation Committee of Cross-Strait Cold Chain Alliance, Chinese Taipei. Dr. Wang focuses on business's responsibilities and expectations in the implementation of SCFAP. He emphasized that under current trading environment, the public and private collaboration is very important for supply chain connectivity but is hard to achieve, it needs their special efforts. He pointed out that business should have self-awareness of their responsibilities in trade facilitation and understand their risks in cargo clearance, border control and manage the risks. He suggested several methodologies including conducting cargo clearance planning to enjoy facilitating clearance mechanism , and avoid cargo clearance risks; enhancing credibility so that they can be trusted by all trade-related agencies and therefore reducing the agencies' hesitations ; taking note of business employees' integrity to avoid illegalities or collusion with smugglers to avoid downgrade of their compliance ratings, etc. The business' expectations on Customs and other border agencies include the four indispensable requirements for being a modern border agency officer, which comprise integrity, comprehensive professionalism, flexibility and global view. The other expectations include fine-tuning risk management, conducting informed compliance, enhancing hit rate of cargo examination to narrow the focus, saving time and costs; establishing prior

disclosure system to encourage disclosing the discrepancies before discovered by border agencies to facilitate trade and save resources; enforcing extensive computer interface between the public and private sector to enhance the reliability of the information flow to reduce suspicion ,which may lead to reduction of inspection rate ; conducting compliance management instead of duty recovery and fines, as well as implementing co-ordinate management etc. To sum up, business and border agencies should work closely to make proper use of their strengths, resources, and capacity building to achieve a win-win effect through public and private collaboration and application of ICT. Inspection and border control are costly to both of businesses and border agencies; therefore the two missions' performance review should be conducted regularly to help reduce cost and waste.

IV. Outcomes and Conclusions

1. Monitoring Framework of the SCFAP II

Thanks to the active participation and discussion, the PPD has succeeded in developing the 1st draft of a ***Monitoring Framework for the SCFAP II*** with concrete inputs for further consideration.

1ST DRAFT OF MONITORING FRAMEWORK OF SCFAP II

Chokepoint 1: Lack of coordinate border management and underdeveloped border clearance and procedures			
Objectives:			
Challenges	**Targets**	**WGs/ Stakeholders**	**Measurements/ Indicators**
Narrow border administrative focus in each border agency	Aggregate or individual economy targets	Border agencies	Quantitative *Time as a tariff *Reliability *Cost (documentation/inspection/compliance/capacity building)
Outdated legislative and	Consideration of	Traders	Qualitative and Quantitative

regulatory frameworks	benchmarking		*Alignment of supply chain security, trade facilitation, and industry assistance schemes etc *Scope of benefits offered through trade compliance/AEO programs
Legacy systems reaching capacity	Arbitrary…?	Service providers	
Cost of data harmonization		Peak industry bodies	
Lack of capacity		Trading partner administrations and industry	
Duplicative documentation		National committees on Trade Facilitation	
Lack of information sharing			
Cost recovery frameworks			

Chokepoint 2: Inadequate quality and lack of access transportation infrastructure and services			
Objectives:			
Challenges	**Targets**	**Stakeholders**	**Measurements/ Indicators**
Spiraling	Seamless suply	ACTWG	DB

volume of trade	chain connectivity		
Limited financing and staff	High quality infrastructure	TPTWG	LPI
		SCSC	ETI
		SCCP	
		AIIB	
		ADB	

Chokepoint 3: Unreliable logistics services and high logistical costs			
Objectives: To improve quality and options for logistics service, through innovation and a more competitive market in logistics sector (Wider options to create variety of modes of transportation, services, value for money; innovation, hub strategy, increasing competition			
Challenges/	**Targets**	**WGs/ Stakeholders**	**Measurements/ Indicators**
How to define the logistics sector (competition)?	Reduction in turnaround time	Warehousing	OECD MNEs guidelines
How to encourage innovative behavior from firms?	Reduction in costs/improve efficiency (shipping)	Customer broker	LPI
Sufficient data for assessing the current	Improve competition	Freight forwarder	Third party survey

situation			
Competitive consolidator in favor to SMEs in logistics	Transparency in logistics regulatory framework and business practices	Shipping airline agents	Cargo delivery time to measure private sector (TRS)
	Improve risk management	Terminal operator	EODB cross-border indicators
	Code of ethics	Cargo handlers, airlines and owners	
		Banking	

Chokepoint 4: Limited regulatory cooperation and best practices			
Objectives:			
Challenges/	**Targets**	**WGs/ Stakeholders**	**Measurements/ Indicators**
Inter-agencies (conflicting, confusing)	Capacity building	SCCP	TRS (measure, reduced time)
Different missions	Working group (strategic level and technical level), include PPD	A2C2	WB
Capacity	Trade portals	SCSC	Exams (reduced)
Gov. instability, lack of political will	Improve info exchange (local, regional	CTI	Docs requirements reduced

	level)		
Changing priorities, administration	Survey – capacity gaps	Transportation working group (TPT-WG)	
Communication inter agencies	Pilot before implementation		
Data exchange, system probe			

