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Negotiating Group on Trade Facilitation

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## WTO NEGOTIATIONS ON TRADE FACILITATION SELF ASSESSMENT GUIDE

Prepared by the World Bank<sup>1</sup> in Cooperation with  
the WTO Secretariat and other Annex D Organizations

### Revision

A guide to assist developing and least-developed Members to assess their technical assistance and capacity building support needs and priorities to implement Members' proposals on how to clarify and improve GATT Articles V, VIII and X.

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<sup>1</sup> Initial draft prepared by Professor David Widdowson, Centre for Customs & Excise Studies, University of Canberra, for and on behalf of the World Bank.

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## GLOSSARY

<b>Annex D</b>	An Annex to the WTO July Package that sets out the modalities for the WTO trade facilitation negotiations
<b>Article V</b>	GATT Article dealing with freedom of transit for goods
<b>Article VIII</b>	GATT Article dealing with fees and formalities connected with importation and exportation
<b>Article X</b>	GATT Article requiring all trade regulations to be clearly published and fairly administered
<b>Doha Development Agenda</b>	The current multilateral trade negotiations that were launched at the 4 <sup>th</sup> WTO Ministerial Conference held in Doha, Qatar in November 2001
<b>Gap Analysis</b>	A technique that may be used to determine the distance between the current situation of a given country and that required by compliance with the compulsory content of a rule or in this case the standards set out in this Guide that are based on WTO Members' proposals
<b>July Package</b>	The agreed work programme for achieving a negotiated outcome in the Doha Development Agenda
<b>Member</b>	A member of the WTO
<b>Situation analysis</b>	A technique that may be used to determine whether national legislation, current procedures and documentation are relevant in terms of compliance with a proposal or agreement
<b>WCO</b>	World Customs Organization
<b>WTO</b>	World Trade Organization

## PART A

### I. INTRODUCTION

The WTO negotiations on trade facilitation seek to clarify and improve relevant aspects of Articles V, VIII and X with a view to further expediting the movement, release and clearance of goods, including goods in transit. Furthermore, as an integral part of the negotiations, Members seek to identify their trade facilitation needs and priorities, particularly those of developing and least-developed countries.<sup>2</sup>

To facilitate the process, the Secretariat has published a compilation of Members' proposals (TN/TF/W/43<sup>3</sup>) and has produced the Self Assessment Guide for the WTO Negotiations on Trade Facilitation (TN/TF/W/143) (hereinafter the Guide), elaborated by the World Bank in co-operation with the other Annex D organisations. The primary purpose of the Guide is to provide developing and least-developed members with a practical method for assessing the type and level of actions required to implement the range of Members' proposals. Some of those actions can be undertaken locally by the concerned country, while others will require technical assistance and capacity building support, as noted by the Negotiating Group on Trade Facilitation:

"To bring the negotiations to a successful conclusion, special attention needs to be paid to support for technical assistance and capacity-building that will allow developing countries and LDCs to participate effectively in the negotiations, and to technical assistance and capacity-building to implement the results of the negotiations that is precise, effective and operational, and reflects the trade facilitation needs and priorities of developing countries and LDCs".<sup>4</sup>

The Guide distils the essence of Members' proposals through the identification of practical **basic standards**, based, where available on existing international standards and accepted good practice. for the proposed measures, and it provides useful guidance on assessing a Member's needs and priorities for local action and for technical support and capacity building against each of those standards.

#### A. NO "ONE-SIZE-FITS-ALL"

The negotiations on trade facilitation have disclosed a degree of consensus among Members in terms of the various reform proposals. However, they have also reinforced the conclusion that there is no "one size fits all" solution to implementation of trade facilitation principles. In fact, a range of possible approaches to implementation, both in terms of resources and in pace, may be adopted by individual countries depending upon their specific circumstances and the relative priorities they accord to specific items within their reform and modernization programmes.

Consequently, while this Guide identifies some common themes across the range of Members' proposals, and provides guidance on best practice approaches to implementation, it still requires each Member to individually assess their particular circumstances. Such assessments, which should include the identification of national and regional priorities, will serve to inform each Member as to the actions they should undertake and the type and level of technical assistance and capacity building required, providing indications as to the likely cost of implementation.

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<sup>2</sup> Annex D of the July Package.

<sup>3</sup> The compilation is periodically revised. The latest revision can be found on the WTO website [www.wto.org](http://www.wto.org).

<sup>4</sup> WT/MIN(05)/DEC.

## II. USING THIS GUIDE

### A. OVERVIEW

The Guide consists of Part A, Part B, and Annexes.

- Part A provides a brief overview of the Guide and sets out an eight stage approach that is recommended for the assessment.
- Part B consists of standards and guidelines for the needs assessment following the WTO Members' proposals measure by measure. It follows the same format as the WTO Secretariat Compilation (TN/TF/W/43 (as revised)), which is the format used in the negotiations.
- Annex A (the Assessment Tool) contains a chart that should be completed for each proposed measure using the basic standard set out in Part B.

For practical purposes the guide makes some basic assumptions about the various proposals, and identifies likely requirements based on typical implementation strategies and best practice approaches. Throughout the guide, cross-references to the relevant sections of TN/TF/W/43 are provided. However, it should be kept in mind that all proposals remain subject to change in the context of the ongoing negotiations.

### B. COORDINATION

While a few of the measures under negotiation in the WTO focus only on improving Customs systems and procedures, most of the measures would apply to all the government agencies involved in processing and clearing international cargo and moving goods. In most countries this would include agencies responsible for health and safety, food inspection, import licensing, tax collection, quality inspection and enforcement. Consequently, the policies and procedures of a number of other agencies are clearly included in the negotiation agenda. In the absence of an effective coordination mechanism, the assessment will fail to address all relevant aspects of government responsibility.

It is therefore recommended that a single ministry or agency be given overall responsibility for coordinating the assessment process. Such ministry or agency should ideally have policy or administrative responsibilities that are relevant to the trade facilitation agenda. In most cases this will be the agency that has overall responsibility for trade policy. However, the most important factor in establishing coordination arrangements is to identify a single coordinating agency that has the capacity to support and drive the assessment process.

Having appointed a coordinating agency, it might be useful to delegate certain aspects of the assessment process to the agency responsible for customs matters since many proposals are likely to impact in some way on the customs administration itself and/or other stakeholders involved in customs-related procedures.

### C. DESCRIPTION OF THE PROPOSED MEASURES

Part B of this guide addresses each sub-category of Members' proposals, as identified in WTO document TN/TF/W/43, by providing:

- A **general description** of the proposals that have been put forward, based on how the proposed measure is commonly used or applied;
- The **basic standard** that is likely to apply to Members in the event that the proposals are adopted. This is as a common minimum standard against which compliance is likely to be assessed;

- The **scope of the proposals** that fall under that particular sub-category, which contains elements covered by the various proposals, based on the current status of negotiations. The scope may evolve as the negotiations progress;
- The **requirements** that a Member must satisfy in order to meet the Basic Standard. This section contains measures, legal requirements, etc. that would be necessary to implement the proposed measure. These requirements have not necessarily been mentioned in any proposal but would have to be in place or occur for implementation of the proposal.

#### D. MANAGING CHANGE

The WTO trade facilitation agenda represents a significant programme of reform and modernization for many Members, particularly developing and least-developed Members. Such initiatives place substantial burdens on both government and private enterprise to continue to operate effectively while also managing a wide-ranging programme of change.

In this regard, the World Bank states:

"it would make good sense for any long-term assistance and capacity building support provided to achieve compliance with a basic legal standard to be effectively integrated into wider and more comprehensive reform and modernization efforts. In this way, any technical assistance and capacity building support provided for implementation to a basic level consistent with expected WTO commitments would provide a sound foundation for a further development and the refinement of systems and procedures over time as experience develops progressively within Member countries".<sup>5</sup>

Regardless of the underlying catalyst for change, there are three principal considerations in any change process – a) identifying what needs to change, b) determining how it should be changed and c) setting up the change management process.. Technical assistance and capacity building support may be required to progress either or both of these issues.

In progressing the trade facilitation reforms, it can be anticipated that there will be some resistance to change within both the public and private sector. Often the private sector is not homogenous. For example, customs agents often have shared interest with Customs, whereas shippers might be pushing for reform that could threaten the income base of customs agents. Consequently, effective communication and consultation should play a key part in advancing the trade facilitation agenda, in order to obtain ownership, support and commitment from key stakeholders.

Having regard to these issues, effective management of change requires:

- Identifying and empowering a **lead agency**;
- A clearly defined policy **objective**, legitimated by the appropriate **political** processes, – clearly documented and **communicated** to everyone who will be **affected** by the change;
- A tolerance for ambiguity – the final goal may well be understood, but the exact nature and extent of changes will become clearer during the course of the project;
- **Commitment** at all levels, including the provision of adequate **resources** and clear support for the change process;
- Open **communication** – with all stakeholders:

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<sup>5</sup> World Bank (2006) "Needs, Priorities and Costs Associated with Technical Assistance and Capacity Building for Implementation of a WTO Trade Facilitation Agreement – A Comparative Study Based on Six Developing Countries", World Bank, Washington DC, pp. 6-7.

Last but by no means least, there is a need for a change sponsor to initiate the change process and sustain it through implementation. For government reform projects, this is likely to be at director-general or ministerial level. The change sponsor is the force that will drive the change process and therefore must continually demonstrate commitment to the project and the changes that will result from it. This support from the top is critical to reducing resistance to change.

### III. SUGGESTED APPROACH TO ASSESSMENT

The **suggested approach to assessment** involves:

1. Prior to launching the assessment, identifying all relevant stakeholders from both the public and private sectors who should be consulted during the course of the assessment process. Stakeholder identification is addressed in more detail in Appendix 1.

During the assessment and for each subheading of the latest revision of the compilation TN/TF/W/43

2. Identifying the situation that currently exists in the Member's country relative to the requirements that are necessary to meet the Basic Standard.
3. Determining whether the current situation represents full compliance, partial compliance, or non-compliance with the basic standard and requirements, or whether it is not applicable to the country.
4. Identifying key barriers to achieving compliance with the basic standard and requirements in consultation with stakeholders.
5. Identifying actions that must be taken in order to achieve full compliance with the basic standard and requirements. In this context, the following matters should be considered:
  - What initiatives are required to manage the required change, including political and administrative issues ?
  - What legislative changes are required to meet the Basic Standard ?
  - What policy, system and procedural changes are required to meet the Basic Standard ?
  - What human resource implications are involved in meeting the Basic Standard, including any indirect HRM implications ?
  - What training in the public and private sector is required to meet the Basic Standard?
  - What equipment/ infrastructure resource requirements are required to meet the Basic Standard, including implementation or modification of existing or new ICT hardware and software?
  - What organizational or structural changes are required to meet the Basic Standard?
6. Determining whether technical assistance/capacity building support may be required to meet the basic standard and requirements.
7. Identifying a lead agency or organization that will take responsibility for progressing particular actions, and other stakeholders who will provide assistance.
8. Identifying the level of priority of the required actions and technical assistance initiatives (high, medium and low), depending on their importance from the perspective of the Member.

#### **IV. THE USE OF THE ASSESSMENT TOOL**

The assessment tool in Annex A contains charts that should be filled with the outcomes of the needs assessment for every reviewed proposal. Many of the transit proposals overlap with proposals in GATT Articles VIII and X. When this is the case the transit proposal is on the same "tool" chart as the overlapping Articles VIII or X proposal. For instance, publication for transit is on the same chart as publication requirements proposed under GATT Article X.

Below is an example of a chart, followed by explanations on how the chart should be filled in:



**D.1 PROVISION OF ADVANCE RULINGS**

**Basic Standard:** A Member shall issue legally binding rulings in a timely manner, and in advance of the relevant trade transaction, at the request of an interested person who has provided the Member with all necessary information.

