

Implementation of Trade Facilitation Agreement

National Trade Facilitation Action Plan

2017-2020



National Committee on Trade Facilitation

- To transform cross border clearance eco-system through efficient, transparent, risk based, coordinated, digital, seamless and technology driven procedures which are supported by state-of-the-art sea ports, airports, rail, road and other logistics infrastructure

- To Bring down the overall cargo release time as below –
 - i. **For imports** – Within 3 days for Sea Cargo, within 2 days for Air Cargo and Inland Container Depots and on the same day for Land Customs Stations

 - ii. **For exports** – Within 2 days for Sea Cargo and on the same day for Air Cargo, Inland Container Depots and Land Customs Stations

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National Trade Facilitation Action Plan

1. Introduction

India ratified the WTO Agreement on Trade Facilitation (TFA) in April 2016. However, the measures for trade facilitation have been underway since long as enhancing trade facilitation dovetails with the government's policy objective of improving the ease of doing business climate. In that context, the TFA provides an opportunity to progress further on the trade facilitation measures. In order to optimize the gains of trade facilitation, an action plan containing specific activities to further ease out the bottlenecks to trade is required to be in place. The overall vision of the Government to see India as an active facilitator of trade provides the foundation for an integrated roadmap for trade facilitation.

2. Vision

2.1 The common underlining factor behind our policy initiatives and the TFA is to evolve a business climate which facilitates legitimate trade. Various ministries of the Government are engaged in programmes that focus towards this broad aim. An umbrella vision that encompasses the entire gamut of our trade facilitation measures will provide a unified approach and prevent redundancy.

2.2 Our vision of TF reform seeks to transform the trade ecosystem by reducing the time and cost of doing business. This will be achieved by simplification of procedures, easy access to all trade related information and infrastructure augmentation. Facilitation of legitimate trade is a core objective of our modernization programme. Traditionally, government bodies in India are perceived as regulators but now a new mindset is being developed where they are looked upon as facilitators. Meaningful engagement with the private sector and a structured and comprehensive approach to trade facilitation is also part of our vision to achieve our goals with alacrity.

2.3 If we analyse the TFA, we find that the crux of the TFA emanates from the following four pillars:

- i. **Transparency:** focus on improved access to accurate and complete information.
- ii. **Technology:** development and use of digital and detection technologies to ease out trade bottlenecks and improve efficiency.
- iii. **Simplification of Procedures and Risk based Assessments:** simplified, uniform and harmonised procedures with increased adoption of a risk based management approach.
- iv. **Infrastructure Augmentation:** enhancement of infrastructure, particularly the road and rail infrastructure leading to ports and the infrastructure within ports, airports, ICDs, Land Customs Stations is a major enabler for growth in trade that cuts across all stakeholders.

The aforementioned four pillars rest on a robust foundation provided by **Coordinated Border Management through Intra-Government and Inter-Agency cooperation and collaboration.**

2.4 These pivotal areas are germane to India's vision of trade facilitation and provide a definite direction for achieving our objectives. This action plan builds upon them and aims to provide further momentum to our trade facilitation endeavours. The plan lays out specific activities with timelines with a view to monitor the outcomes and links them with the responsible agency to ensure ownership and remove redundancy of action.

3. Objectives

3.1 The overall objectives of the Government for fostering trade and development are defined as below:

3.2 Improvement in Ease of Doing Business Rankings through reduction in the transaction cost and time—This is a key objective of the government. The aim is to enhance India's Ease of doing Business rankings to the top 50 bracket in the next 3-5 years. This will also correlate with the Make in India programme which aims at increasing the contribution of the manufacturing sector to 25% of the Gross Domestic

Product (GDP) by the year 2020 from its current 16%. The cost of trade in India is quite high compared to many countries. Reduction in transaction costs for export and import has been a constant endeavour for the Government. Task Forces set up for this purpose have given recommendations in a holistic manner. High transaction costs are a serious impediment to growth of trade. Studies show that current transaction costs for import and exports are around 15% of the costs of goods. The cost of transport and logistics sector is at a high of 14.4% of the GDP. Variation in lead times of containers shows that unreliable and unorganized transport services is giving rise to hidden costs. Reduction of cost by even 10% will lead to growth in exports.