Chokepoint 5: Underdeveloped policy and regulatory infrastructure for e-commerce			
Objectives:			
Challenges/	**Targets**	**WGs/ Stakeholders**	**Measurements/ Indicators**
1. Surge of Volume	▪ Consider additional ways to streamline procedures further e.g. around WCO Immediate Release Guidelines ▪ Consider new models of customs administration e.g. B2B2C Bonded warehouse model		Faster clearance, reduction in number of documents, seamlessness, cost
2. Risk from Post	▪ Collaboration between Customs and		Increase levels of compliance

	Post, e.g. data exchange, reporting, MOU		
3. Education Awareness for MSMEs on rules of trade	▪ Publish information to enhance awareness – rules of trade, tax rates ▪ Capacity building for MSMES		Increase levels of compliance; Increase level of transparency for traders
4. Visibility / Privacy	▪ Explore ways to enhance visibility with all players of the e-Commerce eco-system		Increase levels of compliance
5. Trade Complexity for MSMEs	▪ Explore facilitative channel/ procedures for low value shipments		Reduction in number of documents, clearance time, seamlessness, cost

2. Proposed next steps:

Timeline:

- Submission of the Monitoring Framework (MF) for SCFAP II to seek comments by SOM2.
- Seek SOM endorsement for the MF for SCFAP II by SOM3.
- Present the MF for SCFAP II at CSOM/AELM

Sixth Meeting of the APEC Alliance for Supply Chain Connectivity (A2C2)

February 24, 2017, Nha Trang, Viet Nam

BACKGROUND & OBJECTIVES

The sixth meeting of the APEC Alliance for Supply Chain Connectivity (A2C2) was held on February 24, 2017 in Nha Trang, Viet Nam and was attended by more than 45 public and private stakeholders from 16 economies. The meeting served as an opportunity to 1) update A2C2 members on progress made under the capacity building programs underway to target supply chain improvements and implementation of the WTO Trade Facilitation Agreement, and 2) focus on how A2C2 can support APEC's efforts to solicit private sector inputs on APEC's next phase of supply chain connectivity work and new issues the A2C2 might tackle. The meeting directly followed Viet Nam's Public Private Dialogue on the Supply Chain Connectivity Framework Action Plan Phase II (SCFAP II), which laid a foundation for discussion on the next phase of supply chain, the focus of its four chokepoints, and areas where APEC can focus in the next three years.

ONGOING/UPCOMING SUPPLY CHAIN ACTIVITIES AND GLOBAL EFFORTS

Much of the discussion focused on robust progress made by economies in implementing 6 projects under the APEC supply chain capacity building sub-fund. First, USAID's US–APEC Technical Assistance to Advance Regional Integration (US-ATAARI) Activity provided an overview of the Viet Nam program, which focuses on pre- arrival processing (PAP), expedited shipments and advance rulings. Since the last A2C2, an assessment was completed on these three areas and is currently in final stages of review. The assessment report will be circulated intersessionally but initial recommendations from the report include a need to focus on communication and coordination amongst agencies, and highlight that goods clearance at present require numerous steps and clearance by agencies and should be streamlined. US-ATAARI will work with Viet Nam over the next month to develop an action plan and anticipates robust capacity building activities this year as part of Phase 2.

Additional updates were provided by Chile Customs on its program focused on advance rulings, release of goods and electronic payments as well as the Royal Malaysian Customs Department, which charted out a very specific action plan in regards to PAP action plan and reforms that will be made this year as a result of the assessment and public private dialogue which have taken place under the project.

Hong Kong, China, on behalf of its co-project overseer New Zealand and in partnership with the APEC Secretariat Policy Support Unit subsequently provided an update on the status of its program on global data standards. Hong Kong, China also shared plans to hold a workshop at SOM3. Participants reiterated in comments the importance of global data standards work and encouraged the project to consider in its analysis in the pilot programs.

For the second session, representatives from the OECD and UPS led a discussion on the impact of the services sector on supply chain connectivity and how that link can support implementation of the WTO Trade Facilitation Agreement (TFA). UPS underscored the importance of implementation of the TFA for improving efficiency and lowering the costs of doing business due to the changing nature of global logistics. UPS suggested that APEC economies should continue to champion TFA implementation and adopting measures to facilitate cross-border e-commerce. The OECD shared analysis that showed TFA

implementation will reduce intermediate input costs in services sectors and potential for services to expand with the TFA. Representatives from economies supported the recommendations and recognized that services are an important component of TFA implementation.

CONCLUSIONS & RECOMMENDATIONS

Looking ahead, The U.S. chair stressed the priorities for the A2C2 in 2017 were three-fold: 1) continue to focus on robust implementation of ongoing capacity building programs where momentum and measurable results are being achieved. Many of these programs will wrap up in 2017. 2) Work to provide inputs to new projects that could be launched this year, continuing to focus on the nexus with TFA implementation. 3) Serve as a key resource in 2017 to CTI as it charts out action plans and related indicators of measurement for SCFAP II. The convenors stressed the importance of each economy ensuring that their business community was represented at A2C2 meetings and flagged the next meeting, which will be held in Ho Chi Minh City, Viet Nam in August, 2017. In addition, convenors along with the APEC Secretariat announced that the APEC Sub-Committee on Customs Procedures (SCCP) agreed to have the A2C2 absorb the SCCP's Virtual Working Group, which further contributes to streamlining APEC's efforts to work with the business community on critical trade facilitation related measures. The meeting in August will reflect this change and will be announced to the broader group of stakeholders.