**COMPLY:** Yes:  No:  Partially:  Not Applicable:  **National Priority:** High:  Medium:  Low:  None:

<b>Current situation relative to the Basic Standard. Describe in detail</b>	<b>Barriers to meeting Basic Standard</b>	<b>Actions needed to meet basic standard (Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.)</b>	
		<b>What can be done locally to address barriers? (Specify in detail)</b>	<b>Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.</b>
<b>Priority for Technical Assistance: High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.) :</b>			

Current situation relative to the Basic Standard: *What is currently in practice and in legislation compared to the basic standard. It is important to list the current situation for all agencies that would fall under the proposal. If the situation is different in the different agencies then it should be set out agency by agency in this column. It is important to keep the comparison limited to the basic standard for this column and for the next 2 columns as well and not go beyond the basic standard and aim for best practices. If in doubt participants should look at the scope and requirements to meet the basic standard or look at the proposal itself.*

COMPLY: yes no partially not applicable : *This could be filled out at the beginning or after discussion. It can sometimes be difficult to decide. For example- if there is an informal practice by some but not all customs officers in providing advance rulings but nothing in the laws or regulations is it partial compliance or non-compliance? Many people have different opinions on this. There is no right answer. **Not applicable** means that the situation described in the measure does not concern the country (for example, elimination of the mandatory use of PSI is not applicable if there is no requirement in the country to use PSI).*

Barriers to meet Basic Standard: *It is important to make sure the real reason is understood in cases where the current situation does not comply with the basic standard, identify the underlying reason. It is important to think behind the obvious initial response.*

What can be done locally to address barriers? (Specify in detail): *What can your country undertake on its own without technical assistance to overcome the barrier and meet the basic standard (and **not** to achieve best practice). This should be as specific as possible so that the results will be useful at the time of implementation. Consider the categories listed in the heading (Actions needed to meet basic standard (Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.))*

Is technical assistance/ capacity building support needed ? If yes, specify in detail: *Anything requiring outside assistance would be technical assistance. It is important to make this as specific as possible, e.g. training on establishment of an advance ruling program/drafting of rulings for 60 customs officers at the management level.*

Lead agency or organization/Other stakeholders involved: *Who would be responsible to oversee implementation or technical assistance for this measure? What stakeholders would be involved?*

Stakeholders not participating in assessment of this measure(s) that should be consulted: *There may be important stakeholders that do not participate in the assessment or are not available for particular measures. It is important to note this to be sure that they are consulted before finalizing the findings of the assessment in order to have a complete and accurate picture of the needs and priorities.*

Technical Assistance Priority: High Medium Low None : *Is this measure a priority for your country for technical assistance? Note that there is a tendency is to have a lot of high priorities.*

Stakeholders consulted during the course of this Assessment: *This should be the agencies/organizations that completed this chart. The working group can just copy and paste their organizations on each chart they complete.*

Issues to note: *This box is to allow comments for the Geneva negotiator on the proposal, such as whether they strongly support it or are against it or would like more information from the WTO Member that made the proposal. It can provide additional information that could be useful for the negotiations, for example: "legislation that would allow for implementation of this proposal is*

*currently before the Parliament". Or comments could be made on any difficulties in completing the needs assessment- for example, assumptions made if the standard is too general or vague.*

*It does not need to be filled in for all proposals but only where there is a particular message.*

**It is best to analyze the current situation and then go across line by line to fill in the other columns.**

## APPENDIX 1

### STAKEHOLDERS<sup>6</sup>

#### *The need to involve stakeholders in the assessment process*

The trade facilitation negotiations can represent one of the first stages in a significant reform process, the success of which is dependent on a sense of ownership among the various stakeholders. Effective consultation with both public and private sector stakeholders is fundamental to achieving such ownership, and the approach adopted in this Guide has been developed on that basis.

Effective consultation with relevant stakeholders serves to ensure that Geneva-based negotiators have the best and most complete information and advice upon which to participate in the negotiations. It also encourages the sharing of information, expertise and perspectives by those who are likely to be affected by the outcomes of negotiations. This in turn assists the process of assessing the likely impact of particular proposals, highlighting potential implementation difficulties and identifying the most appropriate approaches for implementation and enforcement. Effective consultation therefore facilitates the identification of technical support and capacity building needs and priorities.

#### *Stakeholder identification*

Stakeholders are those people, groups and institutions that might contribute to or influence the outcome of the negotiations and the implementation process, and for which communication strategies will need to be devised.

To facilitate the process of stakeholder identification in the current context, it is useful to envisage the entire international supply chain and consider those who may be involved at any point in dealing with the goods and the associated documentation, payments and transport, either from a regulatory or commercial perspective.

#### *The business community*

To achieve a successful outcome on trade facilitation, it is imperative to actively engage the business community and to take its views into consideration. Consequently, it is important to have a good understanding of the interests of the private sector and communicate regularly with those elements of the private sector that may be impacted by particular aspects of the negotiations and their implementation.

The significance of engagement with the business community can be demonstrated by reference to trade agreements where negotiators have secured access to export markets and subsequently discovered that their private sector had no capacity to supply those markets. Conversely, a potentially adverse impact on the domestic industry may emerge that is neither highlighted nor anticipated during the course of negotiations, which points to the importance of involving these stakeholders at an early stage.

It is also important to bear in mind that the WTO negotiations on trade facilitation can be very technical, and it is therefore important to engage experts in the consideration and analysis of the various issues that flow from the negotiations, including representatives from the private sector.

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<sup>6</sup> Adapted from TN/TF/W/51, WTO Trade Facilitation Negotiations Support Guide, submitted by the World Bank.

## **PART B**

### **I. GUIDE TO IMPLEMENTATION**

**Note:** The following headings are based on those contained in the WTO Secretariat Compilation (TN/TF/W/43/Rev.(as revised)).

#### **A. PUBLICATION AND AVAILABILITY OF INFORMATION**

##### **A.1 Publication of Trade Regulations and of Penalty Provisions**

###### General Description

These proposals seek to provide transparency of trade legislation and relevant information relating to or affecting the international trade in goods by publishing promptly and making it available to interested parties.

###### Basic Standard

A Member shall ensure that all relevant laws, regulations, administrative guidelines, judicial decisions and administrative rulings having general application are made readily available through an official source to any interested person.

###### Scope of Proposals<sup>7</sup>

The information shall include:

- a) Procedures of border agencies, including port, airport, and other entry-point procedures; and relevant forms and documents;
- b) Rate of duties and taxes imposed on or in connection with importation or exportation (including applied tariff rates);
- c) Decisions and examples of customs classification;
- d) Import and export restrictions;
- e) Fees and charges imposed on or in connection with importation and exportation;
- f) Penalty provisions against breaches of import and export formalities;
- g) Appeal procedures;
- h) Agreements with any country or countries relating to the above issues;
- i) Outline of major trade related procedures.

Members shall ensure prompt publication.

###### Requirements to meet the Basic Standard

The Member makes all information covered by the scope of proposals available to governments and traders:

In a non-discriminatory, convenient and uniform manner including an officially designated source such as an official gazette or official journal;

On an official website, whenever practicable;

All amendments to relevant material are made public in the same way as the original publication.

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<sup>7</sup> Includes similar issues relating to transit in M.3(a) proposals.

The Member has organizational and other mechanisms in place to ensure that the information which it makes available is complete, accurate, relevant and timely.

## **A.2 Internet Publication**

### **A.2(a) Internet Publication of the Elements set out in Article X of GATT 1994**

### **A.2(b) Internet Publication of specified information setting forth the procedural sequence and other requirements for importing goods into a Member's territory**

#### General Description

The publication of relevant information on an official website provides particularly high levels of both transparency and accessibility. It also allows timely publication of new and amended information.

These proposals seek to provide greater transparency of and accessibility to trade regulations by making available to interested parties, via the internet, all legislation and trade-related procedures relating to or affecting the international trade in goods.

#### Basic Standard

A Member shall publish on an official internet site all trade related legislation and procedures.

#### Scope of Proposals

The information shall include:

- laws, regulations, administrative rulings, judicial decisions and administrative rulings;
- Procedures of border agencies, including port, airport, and other entry-point procedures;
- The forms and documents required for importation and exportation
- Rate of duties and taxes imposed on or in connection with importation or exportation (including applied tariff rates);
- Decisions and examples of customs classification;
- Import and export restrictions;
- Fees and charges imposed on or in connection with importation and exportation;
- Penalty provisions against breaches of import and export formalities;
- Appeal procedures;
- Agreements with any country or countries relating to the above issues;
- Full and precise description of its Customs procedures.

New and amended trade-related legislation and procedures should be published on the internet before entry into force and allow interested parties to comment.

Member shall notify the WTO Trade Facilitation committee of the website.

#### Requirements to meet the Basic Standard

The Member makes all information covered by the scope of proposals available on a national website in an official WTO language.

The Member has organizational and other mechanisms in place to ensure that the information which it makes available is complete, accurate, relevant and timely. This may include the establishment of a national coordination point.

### **A.3 Notification of Trade Regulations (\*no 3<sup>rd</sup> generation proposal available for this measure)**

#### General Description

These proposals seek to provide Members with information on proposed new or amended trade regulations that are being considered by other Members, which may have a significant impact on them. This is required by individual WTO Agreements including the Agreement on Customs Valuation, Rules of Origin, TBT, SPS, etc.

#### Basic Standard

When introducing or amending trade regulations that may have a significant effect on the trade of other Members, a Member shall notify interested parties and the WTO Secretariat of the proposed introduction or amendment at the earliest possible stage prior to finalizing the proposed measures.

#### Scope of Proposals<sup>8</sup>

Any proposed new or amended trade regulations [or "core measures"] that may have a significant effect on the trade of other Members.

#### Requirements to meet the Basic Standard

The Member has formal mechanisms in place which ensure that any proposed new or amended trade regulations that may have a significant effect on the trade of other Members are, at the earliest possible stage, and prior to finalization:

Notified to interested parties;

Notified to the WTO in one of the WTO official languages.

### **A.4 Establishment of Enquiry Points**

#### General Description

Transparency and accessibility of information is important for traders to be able to efficiently undertake their business. These proposals seek to provide greater accessibility to trade-related information and documents by providing access through enquiry points for interested parties on a non-discriminatory basis. Members are already required to have Enquiry Points for SPS and TBT matters. This proposal would expand the requirement to also include an Enquiry Point(s) for other trade-related information.

#### Basic Standard

A Member shall establish a national enquiry point or points or be part of a regional enquiry point which are responsible for providing or for facilitating access to trade-related information or documents to interested parties on a non-discriminatory basis.

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<sup>8</sup> Includes similar issues relating to transit in M.3 (a) proposals.

### Scope of Proposals

Establishment of enquiry point or points with responsibility for:

Answering relevant enquiries from interested parties [directly and/or through the enquiry points of other Members or the WTO Secretariat];

Providing relevant information and documents related to trade procedures in a non-discriminatory and convenient and timely manner;

Communicate among national Enquiry Points.

Establishment of a primary enquiry point which facilitates coordination among competent border agencies, whenever practicable.

Notifying the WTO of contact information for the enquiry points.

Timely provision of information for free or for fees that reflect the cost of services rendered.

### Requirements to meet the Basic Standard

The Member has established and maintains enquiry point or points or participates in regional ones that reflect the scope of proposals.

The Member provides competent staff to service such enquiry points.

The Member has formal mechanisms in place to notify and regularly update the WTO of the contact information for the enquiry points.

#### **A.5 Other Measures to Enhance the Availability of Information (\*no 3<sup>rd</sup> generation proposal available for this measure)**

It has been proposed that the official WTO website provide links to Members' official websites. Relevant measures associated with these proposals are contained in A.2(a) and A.2(b).

### **B. TIME PERIODS BETWEEN PUBLICATION AND IMPLEMENTATION**

#### **B.1 Interval between Publication and Entry into Force**

##### General Description

These proposals seek to ensure that a reasonable period is provided between the publication of proposed new and amended laws, regulations, rulings etc. and their entry into force in order to contribute to informed compliance, by providing an opportunity for those stakeholders to become acquainted with them and prepare for compliance.

##### Basic Standard

A Member shall ensure that, in principle, information relating to proposed new and amended rules of general application is made available to interested persons in advance of their implementation.



### Scope of Proposals<sup>9</sup>

Proposed new and amended laws, regulations and administrative rulings of general application, or their drafts or summaries.

Urgent circumstances or other limited exceptions to this requirements must be made public.

### Requirements to meet the Basic Standard

The Member has in place legislation or administrative arrangements which clearly set out timeframes and procedures relating to the publication of new and amended rules prior to their entry into force.

## **C. CONSULTATION AND COMMENTING ON NEW AND AMENDED RULES**

### **C.1 Prior Consultation and Commenting on New and Amended Rules**

### **C.2 Information on Policy Objectives Sought**

#### General Description

Public consultation and feedback improves the predictability of the regulatory environment, increases transparency and contributes to an improved the level of compliance. Such consultation and feedback may be organized by the relevant ministry or regulatory agency.