3.3 Reduction in cargo release time - The current objective set up through this action plan is to reduce the dwell time of cargo as follows: for imports – within 3 days for Sea Cargo, within 2 days for Air Cargo and Inland Container Depots and on the same day for Land Customs Stations and for exports – below 2 days for Sea Cargo and on the same day for Air Cargo, Inland Container Depots and Land Customs Stations. An immediate 40% increase in the Direct Port Delivery consignments is also aimed at for this purpose.

3.4 Paperless Regulatory Environment – Digital India is the government's flagship programme for enhancing the use of automation in all processes. The aim of digitising our processes and reducing paper is a key element in the plan. It will meet the other goals of improving efficiency, creating a professional work ethos and reducing costs in the long run. It will also provide a platform for integrating the regulatory agencies through an online environment.

3.5 Transparent and predictable legal regime- Easy access to information, updation of information, value enhancement by information and infusing mobility to information availability are the various dimensions on which we can enhance our transparency quotient. There is also a need to develop a legally binding mechanism for prior consultation with the trade about the proposed new rules or amendments. The objective is to reach the maximum score of 6 from the current 3.4, in the Global indicators of regulatory governance-a World Bank project, which explores regulatory practices in three core areas:

- Publication of proposed regulations,
- Consultation around their content,
- The use of regulatory impact assessments

3.6 Improved investment climate through better infrastructure:

According to United Nations Conference on Trade and Development (UNCTAD) World Investment Report 2016, India acquired 10th slot in the top 10 countries attracting highest FDI inflows globally in 2015. The report also mentioned that among the investment promotion agencies, India has moved up by one rank to become the sixth most preferred investment destination. The establishment of a National Investment Grid aims to enhance the investment scene in the country by maintaining and developing a policy friendly environment for investment to come in. While it is expected that India's FDI inflows may cross \$60 Billion this year, the aim is to achieve the optimum level of FDI (approx. \$1trillion) to fund infrastructure growth in important sectors such as highways, ports and airways in the current five-year plan period. This will directly lead to enhancement in all trade facilitation measures as poor infrastructure is one of our key bottlenecks. Sector specific infrastructure analysis shows that sectors like Textiles, Pharmaceuticals, Electronics and Auto Components can directly benefit and improve their competitiveness if infrastructure bottlenecks are removed.

4. Key Performance Indicators:

4.1 In order to identify the key performance indicators and to achieve the objectives of TFA, there is a need to look at global key performance global indicators or benchmarks that will provide aspirational value to our measures.

4.2 OECD TF Indicators:

4.2.1 OECD has developed the following indicators to assess trade facilitation policies, areas for action and impact of reforms:

- i. Information Availability: Publication of trade information, including on internet; enquiry points.
- ii. Involvement of the Trade Community: Consultation with traders.

- iii. Advance Rulings: Prior statements by the administration to requesting traders concerning the classification, origin, valuation method, etc., applied to specific goods at the time of importation; the rules and process applied to such statements.
- iv. Appeal Procedures: The possibility and modalities to appeal administrative decisions by border agencies.
- v. Fees and Charges: Discipline on the fees and charges imposed on imports and exports.
- vi. Formalities-Documents: Simplification of trade documents; harmonisation in accordance with international standards; acceptance of copies.
- vii. Formalities-Automation: Electronic exchange of data; automated border procedures; use of risk management.
- viii. Formalities-Procedures: Streamlining of border controls; single submission points for all required documentation (single windows); post-clearance audits; authorised economic operators.
- ix. Internal Co-operation: Co-operation between various border agencies of the country; control delegation to Customs authorities.
- x. External Co-operation: Co-operation with neighbouring and third countries.
- xi. Governance and Impartiality: Customs structures and functions; accountability; ethics policy.

4.2.2 The assessment, according to OECD trade facilitation indicators, shows that India performs better than the averages of Asian and lower-middle income countries in the areas of information availability advance rulings, appeal procedures, simplification and harmonisation of documents, automation, and internal border agency co-operation. India's performance for fees and charges and streamlining of procedures is below the averages of Asian and lower middle-income countries. Improvements in these areas will lead to considerable benefits in terms of increasing trade volumes and decreasing trade costs. However, since our vision is to achieve and surpass global benchmarks, the action plan must build further upon performance enhancement in these areas.