These proposals seek to ensure effective consultation on the national level on proposed trade-related laws, regulations, administrative rulings etc. in order to provide interested persons with an opportunity to comment on the proposals, and for Members to take such comments into account, as appropriate, prior to their implementation.

#### Basic Standard

A Member shall introduce and maintain opportunities for consultation to seek and take account of comments from interested persons on proposals to introduce new, or amend existing trade-related rules prior to their implementation.

### Scope of Proposals<sup>10</sup>

Consultation mechanisms on proposals to introduce new, or amend existing trade-related laws, regulations and administrative rulings.

Regular consultation between border agencies and traders.

Provision of reasonable timeframes for comments to be submitted and considered.

Information on policy objectives pursued shall be provided.

### Requirements to meet the Basic Standard

The Member conducts regular, formal consultations at the national level with the public and private sector on proposed new or amended legislative and administrative arrangements. Such mechanisms include:

Procedures for obtaining comments from interested persons;

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<sup>9</sup> Includes similar issues relating to transit in M.3(a).

<sup>10</sup> Includes similar issues relating to transit in M.4 proposals.

Procedures for taking such comments into account prior to implementation of proposals, and for providing public feedback on the acceptance or otherwise of the comments received;

Reasonable timeframes.

The Member provides competent staff to undertake such consultation.

## **D. ADVANCE RULINGS**

### **D.1 Provision of Advance Rulings**

#### General Description

In order to provide the international trading community with greater commercial predictability and certainty, and to facilitate their compliance with regulatory requirements, many administrations have implemented a system of advance rulings. This system allows a trader to apply for a written ruling on how the laws in the country of importation will be applied to their specific factual situation when they import. These rulings generally apply to tariff classification, valuation and origin. Such rulings are supplied by Customs on request, and in many cases are legally binding, provided they are based on complete and accurate information. The WTO Rules of Origin Agreement already requires Members to provide advance rulings on origin. These proposals seek to establish such a system of binding rulings in other customs areas.

#### Basic Standard

A Member shall issue legally binding rulings in a timely manner, and in advance of the relevant trade transaction, at the request of an interested person who has provided the Member with all necessary information.

#### Scope of Proposals

Legally binding advance rulings in areas such as:

Tariff classification;

Duty drawback;

Rules of origin; and

Customs valuation<sup>11</sup>.

Members should provide details on information requirements, application, timeliness, validity, notification, publication/confidentiality and review of advance rulings.

#### Requirements to meet the Basic Standard

The Member has in place national legislation or administrative arrangements which set out transparent and predictable procedures for applying for, issuing, modifying and revoking an advance ruling, including:

- The procedures and formalities to be followed, including review, appeal and revocation procedures;

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<sup>11</sup> Not in relation to the value of the goods, but in relation to the treatment of particular aspects of the transaction for valuation purposes.

- Particulars that must be supplied by an applicant;
- Timeframes, including timeframes for decision-making and the validity of rulings;
- The format in which the ruling is provided, which must include reasons for the decision;
- Circumstances under which a ruling ceases to have effect.

All such rulings are honoured by the issuing authority in respect of the applicant's goods concerned, at any border post, for the specified period, provided the facts and circumstances on which the ruling is based remain unchanged.

Rulings that set a wide precedent should be made available to other traders.

The maintenance of comprehensive records relating to all aspects of the advance ruling system.

## **E. APPEAL PROCEDURES**

### **E.1 Right of Appeal**

#### General Description

Government agency decisions can have an immediate and detrimental effect on traders affected by the decisions. These proposals seek to introduce effective appeal procedures that will enable affected traders to seek review of decisions made and to receive a prompt and considered response to their appeals.

Procedures need to be as simple, straightforward and timely as possible. All requirements on both the appellant and government agencies must be clearly laid out in legislation and easily accessible to all parties. Government agencies must inform appellants in writing of decisions and must implement final decisions promptly.

#### Basic Standard

A Member shall provide a legal right of appeal in customs and other trade-related matters.

#### Scope of Proposals

Legal right of appeal without penalty against rulings and decisions relating to importation, exportation and transit that:

Is non discriminatory;

Is easily accessible, with costs being reasonable;

Provides appellants and other interested persons with clear and transparent procedures;

Provides affected persons with reasons for making a particular decision;

Provides administrative appeal independent of the employee or office of the agency which issued the decision, with subsequent right to appeal to a judicial body;

Includes a right to representation by independent counsel;

Provides a timeframe for resolution of appeals at an administrative level; In the event of undue delay the trader has the right to bring the case to the next higher instance;

Provides the opportunity for traders, upon request, to receive information concerning the administrative decision such as the reasoning of the decision including applied laws and regulations;

Includes an opportunity to raise complaints informally through complaints lodgement and handling procedures.

#### Requirements to meet the Basic Standard

The Member has in place national legislation that provides a right to affected persons to be given, upon written request, an explanation of the reasons for a trade-related decision; and for the person to have a right of appeal to a competent authority which may be the agency concerned, another administrative authority, arbitration, a special tribunal or, in the final instance, a judicial authority.

The appeal procedures are clearly outlined in national legislation, and the legal requirements and procedures for filing an appeal are readily accessible to the trade community and the general public, and address all elements identified in the Scope of Proposals including:

- Requirements for an appeal to be lodged in writing stating the grounds on which the appeal is being made;
- The time limits within which an appeal must be lodged;
- Requirements for the decision in relation to the appeal to be provided to the appellant in writing, together with the reasons for that decision and advice as to the appellant's further rights of appeal and relevant time limits.

National legislation outlines the specific types of decisions that may be subject to appeal, such as decisions on tariff classification, valuation, origin, licensing, permits to import or export, refunds, etc.

Where an appeal to the relevant authority has been dismissed, the Member provides a right of appeal in national legislation to an authority that is independent of that authority.

## **E.2 Release of Goods in Event of Appeal (\*no 3<sup>rd</sup> generation text)**

### General Description

Where a disputed decision is the subject of an appeal, goods should normally be released, with the possibility in given circumstances of duty payment being held in abeyance. These proposals seek to establish such a regime, which should be subject, where required by national legislation, to the provision of a guarantee, such as a surety or deposit. This is already required by the WTO Valuation Agreement for disputes concerning the customs value of the goods.

### Basic Standard

Where a disputed decision is the subject of an appeal, a Member shall generally allow goods the subject of the decision to be released and, where practicable, hold payment of duties and other taxes in abeyance pending resolution of the appeal, upon provision of a guarantee where necessary.

### Scope of Proposals

All goods that are the subject of an appeal against a ruling or decision relating to importation, exportation and transit.

#### Requirements to meet the Basic Standard

The Member has in place national legislation and/or administrative arrangements that generally provide for goods that are the subject of an appeal to be released, and that identify circumstances in which the payment of duties and other taxes may be held in abeyance pending resolution of the appeal.

A system of that allows for the provision of a guarantee in the form of a surety, deposit or some other appropriate instrument.

### **E.3 Appeal Mechanisms in a Customs Union**

#### General Description

These proposals are designed to establish mechanisms to streamline appeals against decisions relating to the importation of goods into a customs union, by having such appeals heard and decided at the Customs union level.

#### Basic Standard

Where a disputed decision relating to the importation of goods into a customs union is the subject of an appeal, a Member shall agree to have the matter heard and decided at the customs union level.

#### Scope of Proposals

Appeal mechanisms relating to adverse findings of inspection authorities, in particular for inspection decision relating to food items, at points of importation into a customs union, including:

Appeals against member state decisions to be heard and decided at the Customs union level;

Appellate decisions to be binding on the inspection authorities of all members of the Customs union.

#### Requirements to meet the Basic Standard

The Member's national legislation and relevant customs union agreements provide for the appeal processes identified in the Scope of Proposals and for recognition of the decision.

### **F. OTHER MEASURES TO ENHANCE IMPARTIALITY, NON-DISCRIMINATION AND TRANSPARENCY**

#### **F.1 Uniform Administration of Trade Regulations (\*no 3<sup>rd</sup> generation proposal available for this measure)**

#### General Description

These proposals seek to provide traders and other stakeholders with certainty and clarity in relation to classification, valuation and other trade-related decisions by ensuring the uniform administration of trade regulations.

#### Basic Standard

A Member shall administer trade regulations in a uniform and impartial manner.

#### Scope of Proposals

Establishment of a central point within government with primary responsibility for interpreting trade regulations such as those relating to customs classification, customs valuation, etc.

Compilation and distribution of case studies to support staff and stakeholder training, particularly in relation to customs classification and customs valuation.

#### Requirements to meet the Basic Standard

The Member has in place national legislation and administrative arrangements that support the uniform and impartial administration of trade regulations, including:

- All relevant information of general application relating to customs laws and procedures is publicly available (see 5.A);
- Expert areas within relevant agencies are established, which have primary responsibility for interpreting trade regulations for which the agency has administrative responsibility, such as those relating to tariff classification, customs valuation, import/export restrictions, etc.;
- Case studies are used to support customs classification and customs valuation training;
- The Member has appropriate audit procedures in place to ensure uniformity of administration and impartiality of decision making.

## **F.2 Maintenance and Reinforcement of Integrity and Ethical Conduct among Officials**

### **F.2(a) Establishment of a Code of Conduct (\*no 3<sup>rd</sup> generation proposal available for this measure)**

#### General Description

Corruption can be a major inhibitor of trade through e.g., delaying cargo, payment of bribes and improper classification and valuation of goods. Corruption within border agencies may also impact negatively on investment and adversely affect the reputation of the country and Government which those officials represent.

#### Basic Standard

A Member shall establish, maintain and enforce a code of conduct which addresses the rights and obligations of government officials.

#### Scope of Proposals<sup>12</sup>

Development of codes of conduct for staff of border agencies, which identify their rights and obligations.

Establishment of coordination and control mechanisms between customs administrations and organizations involved in devising ethics policies for officials.

Appointment of senior officials responsible for ensuring the delivery of integrity training programmes for government officials.

#### Requirements to meet the Basic Standard

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<sup>12</sup> Includes issues raised under F.2(e) and F.2(f).

The Member has in place legislation or administrative arrangements that establish a Code of Conduct consistent with the principles set out in the revised Arusha Declaration<sup>13</sup>, including:

- The incorporation of the principles of integrity and ethics into training programmes for government officials;
- Appropriate coordination and control programmes to enforce the provisions of the Code.

**F.2(b) Computerized System to Reduce/Eliminate Discretion (\*no 3<sup>rd</sup> generation proposal available for this measure)**

General Description

The automation of certain customs processes, such as the clearance process, has the effect of reducing officer discretion and, as such is one way in which corrupt practices may be addressed.

Basic Standard

A Member shall use information technology to reduce officer discretion, where practicable.

Scope of Proposals

Introduction of computerized systems to reduce (or eliminate) the discretion exercised by officials and employees with respect to basic customs decisions.

Requirements to meet the Basic Standard

The Member has, where practicable, used information technology to reduce officer discretion.

**F.2(c) System of Penalties (\*no 3<sup>rd</sup> generation proposal available for this measure)**

General Description

The inclusion of appropriate penalty regimes in official codes of conduct and national legislation provides the necessary means of punishing corrupt behaviour of government officials, and can also act as an effective deterrent.

Basic Standard

A Member shall incorporate penalty provisions applying to corrupt practices of government officials in its national legislation.

Scope of Proposals

Incorporation of a system of penalties in a Member's national legislation. In respect to serious offences consideration be given to pursuing criminal actions against corrupt officials.

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<sup>13</sup> Arusha Declaration is the Declaration of the Customs Co-operation Council Concerning Good Governance and Integrity in Customs.

### Requirements to meet the Basic Standard

The Member has incorporated a system of penalties in its customs legislation.

#### **F.2(d) Technical Assistance to Create/Build up Capacities to Prevent and Control Customs Offences (\*no 3<sup>rd</sup> generation proposal available for this measure)**

This proposal relates to the provision of technical assistance to create and build up a Member's capacity to prevent and control customs offences. As such, it is covered by other F.2 proposals.

#### **F.2(e) Appointment of Staff for Education and Training (\*no 3<sup>rd</sup> generation proposal available for this measure)**

This matter is dealt with under proposal F.2(a).

#### **F.2(f) Coordination and Control Mechanisms (\*no 3<sup>rd</sup> generation proposal available for this measure)**

This matter is dealt with under proposal F.2(a).