4.3 World Bank: Trading Across Borders -

4.3.1 Trading Across Borders report by World Bank contains key indicators such as time and cost associated with the clearance process associated with export and import of goods. It uses three processes as indicators: —documentary compliance, border compliance and domestic

transport—within the overall process of exporting or importing a shipment of goods. Documentary compliance captures the time and cost associated with compliance with the documentary requirements of all government agencies of the origin economy, the destination economy and any transit economies. Border compliance captures the time and cost associated with compliance with the economy’s customs regulations and with regulations relating to other mandatory inspections. Domestic transport captures the time and cost associated with transporting the shipment from a warehouse in the largest business city of the economy to the most widely used seaport, airport or land border of the economy.

4.3.2 As per the current Report, India’s ranking in Trading Across Borders is 143. Time taken in Documentary Compliance and Border Compliance are important parameters to evaluate and are reproduced below:

	Border Compliance Time	Document Processing Time
	Current Situation	Current Situation
Import	307 Hours	65Hours
Export	85 Hours	58 Hours

4.3.3 The countries currently in the top 50 rankings take substantially less time in these processes. While these are dynamic factors, still we must be achieve at least the as- of- now situation prevailing in the top most countries. Analysis shows that to achieve our goals of being in the top 50 bracket of the rankings, we must substantially bring down the time taken for Border Compliance and Document Processing.

4.4 Logistics Performance Index (LPI):

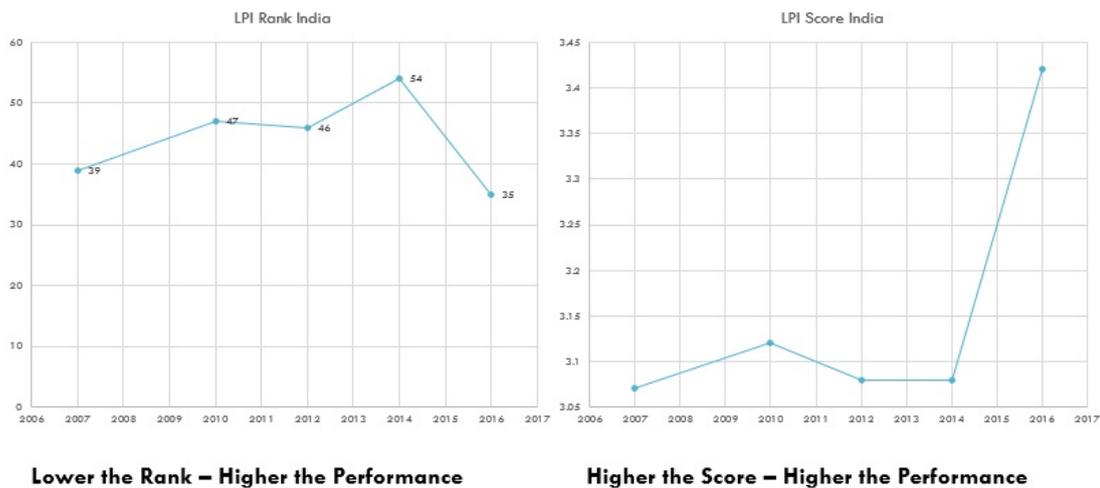
4.4.1 Again a World Bank project, LPI evaluates performance of countries on trade logistics on 6 key dimensions:

- i. Efficiency of the clearance process (i.e. speed, simplicity and predictability of formalities) by border control agencies, including Customs;

- ii. Quality of trade and transport related infrastructure (e.g. ports, railroads, roads, information technology) ;
- iii. Ease of arranging competitively priced shipments;
- iv. Competence and quality of logistics services (e.g., transport operators, customs brokers) ;
- v. Ability to track and trace consignments;
- vi. Timeliness of shipments in reaching destination within the scheduled or expected delivery time.

4.4.2 India jumped 19 places to move to the 35th rank in the 2016 score reflecting the improved efficiency in this sector. However, the aim here is to further optimize the performance and further improve the ranking.

Performance Indicator - LPI Rank and Score of Indian Customs

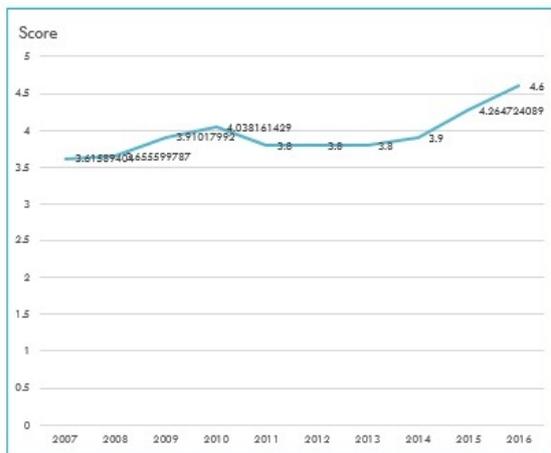


4.5 Global Competitive Index (GCI):

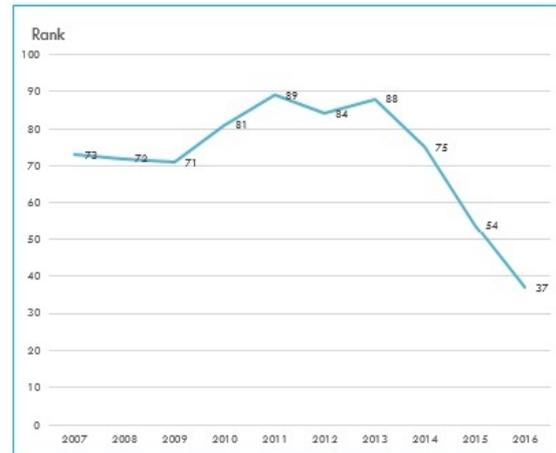
4.5.1 This yearly report by World Economic Forum contains multiple variables across 12 main pillars of—institutions, appropriate infrastructure, a stable macroeconomic framework, good health and primary education, higher education and training, efficient goods markets, efficient labour markets, developed financial markets, the ability to harness the benefits of existing technologies and its market size, both domestic and international, use of the most sophisticated production processes and innovation.

4.5.2 Here also in 2016-2017, India moved up by 16 places to the 39th place. As the above benchmarks show, India is forging ahead towards its objective of becoming a facilitation oriented country. It is important to sustain this momentum and specific activities for trade facilitation will further enable our growth.

Performance Indicator - WEF Global Competitiveness Report Rank and Score of Indian Customs



Higher the Score – Higher the Competitiveness



Lower the Rank – Higher the Competitiveness

5. Action Plan and Timelines

5.1 The Action Plan attached to this document lists out specific activities that will enable the achievement of our vision and objectives. Indicative timelines for same are also essential, which can be done by prioritizing the activities into short term, midterm and long term. Categorization of Articles as per A and B also provided an indication of available timeframes to implement these activities.

5.2 Since infrastructure and technology augmentation are prime enablers for trade facilitation, more so for India, the action plan covers many activities in these areas. Since they go beyond the ambit of the TFA per se, they have been defined as *TFA Plus* category as they will continue to be pivotal pillars for the NCTF. Similarly, enhancement of existing compliance levels to achieve global benchmarks in crucial segments like Time Release Studies, Post Clearance Audit and AEO

scheme belong to the TFA Plus category as they are dynamic objectives.

5.3 With the establishment and working of National Committee on Trade Facilitation since October 2016, the kick off phase for implementation of TFA has already commenced. The development and approval of the action plan is part of the kick off phase. The recommendations of the four working groups on Legislative Changes, Time Release Studies, Infrastructure Augmentation and Outreach Programme along with the key suggestions of private sector have been in cooperated as inputs to the Action Plan. The activities in the Action Plan are tabulated below and depicted with timelines and lead agency along with mapping to our policy objectives and TFA Articles:

6. Action Plan

6.1 Cross Border Procedures

Regulatory Agencies:

- Customs (Ministry of Finance)
- DGFT (Ministry of Commerce)
- FSSAI and CDCSO (Ministry of Health)
- Animal and Plant Quarantine (Ministry of Agriculture)
- Bureau of Standards (Ministry of Consumer Affairs)
- Textile Committee (Ministry of Textiles)
- Wireless Planning and Coordination (Ministry of Communication and IT) and
- Wildlife Crime Control Bureau (Ministry of Environment and Forests)