### **F.3 Import Alerts/Rapid Alerts**

#### General Description

Import alert/rapid alert is a border control mechanism adopted by some countries and customs unions to monitor and ensure the quality of imported food products. It is imposed in the event of detection of contaminated imports or import of products not meeting the required standards. As a result of such alert, a predetermined number of subsequent export consignments from the relevant exporter are subjected to 100% inspection at points of entry into the country/customs union. These proposals seek to ensure that the alert itself does not create a barrier to trade.

#### Basic Standard

A Member shall not operate an import alert/rapid alert system in a way that creates an unnecessary barrier to trade.

#### Scope of Proposals

The application of a system of import/rapid alert, including:

Uniform, objective standards;

Uniform application across a customs union;

Imposition only on the basis of positive evidence that prescribed objective standards have not been met;

Use of less trade restrictive arrangements where appropriate;

Guidelines for termination, including timeframes and notification of termination.



#### Requirements to meet the Basic Standard

Where the Member and/or customs union has in place a system of import/rapid alert, it should reflect the requirements identified in the Scope of Proposals.

#### **F.4 Detention**

##### General Description

This proposal seeks to ensure that importers or their authorized agent are informed promptly when their goods have been detained.

##### Basic Standard

When goods are detained by a competent authority, a Member shall provide the importer or their authorized agent with information about the detention in a timely manner.

##### Scope of Proposals

Detention for the purposes of ensuring compliance by customs or any other relevant authority.

#### Requirements to meet the Basic Standard

The Member has in place national legislation or administrative arrangements which clearly set out the procedures for notifying importers and/or their agents promptly in situations where goods are detained.

#### **F.5 Test Procedures**

##### General Description

Customs and other competent authorities may draw and test samples where deemed necessary, to establish the tariff description of goods declared, protect health and safety, or to ensure the application of other provisions of national legislation. This proposal seeks to provide traders with the right to a second confirmatory test in situations where the initial test returns adverse findings.

##### Basic Standard

When samples of goods are tested by competent authorities for the purpose of ensuring the appropriate application of national legislation, a Member shall provide importers, exporters or their authorized agents with the right to a second confirmatory test.

##### Scope of Proposals

Confirmatory testing of imports or exports, including:

Clear procedures, including a validated test method;

Accredited laboratories and the publication of a list of such laboratories;

Acceptance of the results of a confirmatory test by all member states of a customs union.

Requirements to meet the Basic Standard

The Member has in place national legislation or administrative arrangements which clearly set out the procedures for confirmatory testing as required by the Scope of Proposals.

**G. FEES AND CHARGES CONNECTED WITH IMPORTATION AND EXPORTATION**

**G.1 General Disciplines on Fees and Charges Imposed on or in Connection with Importation and Exportation**

**G.1(a) Specific Parameters for Fees/Charges G.1(c) Prohibition of Collection of Unpublished Fees and Charges**

General Description

Article VIII paragraph 1(a) establishes certain obligations regarding fees and charges. It authorizes only those fees and charges that are limited to the approximate cost of services rendered, and prohibits fees and charges aimed at protecting domestic goods or having the effect of an import/export tax. These proposals seek to ensure that the principles of Article VIII are observed.

Basic Standard

A Member shall ensure that fees and charges do not exceed the approximate costs of services rendered and are in direct and/or indirect connection with a specific importation, exportation or transit formality.

Scope of Proposals<sup>14</sup>

- a) Fees and charges shall not be collected if they have not been publicly notified;
- b) Specification of services for which a government agency may impose fees and charges<sup>15</sup>;
- c) Measurement of directly relevant costs;
- d) Recovery of only (approximate) actual costs;
- e) Fees and charges collected by public agencies and/or other entities on their behalf.

Requirements to meet the Basic Standard

Fees and charges imposed by the Member reflect the approximate cost of the services provided by the relevant agency. Relevant legislative and/or administrative arrangements include:

- a) Legislative and administrative arrangements that explicitly prohibit the collection of any fees or charges that have not been publicly notified;
- b) Agency mechanisms to identify and capture relevant costs;
- c) Prohibition of *ad valorem* fees and charges;

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<sup>14</sup> Includes similar issues relating to transit in M.2(a) and M.2(c) proposals.

<sup>15</sup> Including tasks undertaken on behalf of other agencies.

d) Consolidation of fees and charges, where practicable<sup>16</sup>.

### **G.1(b) Publication/Notification of Fees/Charges**

#### General Description

These proposals seek to increase the transparency and predictability of costs relating to cross-border trade by requiring the publication of all trade-related fees and charges.

#### Basic Standard

A Member shall publish information on fees and charges in a timely manner prior to their implementation or amendment.

#### Scope of Proposals<sup>17</sup>

Publication of all trade-related fees and charges, including:

Publication in advance of implementation;

Public accessibility;

Information dissemination processes, including the internet;

Disclosure to WTO.

#### Requirements to meet the Basic Standard

The Member makes information on fees and charges publicly available, including:  
Adequate prior notice of implementation or amendment;

Clear specification of the service provided, the legal basis for charging, the applicable fee or charge, how it may be paid, and the responsible agency;

Publication via an officially designated medium, and where feasible and possible, the Member's official website.

The Member notifies the WTO where information on its fees and charges may be found.

### **G.1(c) Prohibition of Collection of Unpublished Fees and Charges - combined with G.1(a)**

### **G.1(d) Periodic Review of Fees/Charges**

#### General Description

These proposals seek to ensure the ongoing appropriateness of trade-related fees and charges through period review to ensure compliance.

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<sup>16</sup> See also G.2 proposals.

<sup>17</sup> Includes similar issues relating to transit in M.2(a) proposals.

### Basic Standard

A Member shall review its trade-related fees and charges periodically to ensure compliance with WTO commitments.

### Scope of Proposals<sup>18</sup>

Regular agency review of the level and number of cross-border trade-related fees and charges, and opportunities for rationalisation of those fees and charges.

### Requirements to meet the Basic Standard

The Member has established administrative review mechanisms within relevant agencies to ensure the appropriateness of fees and charges, including mechanisms to independently verify the appropriateness of fees and charges.

### **G.1(e) Automated Payment (\*no 3<sup>rd</sup> generation proposal available for this measure)**

#### General Description

This proposal seeks to encourage the use of automated payment systems, to reduce paperwork and give traders quicker and more efficient service.

#### Basic Standard

A Member shall permit automated payment of duties and other trade-related fees and charges where agencies have the necessary facilities.

#### Scope of Proposals

Automated payment of duties and other fees and charges.

Associated systems and payment methods.

#### Requirements to meet the Basic Standard

The Member accepts automated payment of all duties and other trade-related fees and charges where agencies have the necessary automated payment and accounting systems in place.

### **G.2 Reduction/Minimization of the Number and Diversity of Fees/Charges (\*no 3<sup>rd</sup> generation proposal available for this measure)**

This matter is dealt with under proposal G.1.

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<sup>18</sup> Includes similar issues relating to transit in M.2(b) proposals.

## **H. FORMALITIES CONNECTED WITH IMPORTATION AND EXPORTATION**

### **H.1 Disciplines on Formalities/Procedures and Data/Documentation Requirements Connected with Importation and Exportation**

#### **H.1(a) Non-discrimination (\*no 3<sup>rd</sup> generation proposal available for this measure)**

##### General Description

Consistent with the basic WTO principles there is a requirement to ensure that goods moving through borders are not discriminated against on the basis of their country of origin or mode of transport. These proposals seek to ensure that all goods are treated the same way in terms of regulatory formalities and procedures, although goods may be treated differently according to objective risk assessment criteria.

##### Basic Standard

A Member shall ensure that the design, application and effect of import and export practices and procedures do not discriminate against goods on the basis of their origin and/or mode of transportation.

##### Scope of Proposals

Non-discrimination in the design, application and effect of import and export requirements, procedures and formalities in relation to:

- The origin of goods/like products;
- Mode of transport.

##### Requirements to meet the Basic Standard

The Member has in place national legislation and administrative arrangements which:

Expressly provide for the principle of non-discrimination;

Ensure uniform national interpretation and application of the arrangements.

#### **H.1(b) Periodic Review of Formalities and Requirements<sup>19</sup>; H.1(c) Reduction/Limitation of Formalities/Procedures and Data/Documentation Requirements**

##### General Description

These proposals seek to ensure the ongoing appropriateness of trade-related formalities and requirements through periodic review and to ensure that they are the minimum required to ensure compliance with legitimate policy objectives.

##### Basic Standard

A Member, with input from the private sector, shall periodically review its import and export formalities and requirements with a view to simplify and reduce and to ensure that they are

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<sup>19</sup> Note that similar issues relating to fees and charges are addressed in G.1(d) proposals.

appropriate and are not maintained once the circumstances or objectives giving rise to their adoption no longer exist.

#### Scope of Proposals<sup>20</sup>

Formalities and documents should not be more administratively burdensome or trade restrictive than necessary to achieve their legitimate objectives. They are applied in an efficient manner so as not to constitute an unnecessary obstacle to trade.

Regular, periodic reviews of formalities and documentation requirements relating to imports, exports and transit that take account of:

Relevant new information and business practices;

The availability and adoption of new techniques and technology;

International best practice;

Private sector and other stakeholder input.

#### Requirements to meet the Basic Standard

The Member has established administrative review mechanisms within relevant agencies to ensure the ongoing appropriateness of formalities and documentation requirements, which include all elements identified in the Scope of Proposals.

Stakeholder consultation arrangements are in operation which enable interested parties to provide input to the review process.

The Member has in place legislative and/or administrative arrangements to ensure that trade-related formalities and documentation requirements are limited to that necessary for the assessment and collection of duties and taxes, the compilation of trade statistics and the achievement of other legitimate policy objectives.

#### **H.1(c) Reduction/Limitation of Formalities/Procedures and Data/Documentation Requirements (Combined with H1(b))**

#### **H.1(d) Use of International Standards**

##### General Description

These proposals seek to simplify trade procedures and enhance trade facilitation by requiring documents to conform to international standards.

##### Basic Standard

A Member shall use relevant international standards as the basis for their import, export and transit procedures or with internal transfer of payments.

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<sup>20</sup> Includes matters relating to goods in transit identified in M.3(b) proposals.

### Scope of Proposals<sup>21</sup>

Laws, regulations, procedures and systems relating to import, export and transit.

Use of appropriate regional standards where they exist.

Use of electronic data interchange between customs and traders.

Use of UN Layout Key and UN Trade Data Elements Directory (UNTDDED)

### Requirements to meet the Basic Standard

The Member has adopted relevant international standards, including but not limited to:

- WCO Revised Kyoto Convention;
- WTO Customs Valuation Agreement;
- WCO Harmonized System Convention;
- WCO Istanbul Convention;
- UNEDIFACT and UN Layout Key for trade documents.

### **H.1(e) Uniform Customs Code (\*no 3<sup>rd</sup> generation proposal available for this measure)**

#### General Description

This proposal seeks to simplify trade procedures and enhance trade facilitation by requiring that each country or customs union have a coherent body of national legislation and a single import and export declaration, administrative message or data set.

#### Basic Standard

Each Member or customs union shall ensure that national customs legislation is uniform or aligned and shall introduce a single import and export declaration, administrative message or data set.

#### Scope of Proposals

Uniform customs code/aligned customs legislation.

Single import and export declaration, administrative message or data set.

#### Requirements to meet the Basic Standard

Uniform customs code/aligned customs legislation.

National customs legislation or requirements for a customs union should be contained in a coherent body of legislation.

The Member uses a single import and export:

Declaration;

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<sup>21</sup> Includes matters relating to goods in transit identified in M.3(d) proposals.

Administrative message; or

Data set.

## **H.1(f) Acceptance of Commercially Available Information and of Copies**

### General Description

These proposals recognize that the international trading community generates its own commercial trade-related documentation, and seeks to ensure that authorities use such information the greatest extent possible for the purposes of fulfilling their regulatory responsibilities. In the same context, the proposals also seek to achieve acceptance of copies of relevant documents by authorities.

### Basic Standard

For the purposes of facilitating trade, a Member shall accept relevant information already available in the context of commercial transactions, and copies of relevant documents, wherever practicable.

### Scope of Proposals<sup>22</sup>

Copies of documents are accepted by relevant authorities, in particular:

Commercial documents (invoices, bills of lading, etc.);

Authenticated copies of originals in lieu of the original document where a government agency already holds the original and multiple authorities are involved. The agency holding the original authenticates the copy.

Where documents are submitted electronically and are authenticated no paper copy shall be required.

### Requirements to meet the Basic Standard

Where information is already available in commercial documentation that has been submitted to customs and other border agencies (e.g., quantity and commercial description of the goods), the relevant authorities rely on that information for the purposes of fulfilling their responsibilities, and do not require the same information to be submitted in another form.