6.2 Infrastructure and Logistics

- Ministry of Shipping
- Ministry of Civil Aviation
- Ministry of Railways
- Ministry of Roadways and Highways
- Ministry of Commerce
- Ministry of Finance
- Ministry of Home Affairs (LPAI)

Colour coding:

Amber – For Category A articles where standards of compliance have to be enhanced

Red – For Category B articles where legal, administrative and IT changes have to be made for converting them from Category B to A

Blue – Suggestions received from Trade bodies

Part 1- TFA					
(i) Category 'A' Articles					
S.No	Action	Lead Agency	Timeline		
			Short-Term (0-6 months)	Mid-Term (6-18 months)	Long-Term (18-36 months)
1.	To host and update all regulatory information available on the internet on a single window portal ensuring user- friendly navigation / ease of	All Regulatory Agencies & LPAI		✓	

	<p>reference for importers and exporters & to provide them with a single reference point(as the upcoming Compliance Information Portal under CBEC) for all such information w.r.t. description of relevant import , export and transit procedures, timely updation & availability of requisite forms and documents, procedures for appeal/ review , trade related legislations etc.</p> <p>[ARTICLE 1.2]</p>				
2.	<p>Livestock imports are susceptible to animal diseases and while ensuring facilitation, adequate bio security measures have to be in place.</p> <p>Electronic health certification system needs to be therefore developed.</p> <p>[Article 5.1]</p>	DADF		✓	
3.	<p>To monitor detention of goods and to ensure the establishment of an obligatory mechanism to inform the importer / carrier and senior officers about detentions effected.</p> <p>To issue necessary circular in this regard.</p> <p>[ARTICLE 5.2]</p>	All Regulatory Agencies	✓		
4.	<p>To allow retest on request by importer, in case the first test result of a sample taken upon arrival of goods declared for import shows an adverse finding and to consider & if necessary accept the result of such test.</p> <p>Issuance of necessary clarificatory circular in this regard along with publication of names and addresses of laboratories in an easily – accessible manner where such retests are to be carried out.</p> <p>[ARTICLE 5.3]</p>	CBEC	✓		

5.	<p>Publication of all fees and charges other than import, export duties etc. on a single window website covering the exact amount of such fees/charges imposed, the reason (s) behind their imposition, the responsible authority and when and how their payment is to be made.</p> <p>To ensure their periodic review and to grant sufficient time period between the publication of new or amended fees and charges and their entry into force, except under urgent circumstances.</p> <p>Also, not to allow such amended fees and charges to come into force until information on them has been duly published. Digitise all forms of payments.</p> <p>[ARTICLE 6.1]</p>	All Regulatory Agencies	✓		
6.	<p>Fees and charges for Customs processing to be limited in amount to the approximate cost of the services rendered on or in connection with the specific import or export operation</p> <p>[Article 6.2]</p>	CBEC	✓		
7.	<p>Penalties for a breach of a customs law, regulation or procedural requirement shall be imposed only on the responsible person and shall depend on the facts and circumstances of the case. An explanation to be provided in writing to the person (s) upon whom the penalty is imposed.</p> <p>To rationalize penalties in Customs Act- Provision to impose penalty equal to five times the value of goods to be amended.</p> <p>[Article 6.3]</p>	CBEC		✓	
8.	<p>Strengthen the Post Clearance Audit System in Customs. Self-assessment and facilitation imply a robust post clearance audit in place to ensure compliance. TFA requires transparency in audit</p>	CBEC		✓	

	<p>criteria and use of audit outcome in Risk management.</p> <p>Inform the result of PCA to the importer and broker after completion of the audit</p> <p>[Article 7.5]</p>				
9.	<p>To conduct “Time Release Study “(TRS) for both import and export cargo at all ports, air-cargo complexes, ICDs and land customs stations in a time- bound manner by a credible third party and fix well – defined timelines for each stakeholder involved like timely filing of Bill of Entry & payment of duty by importers, prompt issuance of E- Delivery Order by shipping lines etc.</p> <p>TRS should be a multidimensional analysis covering aspects like country of origin, manufacturer’s v/s traders, FCL v/s LCL, AEO v/s non-AEO, industry or commodity specific clearance times.</p> <p>Steering Committee needs to task a nodal agency for a comprehensive, integrated TRS that covers end to end clearance process and is endorsed by all agencies, as per Article 7.6.</p> <p>Customs may be tasked with devising a procedure for collecting data from all stakeholders and conducting a holistic TRS with periodic publication of data.</p> <p>To bring down the overall cargo release time as below –</p> <ul style="list-style-type: none"> iii. For imports – Within 3 days for Sea Cargo, within 2 days for Air Cargo and Inland Container Depots and on the same day for Land Customs Stations iv. For exports –Below 2 days for Sea Cargo and on the same day for Air Cargo, Inland Container Depots and Land Customs Stations <p>[ARTICLE 7.6]</p>	CBEC & LPAI		✓	

10.	<p>Increase the number of AEOs. This will also lead to our trade getting reciprocal benefits from other countries. Supply chain efficiency will also be enhanced.</p> <p>[Article 7.7]</p>	CBEC		✓	
11.	<p>Streamlining policy for E commerce which includes minimizing documentation requirement, providing single submission.</p> <p>[Article7.8]</p>	CBEC/ Commerce		✓	
12.	<p>Expedited procedures and requisite storage infrastructure for perishable goods needs to be augmented. Standard Operating Procedures (SOP) for fast tracking release of perishable goods along with defining provisions for necessary storage facilities, their movement to such facilities and to endeavour to allow their release to take place at such storage facilities, if necessary.</p> <p>To give appropriate priority to Perishable goods when scheduling any examination that may be required.</p> <p>Perishable goods to be cleared within 12 hrs of landing for import and 8 hrs for export.</p> <p>SMS and e-mail notification to importers / exporters on status of document</p> <p>[ARTICLE 7.9]</p>	FSSAI , Plant Quarantine and CBEC	✓		
13.	<p>Review of documentation requirements to reduce their incidence and complexity and bring uniformity and simplification , taking into account legitimate policy objectives, changed circumstances , relevant new information , business practices , availability of techniques and technology, international best practices, inputs from interested parties etc.</p> <p>Each department needs to put in place a mechanism for this activity on a continuous basis.</p> <p>To replace paper documentation with electronic</p>	All Regulatory Agencies		✓	

	<p>documentation – country of origin certificates (Paper- less Clearance)</p> <p>To reduce documentation for inward and outward remittances.</p> <p>Rationalize KYC norms – For individuals only Aadhar no. and for companies - only PAN Card no. to be made mandatory.</p> <p>[ARTICLE 10.1]</p>				
14.	<p>Issuance of circular(s) for establishing uniformity of procedure for allowing the importer to re-consign or return rejected goods on account of failure to meet prescribed sanitary, phytosanitary or technical regulations to the exporter or any other person designated by the exporter.</p> <p>[ARTILCE 10.8]</p>	CBEC	✓		
15.	<p>Streamlining of existing procedures for transit documentation by issuance of a circular to bring uniformity and simplification as per Article 11 provisions.</p> <p>[ARTICLE 11]</p>	CBEC		✓	
16.	<p>Encourage connectivity and co-operation with other Customs administrations so as to promote Globally Networked Customs</p> <p>[Article 12]</p>	CBEC		✓	
	<p>Part 1- TFA</p> <p>(ii) Category ‘B’ Articles</p>				
17.	<p>The establishment of “Enquiry Points”, including web chats system and call- centres for addressing queries is also a vital activity.</p> <p>Though help desks are functional in various departments, a web based portal that can</p>	All Regulatory Agencies		✓	

	<p>disseminate complete and accurate information as well as forms and documents is required to be set up by all departments.</p> <p>The enquiry points and web chat systems' staff should be supported by officers having domain knowledge.</p> <p>The enquiry points and web chat systems staff should be supported by officers having domain knowledge.</p> <p>[ARTICLE 1.3]</p>				
18.	<p>Stakeholder consultation is an important means for transparency and CBEC has already implemented this by putting draft circulars on its website. Legally binding consultation mechanism with trade before new laws/amendments are to be introduced. The consultation process should be completed within a period of 30 days.</p> <p>[ARTICLE 2.1]</p>	All Regulatory Agencies	✓		
19.	<p>Legislative changes in the Customs Act, 1962 for time period of issuance, validity, review, revocation, modification and invalidation of Advance Rulings.</p> <p>To reduce delay in orders, borrow international best practices; create a searchable database of all Advance Rulings on CBEC Website.</p> <p>[ARTICLE 3]</p>	CBEC		✓	
20.	<p>Legislative changes in the Customs Act, 1962 for amending the definition and scope of pre arrival processing of documents and separation of release of goods from final determination of Customs duties, taxes, fees and charges are required and are being initiated. These are some of the key Category B Articles viz Article 7</p> <p>[ARTICLE 7.1& Article 7.3]</p>	CBEC		✓	
21.	<p>Integrated Risk Management aiming at 10% interdiction. Low risk consignments to be</p>	CBEC		✓	