Legislation in place providing for legal record keeping of documents for a specified period by traders.

## **H.1(g) Automation (\*no 3<sup>rd</sup> generation proposal available for this measure)**

### General Description

These proposals support the use of information and communication technologies as important tools for promoting trade facilitation and reducing costs for traders.

### Basic Standard

A Member shall use information technology and electronic commerce to automate its import and export procedures [to the greatest extent possible].

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<sup>22</sup> Includes matters relating to goods in transit identified in M.3(d) proposals.



### Scope of Proposals

An electronic system should replace paper based procedures covering import and export declaration and clearance, revenue payment, and processes, and exchange of data.

### Requirements to meet the Basic Standard

The Member's legislation provides for electronic procedures.

Current procedures are automated.

Appropriate IT system in place.

## **H.1(h) Single Window/One-time Submission**

### General Description

These proposals seek to facilitate trade by introducing the use of a "single window" for submitting, once only and to a single authority, all documentation and data relating to import, export and transit procedures. This authority should undertake onward distribution of this information to all the relevant authorities or agencies.

### Basic Standard

A Member shall establish a system that allows traders to submit import and export documentation and data (including electronic versions of them) once only, to a single agency.

### Scope of Proposals<sup>23</sup>

Requires one-time only lodgement of import and export documentation and data;

Onward distribution to all relevant agencies undertaken by the single window;

Notification of single window contact information through WTO Secretariat;

Use of information technology where possible;

Use of relevant international standards.

### Requirements to meet the Basic Standard

The Member:

Has designated single window sites/locations/systems;

Has established inter-agency coordination arrangements;

Has rationalized all relevant agency documentary/data requirements.

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<sup>23</sup> Note also J.1 proposals relating to the co-ordination of agency inspections, and H.1(g) proposals relating to automation.

### **H.1(i) Elimination of Pre-Shipment Inspection**

#### General Description

These proposals seek to eliminate the mandatory use of pre-shipment inspection (PSI) practices, which are considered to be redundant if customs and other relevant authorities are performing their roles effectively.

#### Basic Standard

A Member shall not have any legislative or administrative requirement for the mandatory use of pre-shipment inspections or their equivalent.

#### Scope of Proposals

Pre-shipment inspections or their equivalent.

#### Requirements to meet the Basic Standard

The Member has no legislative or administrative requirement for the use of pre-shipment inspections or their equivalent.

### **H.1(j) Phasing out Mandatory Use of Customs Brokers**

#### General Description

These proposals seek to eliminate the mandatory use of customs brokers, on the basis that traders should not be obliged to use customs brokers if they wish to deal directly with Customs.

#### Basic Standard

A Member shall not mandate the use of customs brokers. If Customs brokers are subject to licensing, such licensing rules shall be transparent, non-discriminatory and proportionate.

#### Scope of Proposals

Licensing and use of customs brokers.

#### Requirements to meet the Basic Standard

The Member has no legislative or administrative requirement for the mandatory use of customs brokers.

Where legislative and/or administrative rules recognize the use of customs brokers' services:

The use of such services is discretionary;

Traders are not discriminated against on the basis of their choice to employ the services of a customs broker, or to deal directly with the relevant authorities;

Any licensing rules are transparent, non-discriminatory and proportionate.

### **H.1(k) Same Border Procedures within a Customs Union, and**

### **H.1(m) Uniform Forms and Documentation Requirements Relating to Import Clearance within a Customs Union**

#### General Description

These proposals seek to require member states of a customs union to adopt the same border procedures for the clearance of goods, including the clearance of food and agricultural products. Also to adopt uniform forms and documentation requirements for the clearance of goods.

#### Basic Standard

Members of a customs union shall adopt the same border procedures and associated standards and uniform forms and documentation requirements for the clearance of goods.

#### Scope of Proposals

Clearance procedures and associated standards, including specifications, terminologies and definitions, inspection, sampling and test methods.

Import, export and transit clearance forms and documentation requirements.

#### Requirements to meet the Basic Standard

Customs union agreements and the Member's legislation and administrative procedures provide for the same clearance procedures, standards, uniform forms and documentation requirements as outlined in the Scope of Proposals.

### **H.1(l) Testing Methods Based on Specific Product Features (\*no 3<sup>rd</sup> generation proposal available for this measure)**

#### General Description

This proposal seeks to ensure that testing methods used by regulatory authorities are based on specific product features.

#### Basic Standard

A Member shall use testing methods that are based on specific product features and the physical state of the product at the point of consumption.

#### Scope of Proposals

Testing methods should be based on:

Specific product features;

Physical state at the point of consumption, such as "fresh", "dehydrated" or "otherwise processed".

#### Requirements to meet the Basic Standard

Product testing methods used by the Member vary according to the particular features of the product.

## **H.1(m) Uniform Forms and Documentation Requirements Relating to Import Clearance within a Customs Union**

**Combined with H.1(k)**

### **H.1(n) Option to Return rejected Goods to the Exporter**

#### General Description

This proposal seeks to provide traders with an option to return food consignments to the exporter in cases where they are rejected by the importer due to their failure to meet certain standards.

#### Basic Standard

A Member shall provide for food consignments to be returned to the exporter in cases where they are rejected by the importer or government agencies due to their failure to meet commerce standards.

#### Scope of Proposals

Food consignments rejected due to failure to meet certain standards.

#### Requirements to meet the Basic Standard

The Member has legislative and/or administrative provisions which provide for rejected consignments to be returned to the exporter; and guidance as to when such provisions may apply.

## **I. CONSULARIZATION**

### **I.1 Prohibition of Consular Transaction Requirement**

#### General Description

This proposal defines consularization as the procedure of obtaining from a consul of the importing Member in the territory of the exporting Member, or in the territory of a third party, a consular invoice or a consular visa for a commercial invoice, certificate of origin, manifest, shippers' export declaration, or any other customs documentation in connection with the importation of the good.

This practice can be time consuming and expensive and often represents a hindrance to trade. These proposals seek to prohibit the practice.

#### Basic Standard

A Member shall not impose any requirement for a consular transaction(s) in connection with the importation of any goods.

#### Scope of Proposals

Removal of any requirement for consularization and related documents.

Removal of fees associated with consularization.

Requirements to meet the Basic Standard

The Member has no legislative or administrative requirement for consularization.

**J. BORDER AGENCY COORDINATION**

**J.1 Coordination of Activities and Requirements of all Border Agencies**

(a) Internal Agency Coordination

(b) Cross Border Coordination

(a) **Internal Agency Coordination (also see H.1(h))**

General Description

Where several regulatory agencies are directly involved in the clearance of goods, this could result in the imposition of multiple formalities and physical interventions which are an impediment to trade. These proposals seek to achieve a one time documentary and physical verification of consignments for multiple regulatory purposes by coordination of relevant agencies.

Basic Standard

Border agencies should cooperate and coordinate.

Scope of Proposals<sup>24 25</sup>

Standardization of import, export and transit data requirements.

Coordination of agency requirements.

Establishment of a single location for one-time documentary and physical verification of consignments.

Requirements to meet the Basic Standard

The Member has in place national legislation and/or administrative arrangements which:

- Specify standardized data and documentation requirements for importation, exportation and transit;
- Provide importers and exporters with a once-only requirement to submit information;
- Provide importers and exporters with a single point of lodgement, whether electronic or manual;
- Establish coordinated inspection arrangements and site for cargo that is selected for inspection, to eliminate duplication and ensure that inspections are carried out at the same time, wherever possible.

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<sup>24</sup> Note also H.1(h) proposals relating to single window/one time submission.

<sup>25</sup> Includes similar issues relating to transit in M.3(g), M.3(i) and M.4(a) proposals.

## **(b) Cross Border Coordination**

### General Description

On land borders, traders are often faced with different clearance processes and customs facilities on each side of the border. These proposals seek to improve coordination between the border authorities of neighbouring countries in order to reduce the procedures required and time taken to clear goods across the frontier.

### Basic Standard

Members with juxtaposed customs posts shall coordinate procedures and develop common border facilities, wherever possible.

### Scope of Proposals<sup>26</sup>

Coordinated procedures such as aligning working hours and developing common border facilities.

### Requirements to meet the Basic Standard

The Member has in place national legislation or administrative arrangements which establish measures to regulate the functioning of coordinated border controls including, but not limited to:

- Alignment and coordination of procedures and formalities;
- Correlation of the business hours and competence of those offices;
- Development and operation of common facilities;
- Management system outlining the role and responsibilities of each agency;
- Agreement and procedures to exchange information;
- Harmonization of risk analysis, where practicable.

## **K. RELEASE AND CLEARANCE OF GOODS**

### **K.1 Expedited/Simplified Release and Clearance of Goods**

The various concepts associated with expedited and simplified release and clearance of goods are implicit in Article VIII. In particular, paragraph 1(c) recognizes "the need for minimizing the incidence and complexity of import and export formalities and for decreasing and simplifying import and export documentation requirements." By expediting and simplifying release and clearance procedures, the efficiency of the entire import and export process may be increased, costs reduced and compliance improved.

#### **K.1(a) Pre-arrival Processing**

##### General Description

Pre-arrival processing allows traders to submit import documentation and other required information to customs and other relevant border agencies prior to the arrival of goods. In cases where no further

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<sup>26</sup> Includes similar issues relating to transit in M.4(a) proposals.

examination is required, and other conditions are met (e.g., the duty payment is secured), goods may be cleared immediately upon arrival.

#### Basic Standard

A Member shall make provision for the lodging and processing of clearance data and documentation prior to the arrival of the goods.

#### Scope of Proposals

Submission and processing of clearance data and documentation prior to the arrival of goods.

#### Requirements to meet the Basic Standard

The Member has in place national legislation and/or administrative arrangements which explicitly:

- Allow traders to submit clearance data for processing prior to the arrival of the goods;
- Allow traders to take delivery of their goods immediately upon arrival in situations where all regulatory requirements have been met and no further verification or inspection is deemed necessary, consistent with international standards and practices.

### **K.1(b) Expedited Shipments**

#### General Description

These proposals recognize the time-sensitive nature of expedited shipments and seek to ensure expedited clearance arrangements for such consignments. Expedited shipment provider is proposed as a person that maintains a high-degree of control over shipments, including tracking at every point during their conveyance, and maintains the capacity for the expedited shipment provider, sender and recipient to locate expedited shipments at any point in their conveyance and to obtain current information on the estimated delivery time of those shipments.

#### Basic Standard

A Member shall provide expedited Customs clearance procedures for expedited shipments from economic operators which meet specific criteria.

#### Scope of Proposals

Arrangements relating to expedited shipment regardless the value and weight of the consignment, including:

Separate procedures for expedited shipments, including the time-frame of clearance;

Arrangements between operators and customs administrations;

Pre-arrival processing<sup>27</sup>, including electronic processing;

Provision of a single manifest, preferably through electronic means;

*De Minimis* treatment.<sup>28</sup>

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<sup>27</sup> See also K.1(a) proposals.

<sup>28</sup> Shipments under a certain value attract no duties or taxes, and require no formal entry documentation.

To the extent possible, provide for release based on the applicable manifest.

Release of express consignments prior to final determination of duties, fees and taxes based on the provision of guarantee or surety.

#### Requirements to meet the Basic Standard

Member may require from expedited shipment operators:

- adequate infrastructure
- prior submission of manifest
- fees that reflect the cost of services rendered

#### **K.1(c) Risk Management/Analysis, Authorized Traders**

- (a) Risk Management/Analysis
- (b) Authorized Traders

#### **(a) Risk Management/Analysis**

#### General Description

In most countries the volume of international trade is growing so border officials have an increased work flow and at the same time are under increasing pressure to facilitate trade. The best way to efficiently manage this situation is through the use of risk management. This means that a system is put in place to identify the risk factors of the goods (and associated information, including the traders) that enter/leave/cross the country. Goods that are considered high risk are closely examined while low risk goods can enter the country quickly with only a cursory look (with random in-depth inspections to verify that the system is working properly). These WTO proposals seek to ensure the application of risk management principles to trade-related examinations and inspections.

#### Basic Standard

A Member shall conduct examinations and inspections based on the application of risk management.

#### Scope of Proposals<sup>29</sup>

Selection of cargo for documentary and physical examinations based on the application of risk management principles.

Use of harmonized risk management systems across a customs union.

Specific issues for transit goods, including:

- Treatment of transit goods adapted to the expected degree and nature of the hazard, and establishment of national procedures for particular categories of goods (e.g., dangerous goods, perishables and sensitive goods);
- Risk-based quality control, veterinary, medicosanitary and phytosanitary inspection;

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<sup>29</sup> Includes similar issues relating to transit in M.3(g) and M.3(h) proposals.



- Risk-based requirement for goods to follow a prescribed itinerary or to be conveyed under customs escort surveillance;
- The use of seals, including electronic seals.

#### Requirements to meet the Basic Standard

The Member has in place national legislation and/or administrative arrangements which require the application of risk management principles based on relevant international standards and practices such as Chapter 6 of the General Annex to the WCO Revised Kyoto Convention and its associated Guidelines. This includes clear evidence of:

- The development, use and regular review of formal risk management plans;
- The use of formal risk analysis methodologies to determine which persons, consignments and means of transport should be examined and the extent of such examination;
- Mechanisms and associated records that provide the ability to determine why particular consignments have been, or are to be, selected for specific interventions;
- Dedicated officials responsible for regular updates to keep risk profiles current.

#### (b) **Authorized Traders**

##### General Description

These proposals seek to ensure the introduction of simplified import and export formalities for traders with an appropriate record of compliance with import and export requirements, known as "authorized traders".

##### Basic Standard

A Member shall provide for simplified import, export and transit formalities for traders who demonstrate a high level of compliance with trade-related laws and regulations.

##### Scope of Proposals<sup>30</sup>

Authorized trader status to be determined on a non-discriminatory basis, using objective, transparent, publicly available risk-based criteria.

Simplified import, export and transit formalities for authorized traders, including:

- More rapid release and clearance of goods;
- A lower incidence of physical inspections;
- Facilitated procedures covering areas such as declaration, submission and processing, duty payment, documentation, inspection and data requirements.

Uniform application of authorized trader systems and mutual recognition of authorized trader status across a customs union.

#### Requirements to meet the Basic Standard

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<sup>30</sup> Includes similar issues relating to transit in M.3(g) and M.3(h) proposals.

The Member has in place national legislation and/or administrative arrangements which allow the application of simplified import, export and transit formalities for traders who meet specific criteria, providing in particular for more rapid release and clearance of consignments and a lower incidence of physical inspections.

#### **K.1(d) Post-Clearance Audit**

##### General Description

These proposals seek to facilitate trade through an increased use of post-clearance audit. Post-clearance audit is a method of compliance management, whereby a customs administration may release the majority of consignments at the time of their arrival and conduct an audit of selected traders at a later time. Audits are normally undertaken at importers premises where auditors can access all relevant records, employees, etc. to determine if information provided at time of importation is accurate.

##### Basic Standard

A Member shall provide for post clearance audit, whereby goods may be released on arrival, with compliance verification undertaken at a later time.

##### Scope of Proposals

Post-clearance audit of enterprises involved directly or indirectly in the transaction of international trade.

Use of regular audits. These are audits that are performed periodically according to auditing programs set forth by customs focusing on business systems and routine operations and management.

Use of targeted audits, based on risk management. These are audits performed on the selected traders and commodities with high risks resulting from the results of risk analysis and assessment.

Feeding the results of post-clearance audit back into the risk management process.

Adopting relevant international standards and instruments.

##### Requirements to meet the Basic Standard

The Member has in place national legislation and/or administrative arrangements which provide for and utilize post-clearance audit as an accepted element of compliance management. This includes:

1. The use of company-focussed audits as well as transaction-based verifications;
2. Competent audit staff;
3. Legislation that clearly states the powers that can be exercised by those staff;
4. The creation of a compliance database to assist in identifying areas of potential risk, in which audit results are recorded and analysed;
5. Record keeping requirements for traders.

### **K.1(e) Separating Release from Clearance Procedures**

#### General Description

These proposals support a system whereby goods may be released from the custody of customs before final payment of duties and taxes is made, or resolution of customs matters (such as classification or customs valuation) is reached, utilizing guarantees such as a sureties, bonds, or deposits, where necessary.

#### Basic Standard

A Member shall provide for conditions under which goods may be released from Customs prior to payment of the relevant duties and taxes.

#### Scope of Proposals

Use of guarantees:

In the form of collateral security or some other appropriate instrument to ensure ultimate payment of duties and taxes;

#### Requirements to meet the Basic Standard

The Member has in place national legislation and administrative arrangements which specify conditions under which goods may be released from customs control prior to payment of the relevant duties and taxes. Such arrangements address the elements identified in the Scope of Proposals, including:

Circumstances under which goods may be released prior to payment of the relevant duties and taxes;

Rules governing the guarantee system, including acceptable forms of guarantee, the amount of such guarantee, and terms of reimbursement of guarantees.

### **K.1(f) Other Measures to Simplify Customs Release and Clearance (\*no third generation proposal available for this measure, but see also H.1 (b), (c), and (d))**

#### General Description

These proposals identify further methods of simplifying customs release and clearance requirements.

#### Basic Standard

A Member shall adopt other measures to simplify customs release and clearance, wherever possible.

#### Scope of Proposals

Rapid release procedures such as release on submission of a simplified document, and post-release reconciliation of documentation and duties payable.

Customs clearance or relevant export control at an importer's or exporter's premises, where practicable.

Periodic declaration and duty payment rather than on the basis of individual transactions, using post-clearance audit as necessary.

### Requirements to meet the Basic Standard

The Member applies the simplified clearance and release measures identified in the Scope of Proposals.

The Member has review procedures in place that are designed to identify further ways in which customs release and clearance may be further simplified.

### **K.1(g) Establishment and Publication of Average Release and Clearance Times**

#### General Description

These proposals seek to reduce release and clearance times by requiring members to calculate, publish, and endeavour to continuously reduce the average times for release and clearance of goods.

#### Basic Standard

A Member shall establish and publish average release and clearance times, and shall seek to progressively reduce the time taken to release and clear goods.

#### Scope of Proposals<sup>31</sup>

Measurement and publication of average times for the release and clearance of goods:

- On a periodic basis;
- In a consistent manner;
- Based on common standard such as the WCO Time Release Study.

Progressive reduction of average release and clearance times.

Explanations to traders of the reasons for significant delays, except where it would impede the pursuance of legitimate policy objectives.

### Requirements to meet the Basic Standard

The Member has in place arrangements which provide for the periodic measurement of average clearance and release times for imported and exported goods, in accordance with the Scope of Proposals.

The Member publishes the results of such measurement on a periodic basis.

## **L. TARIFF CLASSIFICATION**

### **L.1 Objective Criteria for Tariff Classification**

#### General Description

These proposals seek to provide an objective approach to tariff classification, to improve transparency and predictability for traders to ensure that classifications are not arbitrary or unjustifiable and do not constitute a disguised restriction on international trade.

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<sup>31</sup> Includes similar issues relating to transit in M.3(a) proposals.

### Basic Standard

A Member shall apply objective criteria for tariff classification.

### Scope of Proposals

Tariff classification.

### Requirements to meet the Basic Standard

The Member has in place national legislation and administrative arrangements which are based upon the provisions of the WCO Convention on the Harmonized Commodity Description and Coding System (WCO HS Convention).

## **M. MATTERS RELATING TO GOODS TRANSIT**

Effective transit procedures are critical for traders, particularly in land-locked countries. GATT Article V sets out rules on freedom of transit subject to formalities and on the basis of most-favored-nation treatment. Paragraph 3 requires that traffic in transit coming to or from the territories of other Members shall not be subject to unnecessary delays or restriction, and shall be exempt from customs duties except for charges to cover the cost of services rendered.

### **M.1 Non-Discrimination and Policy Objectives**

#### **M.1(a) Strengthened Non-discrimination**

### General Description

The objective of these proposals is to strengthen the principle of non-discrimination, in order to prevent the application of trade laws that limit the free transit of goods and means of transport among Members.

### Basic Standard

A Member shall accord non-discriminatory, most-favored-nation treatment and national treatment to traffic in transit to or from the territory of any other Member with respect to all charges, regulations and formalities.

### Scope of Proposals

All laws, regulations, requirements, procedures, fees and charges on or in connection with transit, in relation to:

- Internal passage of traffic in transit across the territory of a Member;
- Traffic in transit to or from the territory of any other Member;
- Products which have been in transit through the territory of any other Member;
- Nationality of means of transport.

### Requirements to meet the Basic Standard

The Member has in place national legislation and administrative arrangements which:

- Expressly provide for the principles of non-discrimination, most-favoured-nation treatment and national treatment to traffic in transit to or from the territory of any other Member with respect to all charges, regulations and formalities;
- Apply the principles of risk management to the identification of goods for specific interventions in respect of goods in transit, and specifically exclude such identification on the basis of origin and/or mode of transportation alone.

### **M.1(b) Legitimate Policy Objectives**

These proposals recognize that the legitimate public policy goals set out in GATT Articles XX and XXI should not be compromised in any way. These Articles relate to such issues as national security, health, safety and the environment.

They also recognise the right of a Member to require that traffic in transit through its territory must be entered at the proper customs house.

### **M.2 Disciplines on Fees and Charges**

#### **M.2(a) Publication of Fees and Charges (and Prohibition of Unpublished Ones – this part no 3<sup>rd</sup> generation text).**

These matters are dealt with under the following proposals:

G.1(b) – Publication/notification of fees/charges.

#### **M.2(b) Periodic Review of Fees and Charges**

These matters are dealt with under the following proposals:

G.1(d) – Periodic review of fees/charges.

#### **M.2(c) More effective Disciplines on Charges for Transit – Reduction/Simplification**

These matters are dealt with under the following proposals:

G.1(a) – Specific parameters for fees/charges;

#### **M.2(d) Periodic Exchange between Neighbouring Authorities (no third generation proposal for this measure)**

#### General Description

These proposals seek to establish regular communication between neighbouring authorities in relation to new and modified transit fees and charges prior to their entering into force.

#### Basic Standard

A Member shall consult with neighbouring authorities on any new or modified fees and charges imposed in connection with transit, prior to their entering into force.

### Scope of Proposals

Consultation mechanisms on proposals to introduce new, or amend existing fees and charges relating to transit.

### Requirements to meet the Basic Standard

The Member conducts regular, formal consultations with neighbouring authorities on proposed new or amended transit fees and charges.

## **M.3 Disciplines on Transit Formalities and Documentation Requirements**

### **M.3(a) Publication**

These matters are dealt with under the following proposals:

A.1 – Publication and notification of trade regulations and of penalty provisions;

A.3 – Notification of Trade Regulations;

B.1 – Interval between publication and entry into force;

K.1(g) – Establishment and publication of average release and clearance times.

### **M.3(b) Periodic Review**

These matters are dealt with under the following proposals:

H.1(b) – Periodic review of formalities and requirements.

### **M.3(c) Reduction/Simplification**

#### General Description

Fast efficient transit crossings can have a big positive impact on trade, especially for land locked countries. These proposals seek to ensure that transit-related formalities are no more administratively burdensome or trade restrictive than necessary to achieve legitimate policy objectives and that, where possible, transit trade be given special conditions to ensure its facilitation.

### Basic Standard

Traffic in transit shall not be subject to any unnecessary delays or restrictions and shall be granted expedited and simplified treatment at border crossing points.

### Scope of Proposals

Border crossing points include: sea, fluvial (river) and airports or inland terminals.

Physically separate transit lanes shall be made available for traffic in transit, where possible.

Transit formalities and documentation requirements shall:

- be reasonable having regard to the conditions of transit;
- applied uniformly;
- not be more trade restrictive than necessary to achieve the legitimate public policy objective pursued.

For traffic in transit, Members shall provide for:

- The processing of transit documents and data prior to the arrival of the transiting consignment;
- The use by traders of commercially available information, documents and data wherever possible, including as part of transit declarations;
- The progressive establishment of a single window for traffic in transit.

### Requirements to meet the Basic Standard

The Member has in place legislative and/or administrative arrangements to provide for the procedures outlined in the Scope of Proposals.

Use of existing commercial information to satisfy government requirements were practicable.

Where possible the Member has in place designated facilities, including lanes, for traffic in transit.

### **M.3(d) Harmonization/Standardization**

These matters are dealt with under the following proposals:

H.1(d) – Use of international standards;

H.1(f) – Acceptance of commercially available information and copies.



### **M.3(e) Promotion of Regional Transit Agreements or Arrangements**

#### General Description

These proposals seek to encourage Members to cooperate on a regional basis to promote bilateral and regional transit agreements.

#### Basic Standard

A Member shall promote bilateral and regional transit agreements or arrangements which are consistent with all other commitments on Trade Facilitation, with a view to reducing trade barriers.

#### Scope of Proposals

Promotion of bilateral and regional transit agreements or arrangements.

Development of WTO guidelines on regional transit agreements and arrangements.

#### Requirements to meet the Basic Standard

The Member is actively involved in promoting bilateral and regional transit agreements or arrangements and contributing to the development of relevant WTO guidelines.

### **M.3(f) Simplified and Preferential Clearance for Certain Goods**

These proposals promote the use of risk management techniques to enable agencies to concentrate inspection and monitoring activities on high-risk goods in transit, and to facilitate the movement of low-risk goods. As such, they are dealt with under K.1(c) proposals – Risk management/analysis, authorized traders.

### **M.3(g) Limitation of Inspections and Controls**

These matters are dealt with under the following proposals:

J.1 – Coordination of activities and requirements of all border agencies;

K.1(c) – Risk management/analysis, authorized traders.

### **M.3(h) Sealing (\*no 3<sup>rd</sup> generation proposal available for this measure)**

### **M.3(i) Cooperation and Coordination on Document Requirements**

These matters are dealt with under the following proposals:

J.1 – Coordination of activities and requirements of all border agencies.

### **M.3(j) Monitoring**

#### General Description

Recognizing the importance of efficient implementation of transit agreements or arrangements, these proposals seek to ensure the actual implementation of these transit commitments.

### Basic Standard

A Member shall ensure that any regional transit agreement or arrangement incorporates measures relating to the monitoring of transit.

### Scope of Proposals

Incorporation of monitoring arrangements in regional transit agreements or arrangements that may include:

The appointment of national transit coordinators;

Public private partnerships to manage and monitor the arrangement.

### Requirements to meet the Basic Standard

Monitoring arrangements form part of regional transit agreements or arrangements to which the Member is a party, which may include elements recommended in the Scope of Proposals, as appropriate.

## **M.3(k) Bonded Transport Regime and Guarantees/International, Regional or National Customs Guarantee System**

### General Description

These proposals seek to establish an internationally, regionally or nationally valid guarantee system for goods transit. The objective of such a system is to avoid the need to impose provisional taxation while at the same time safeguarding revenue in case of inland diversion of the goods.

### Basic Standard

A Member shall allow the transit of goods through its territory without payment of customs duties or other charges, subject to the provision of an appropriate guarantee.

### Scope of Proposals

Internationally, regionally or nationally valid guarantee system for goods transit, which:

Represents a single guarantee in the country or all the transit countries;

Is renewable for subsequent consignments;

Has reasonable limits, having regard to the conditions of transit, the nature and value of the consignment in question and the potential revenue liability;

Is released promptly and in full on completion of the transit operation;

Any fees should reflect the cost of services rendered.

### Requirements to meet the Basic Standard

The Member has in place national legislation and/or administrative arrangements that allow the transit of goods through its territory without payment of customs duties or other charges, subject to the provision of an appropriate guarantee.

When available, the Member has adopted an internationally or regionally valid guarantee system that incorporates the elements identified in the Scope of Proposals.

## **M.4 Improved Coordination and Cooperation**

### **M.4(a) Amongst Authorities**

These matters are dealt with under the following proposals:

J.1 – Coordination of activities and requirements of all border agencies; one-stop shop and coordination of juxtaposed customs offices.

### **M.4(b) Between Authorities and the Private Sector**

These matters are dealt with under the following proposals:

C.1 – Prior consultation and commenting on new or amended rules.

## **M.5 Operationalization and Clarification of Terms**

These proposals seek WTO clarification of a number of terms and operational aspects of goods transit.

## **M.6 Quota-Free Transit Regime**

### General Description

Road transport, which is the principal mode of freight transport in transit, is widely subject to quotas and permits, which often generate limitations in transit traffic. Problems concerning transit traffic quotas and permits are often addressed through bilateral agreements, however, this is not an effective solution since most transit movements involve several countries. This proposal would require the elimination of quotas at a multilateral level.

### Basic Standard

Members shall eliminate barriers to transit transport of goods and shall establish a quota-free transit regime in road transportation.

### Scope of Proposals

Charges for transit transport shall be commensurate with the cost of the services rendered and be equally applied for national and foreign transit transporters;

Foreign transporters should be charged equally irrespective of country of origin or destination.

### Requirements to meet the Basic Standard

Member has in place legislation that shall enhance trade in transit as set out in the Basic Standard and the Scope of Proposals.

### **Cooperation Mechanism For Custom Compliance**

#### General Description

Under these proposals a Member would be required, upon request from another Customs administration, to provide information and documents on matters such as HS classification, full and accurate description, quantity, country of origin and valuation of goods for specific imports or exports. This information would be used in cases where Customs doubts the truth or accuracy of import information and seeks verification by looking at the information provided to the country of export (or vice versa). This practice is currently conducted under bi-lateral agreements but under these proposals would be required by all countries at a multilateral level.

#### Basic Standard

Members shall, upon request, exchange information and documents concerning specific import or export transactions.

#### Scope of Proposals

Administrative procedures for the timely provision of the appropriate information and/or documentation that is certified as true copies.

Protection of the confidentiality of the information provided.

Notification to WTO of the appropriate centralized agency to administer information exchange.

Requests made in one of the three official WTO languages or in a language mutually acceptable to the requesting and the requested Member.

### Requirements to meet the Basic Standard

The Member has in place legislation and administrative arrangements that allow the provision of information and documents as identified in the scope of proposals.

Establishment of an administrative body responsible for information exchange.

**ANNEX A: ASSESSMENT TOOL**

**A.1 PUBLICATION AND NOTIFICATION OF TRADE REGULATIONS AND OF PENALTY PROVISIONS;  
M.3(a) PUBLICATION FOR TRANSIT**

**Basic Standard:** A Member shall ensure that all relevant laws, regulations, administrative guidelines, judicial decisions and administrative rulings having general application are made readily available through an official source to any interested person.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**A.2(a) INTERNET PUBLICATION OF THE ELEMENTS SET OUT IN ARTICLE X OF GATT 1994; A.2(b) INTERNET PUBLICATION OF SPECIFIED INFORMATION SETTING FORTH THE PROCEDURAL SEQUENCE AND OTHER REQUIREMENTS FOR IMPORTING GOODS INTO A MEMBER'S TERRITORY**

**Basic Standard:** A Member shall publish on an official internet site all trade related legislation and procedures.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**A.3 NOTIFICATION OF TRADE REGULATIONS; M.3(a) NOTIFICATION OF TRADE REGULATIONS FOR TRANSIT**

**Basic Standard:** When introducing or amending trade regulations that may have a significant effect on the trade of other Members, a Member shall notify interested parties and the WTO Secretariat of the proposed introduction or amendment at the earliest possible stage prior to finalizing the proposed measures.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**A.4 ESTABLISHMENT OF ENQUIRY POINTS**

**Basic Standard:** A Member shall establish national an enquiry point or points or be part of a regional enquiry point which are responsible for providing or for facilitating access to trade-related information or documents to interested parties on a non-discriminatory basis.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**B.1 INTERVAL BETWEEN PUBLICATION AND ENTRY INTO FORCE**

**M.3(a) INTERVAL BETWEEN PUBLICATION AND ENTRY INTO FORCE FOR TRANSIT**

**Basic Standard:** A Member shall ensure that, where practicable, information relating to proposed new and amended rules of general application is made available to interested persons in advance of their implementation.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**C.1 PRIOR CONSULTATION AND COMMENTING ON NEW AND AMENDED RULES; M.4 IMPROVED COORDINATION AND COOPERATION BETWEEN AUTHORITIES AND PRIVATE SECTOR ON TRANSIT;**  
**C.2 INFORMATION ON POLICY OBJECTIVES SOUGHT**

**Basic Standard:** A Member shall introduce and maintain consultative mechanisms to seek and take account of comments from interested persons on proposals to introduce new, or amend existing trade-related rules prior to their implementation.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**D.1 PROVISION OF ADVANCE RULINGS**

**Basic Standard:** A Member shall issue legally binding rulings in a timely manner, and in advance of the relevant trade transaction, at the request of an interested person who has provided the Member with all necessary information.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**E.1 RIGHT OF APPEAL**

**Basic Standard:** A Member shall provide a legal right of appeal in customs and other trade-related matters.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**E.2 RELEASE OF GOODS IN EVENT OF APPEAL**

**Basic Standard:** Where a disputed decision is the subject of an appeal, a Member shall generally allow goods the subject of the decision to be released and, where practicable, hold payment of duties and other taxes in abeyance pending resolution of the appeal, upon provision of a guarantee where necessary.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**E.3 APPEAL MECHANISMS IN A CUSTOMS UNION**

**Basic Standard:** Where a disputed decision relating to the importation of goods into a customs union is the subject of an appeal, a Member shall agree to have the matter heard and decided at the customs union level.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**F.1 UNIFORM ADMINISTRATION OF TRADE REGULATIONS**

**Basic Standard:** A Member shall administer trade regulations in a uniform and impartial manner.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**F.2(a) ESTABLISHMENT OF A CODE OF CONDUCT**

**Basic Standard:** A Member shall establish, maintain and enforce a code of conduct which addresses the rights and obligations of government officials.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**F.2(b) COMPUTERIZED SYSTEM TO REDUCE/ELIMINATE DISCRETION**

**Basic Standard:** A Member shall use information technology to reduce officer discretion, where practicable.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**F.2(c) SYSTEM OF PENALTIES**

**Basic Standard:** A Member shall incorporate penalty provisions in its customs legislation.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**F.3 IMPORT ALERTS/RAPID ALERTS**

**Basic Standard:** A Member shall not operate an import alert/rapid alert system in a way that creates an unnecessary barrier to trade.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**F.4 DETENTION**

**Basic Standard:** When goods are detained for inspection by a competent authority, a Member shall provide the importer or their authorized agent with information about the detention in a timely manner.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**F.5 TEST PROCEDURES**

**Basic Standard:** When samples of goods are tested by competent authorities for the purpose of ensuring the appropriate application of national legislation, a Member shall provide importers, exporters or their or their authorized agents with the right to a second confirmatory test.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**G.1(a) SPECIFIC PARAMETERS FOR FEES/CHARGES; G.1(c) PROHIBITION OF COLLECTION OF UNPUBLISHED FEES AND CHARGES; M.2(a) PROHIBITION OF COLLECTION OF UNPUBLISHED FEES AND CHARGES FOR TRANSIT (no 3<sup>rd</sup> generation); M.2(c) MORE EFFECTIVE DISCIPLINES ON CHARGES FOR TRANSIT**

**Basic Standard:** A Member shall ensure that fees and charges do not exceed the approximate costs of services rendered and are in direct connection with a specific importation, exportation or transit formality.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**G.1(b) PUBLICATION/NOTIFICATION OF FEES/CHARGES**

**M.2(a) PUBLICATION OF FEES AND CHARGES FOR TRANSIT**

**Basic Standard:** A Member shall publish information on fees and charges in a timely manner prior to their implementation or amendment.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**G.1(d) PERIODIC REVIEW OF FEES/CHARGES**

**M.2(b) PERIODIC REVIEW OF FEES AND CHARGES FOR TRANSIT**

**Basic Standard:** A Member shall review its trade-related fees and charges periodically to ensure compliance with WTO commitments.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**G.1(e) AUTOMATED PAYMENT**

**Basic Standard:** A Member shall permit automated payment of duties and other trade-related fees and charges [where agencies have the necessary facilities].

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(a) NON-DISCRIMINATION**

**Basic Standard:** A Member shall ensure that the design, application and effect of import and export practices and procedures do not discriminate against goods on the basis of their origin and/or mode of transportation.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(b) PERIODIC REVIEW OF FORMALITIES AND REQUIREMENTS; H.1(c) REDUCTION/LIMITATION OF FORMALITIES/PROCEDURES AND DATA/DOCUMENTATION REQUIREMENTS**

**M.3(b) PERIODIC REVIEW FOR TRANSIT**

**Basic Standard:** A Member, with input from the private sector, shall periodically review its import and export formalities and requirements to simplify and reduce and to ensure that they are appropriate and are not maintained once the circumstances or objectives giving rise to their adoption no longer exist.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(d) USE OF INTERNATIONAL STANDARDS**  
**M.3(d) HARMONIZATION/STANDARDIZATION FOR TRANSIT (Use of international standards for transit)**

**Basic Standard:** A Member shall use relevant international standards as the basis for their import, export and transit procedures or with internal transfer of payments

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(e) UNIFORM CUSTOMS CODE**

**Basic Standard:** A Member shall introduce a uniform customs code or aligned customs legislation (yet to be determined); and shall introduce a single import and export declaration, administrative message or data set.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(f) ACCEPTANCE OF COMMERCIALLY AVAILABLE INFORMATION AND OF COPIES**  
**M.3(d) HARMONIZATION/STANDARDIZATION FOR TRANSIT (Acceptance of commercially available information and copies for transit)**

**Basic Standard:** For the purposes of facilitating trade, a Member shall use relevant information already available in the context of commercial transactions, and copies of relevant documents, wherever practicable.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(g) AUTOMATION**

**Basic Standard:** A Member shall use information technology and electronic commerce to automate its import and export procedures [to the greatest extent possible].

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(h) SINGLE WINDOW/ONE-TIME SUBMISSION**

**Basic Standard:** A Member shall establish a system that allows traders to submit import and export documentation and data (including electronic versions of them) once only, to a single agency.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**H.1(i) ELIMINATION OF PRE-SHIPMENT INSPECTION**

**Basic Standard:** A Member shall not have any legislative or administrative requirement for the use of pre-shipment inspections or their equivalent.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(j) PHASING OUT MANDATORY USE OF CUSTOMS BROKERS**

**Basic Standard:** A Member shall not mandate the use of customs brokers. If Customs brokers are subject to licensing, such licensing rules shall be transparent, non-discriminatory and proportionate.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<p><b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b></p>			
<p><b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b></p>			
<p><b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b></p>			
<p><b>Issues to note (any comments or recommendations for negotiators, etc.):</b></p>			

**H.1(k) SAME BORDER PROCEDURES WITHIN A CUSTOMS UNION; H.1(m) UNIFORM FORMS AND DOCUMENTATION REQUIREMENTS RELATING TO IMPORT CLEARANCE WITHIN A CUSTOMS UNION**

**Basic Standard:** Members of a customs union shall adopt the same border procedures and associated standards and uniform forms and documentation requirements for the clearance of goods.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(l) TESTING METHODS BASED ON SPECIFIC PRODUCT FEATURES**

**Basic Standard:** A Member shall use testing methods that are based on specific product features and the physical state of the product at the point of consumption.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**H.1(n) OPTION TO RETURN REJECTED GOODS TO THE EXPORTER**

**Basic Standard:** A Member shall provide for food consignments to be returned to the exporter in cases where they are rejected by the importer due to their failure to meet commercial standards.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<p><b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b></p>			
<p><b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b></p>			
<p><b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b></p>			
<p><b>Issues to note (any comments or recommendations for negotiators, etc.):</b></p>			

**I.1 PROHIBITION OF CONSULAR TRANSACTION REQUIREMENT**

**Basic Standard:** A Member shall not impose any requirement for a consular transaction(s) in connection with the importation of any goods.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**J.1 COORDINATION OF ACTIVITIES AND REQUIREMENTS OF ALL BORDER AGENCIES – a. Internal Agency Coordination**  
**M.3(g) LIMITATION OF INSPECTIONS/CONTROLS FOR TRANSIT; M.3(i) COOPERATION/COORDINATION ON DOCUMENT REQUIREMENTS FOR TRANSIT; M.4 IMPROVED COORDINATION AND COOPERATION: M.4(a) AMONGST AUTHORITIES; M.4(b) BETWEEN AUTHORITIES AND THE PRIVATE SECTOR**

**Basic Standard:** Border agencies should cooperate and coordinate.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**J.1 COORDINATION OF ACTIVITIES /REQUIREMENTS OF ALL BORDER AGENCIES - b. Cross Border Coordination**  
**M. 4(a) IMPROVED COORDINATION AND COOPERATION AMONGST AUTHORITIES FOR TRANSIT**

**Basic Standard:** Members with juxtaposed customs posts shall coordinate procedures and develop common border facilities, wherever possible.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**K.1(a) PRE-ARRIVAL PROCESSING**

**Basic Standard:** A Member shall make provision for the lodging and processing of clearance data and documentation prior to the arrival of the goods.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**K.1(b) EXPEDITED SHIPMENTS**

**Basic Standard:** A Member shall provide expedited clearance procedures for expedited shipments from economic operators which meet specific criteria.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<p><b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b></p>			
<p><b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b></p>			
<p><b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b></p>			
<p><b>Issues to note (any comments or recommendations for negotiators, etc.):</b></p>			

**K.1(c) RISK MANAGEMENT/ANALYSIS (separate chart for authorized traders follows)**

**M.3(g) LIMITATION OF INSPECTIONS AND CONTROLS FOR TRANSIT; M.3(h) USE OF SEALS**

**Basic Standard:** A Member shall conduct examinations and inspections based on the application of risk management.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**K.1(c) AUTHORIZED TRADERS**

**Basic Standard:** A Member shall provide for simplified import, export and transit formalities for traders who demonstrate a high level of compliance with trade-related laws and regulations.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**K.1(d) POST-CLEARANCE AUDIT**

**Basic Standard:** A Member shall provide for post clearance audit, whereby goods may be released on arrival, with compliance verification undertaken at a later time.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**K.1(e) SEPARATING RELEASE FROM CLEARANCE PROCEDURES**

**Basic Standard:** A Member shall provide for conditions under which goods may be released from Customs prior to payment of the relevant duties and taxes.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**K.1(f) OTHER MEASURES TO SIMPLIFY CUSTOMS RELEASE AND CLEARANCE**

**Basic Standard:** A Member shall adopt other measures to simplify customs release and clearance, wherever possible.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**K.1(g) ESTABLISHMENT AND PUBLICATION OF AVERAGE RELEASE AND CLEARANCE TIMES**  
**M.3(a) ESTABLISHMENT AND PUBLICATION OF AVERAGE RELEASE AND CLEARANCE TIMES FOR TRANSIT**

**Basic Standard:** A Member shall establish and publish average release and clearance times, and shall seek to progressively reduce the time taken to release and clear goods.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**L.1 OBJECTIVE CRITERIA FOR TARIFF CLASSIFICATION**

**Basic Standard:** A Member shall adopt the Convention on the Harmonized Commodity Description and Coding System (HS Convention).

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.1(a) STRENGTHENED NON-DISCRIMINATION**

**Basic Standard:** A Member shall accord non-discriminatory, most-favored-nation treatment and national treatment to traffic in transit to or from the territory of any other Member with respect to all charges, regulations and formalities.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.2(d) PERIODIC EXCHANGE BETWEEN NEIGHBORING AUTHORITIES**

**Basic Standard:** A Member shall consult with neighbouring authorities on any new or modified fees and charges imposed in connection with transit, prior to their entering into force.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.3(c) REDUCTION/SIMPLIFICATION**

**Basic Standard:** Traffic in transit shall not be subject to any unnecessary delays or restrictions and shall be granted expedited and simplified treatment at border crossing points.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.3(e) PROMOTION OF REGIONAL TRANSIT AGREEMENTS OR ARRANGEMENTS**

**Basic Standard:** A Member shall promote bilateral and regional transit agreements or arrangements which are consistent with all other commitments on Trade Facilitation, with a view to reducing trade barriers.

**COMPLY:** Yes:  No:  Partially:  Not applicable:  **National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.3(j) MONITORING**

**Basic Standard:** A Member shall ensure that any regional transit agreement or arrangement incorporates measures relating to the monitoring of transit.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.3(k) BONDED TRANSPORT REGIME AND GUARANTEES/INTERNATIONAL, REGIONAL OR NATIONAL CUSTOMS GUARANTEE SYSTEM**

**Basic Standard:** A Member shall allow the transit of goods through its territory without payment of customs duties or other charges, subject to the provision of an appropriate guarantee.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**M.6 QUOTA-FREE TRANSIT REGIME**

**Basic Standard:** Members shall eliminate barriers to transit transport of goods and shall establish a quota-free transit regime in road transportation.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard <i>(Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.)</i>	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			



**COOPERATION MECHANISM FOR CUSTOMS COMPLIANCE**

**Basic Standard:** Members shall, upon request, exchange information and documents concerning specific import or export transactions.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance:</b> High: <input type="checkbox"/> Medium: <input type="checkbox"/> Low: <input type="checkbox"/> None: <input type="checkbox"/> <b>Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b>			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b>			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b>			

**ANNEX B: EXAMPLE ASSESSMENT**

Illustrative Example: D.1 Provision of Advance Rulings

**D.1 PROVISION OF ADVANCE RULINGS**

**Basic Standard:** A Member shall issue legally binding rulings in a timely manner, and in advance of the relevant trade transaction, at the request of an interested person who has provided the Member with all necessary information.

**COMPLY:** Yes:  No:  Partially:  Not applicable:

**National Priority:** High:  Medium:  Low:  None:

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
1) No legally binding advance rulings provisions	<p>Resistance (Customs officers and private sector traders think that they benefit from current situation. Lack of awareness on benefits of advance rulings.)</p> <p>Lack of legislation, and guidelines</p> <p>Lack of trained staff and separate unit/department for advance ruling</p>	<p>Consultation with stakeholders: Organise meetings with relevant stakeholders to discuss the issue</p> <p>Change Management: Change of Attitudes, way of communications: Organising of awareness raising workshops and briefings</p> <p>Drafting and dissemination of brief information notes. Conduct a study on economic benefits of advance ruling provisions for importers and exporters</p> <p>Awareness programs/sensitization for</p>	<p>Advise on change management</p> <p>Study for fact-finding mission for best practices</p>

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
	<p>Lack of legislation, and guidelines</p> <p>Lack of trained staff and separate unit/department for advance ruling</p>	<p>Customs officers</p> <p>Awareness programs/sensitization for traders</p> <p>Prepare, draft and enact national : Preparation of draft legislation and amendments or drafting of administrative guidelines</p> <p>Organise meetings with relevant stakeholders to discuss the issue</p> <p>Change management: Setting up clear organizational structure and administrative functions</p> <p>Training of newly hired staff on advance ruling procedures and classification</p> <p>Setting up of a "advance ruling unit" with permanent staff inside Customs.</p> <p>Revise organisation structure, identify members of the unit and set <i>modus operandi</i></p>	<p>Study for fact-finding mission for best practices</p> <p>Funding for Training of Trainers</p> <p>Training of top management (9 officers)</p>

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<p>2) Informal classification advice is provided but lack of consistency. The decisions are not recognized by other officers</p>	<p>No enforcement and monitoring compliance, no administrative guidelines</p> <p>Lack of adequate office equipment, communication with border posts, and trained staff</p> <p>Lack of precise knowledge on classification</p>	<p>Enacting and enforcement of legislation on advance ruling and operating admin. procedures</p> <p>Preparation of administrative guidelines Install necessary IT equipment for the archiving and issuance of requests</p> <p>Ensure communication with border posts through telephone, fax or internet</p> <p>Training of staff on HS</p>	<p>Training of top management (9 officers)</p> <p>Local action for training of officers (middle level) (135 officers)</p> <p>Funding Training of officers (see above) and use of IT equipment</p> <p>Training : see similar action under 1</p>
<p>3) No appeal procedure provisions</p>	<p>No legislation, no guidelines</p> <p>Enforcement of new legislation</p>	<p>Training for Advance Ruling Unit on legislative and administrative requirements</p>	

Current situation relative to the Basic Standard. Describe in detail.	Barriers to meeting Basic Standard	Actions needed to meet basic standard ( <i>Consider needs in legal framework, administrative policy, human resources, training, equipment, organization, change management. If possible include estimated costs and/or implementation times.</i> )	
		What can be done locally to address barriers? (Specify in detail)	Is Technical Assistance or Capacity Building support needed? If yes, specify in detail.
<b>Priority for Technical Assistance: High: __ Medium: <u>X</u> Low: __ None: __ Comments:</b>			
<b>Lead agency or organization and other stakeholders that would be responsible for implementation of this measure:</b> Ministry of Customs- Lead agency. Ministry of Finance, Ministry of Trade, Chamber of Commerce, Private Sector, Ministry of Justice, Freight Forwarders and Brokers			
<b>Stakeholders not participating in assessment of this measure(s) that should be consulted:</b> private sector			
<b>Issues to note (any comments or recommendations for negotiators, etc.):</b> Provisions for advance ruling have been drafted in the proposed new Customs Code but this has not been before the Parliament yet. Scheduled for the second half of this year.			