	<p>facilitated and given fast track clearances. For this, conversion of 22 non-EDI ports (mainly in hinterland) to the EDI system is on the anvil.</p> <p>[Article 7.4]</p>				
22.	<p>Co-operation with neighbouring countries across the border for alignment of working days & hours, procedures & formalities, development and sharing of common facilities , joint controls , establishment of one – stop border control etc.</p> <p>[Article 8.2]</p>	All Regulatory Agencies & LPAI		✓	
23.	<p>Create a central repository for document submission which would be shared by all government agencies to meet requirement of acceptance of copies of documents.</p> <p>[ARTICLE 10.2]</p>	NCTF	✓		
24.	<p>Single Window for Exports- It is targeted to be functional in 2017 that will integrate the NOC issuance process for exports by the six concerned regulatory agencies with the Customs system. It will also be extended for courier shipments as well.</p> <p>[ARTICLE 10.4]</p>	CBEC		✓	
25.	<p>Streamline procedures for allowing re import of goods for outward and inward processing with duty exemption/concession.</p> <p>While there are CBEC circulars in place for these provisions, the need is to bring all such circulars and notifications together and make them simple and streamlined.</p> <p>[ARTICLE 10.9]</p>	CBEC		✓	

	PART 2 - TFA Plus Activities				
	Ministry of Shipping (In relation to major ports)				
26.	<p>To introduce gate automation at ports.</p> <p>Ministry of shipping is developing a RFID system for container tracking which should be implemented at all major ports.</p> <p>Electronically integrate ICEGATE, Terminal Operator system, Port Community System, Shipping lines and CFS operators at all major ports.</p> <p>[TFA PLUS]</p>	Ministry of Shipping		✓	
27.	<p>Install weighbridges or cranes with weighment system at all major ports in time bound manner.</p> <p>[TFA PLUS]</p>	Ministry of Shipping		✓	
28.	<p>Shipping lines should issue e-delivery to improve objectivity and transparency in processes and procedures.</p> <p>[TFA PLUS]</p>	Ministry of Shipping	✓		

29.	Reduce unnecessary and arbitrary charges imposed by Shipping lines – DG Shipping has identified the arbitrary charges imposed by Shipping lines and issued an advisory. However, it has not made any impact. [TFA PLUS]	Ministry of Shipping (with Department of Revenue , Ministry of Commerce & Ministry of railways)		✓	
30.	Allow inter-terminal movement of trucks for exports at JNPT [TFA PLUS]	Ministry of Shipping	✓		
31.	Widening of approach roads and taking steps for easing road congestion at JNPT and other ports, resolving issues pertaining to illegal parking areas, weigh-bridges and repair workshops on approach roads which blocks traffic and delays the movement of export/import cargo etc. [TFA PLUS]	Ministry of Shipping			✓
32.	Establishing Laboratories at all seaports is required so that exporters and importers do not have to travel far for obtaining required test reports. All major ports will provide facilities for offices and laboratories of various regulatory agencies. [TFA PLUS]	Ministry of Shipping and regulatory agencies to whom land has been provided for this purpose		✓	
33.	Increasing Non-Intrusive inspection and detection technologies by installing container scanners and radiation portals at all ports for examination which should reduce physical examination based on opening consignments and to help in monitoring of dwell time on an actual basis. [TFA PLUS]	Ministry of Shipping		✓	
34.	Provide sector specific facilities at ports. Such as warehouses for pharmaceuticals , for examination of containers carrying marine products etc. [TFA PLUS]	Ministry of Shipping		✓	
35.	Increase the percentage of Direct Port Delivery (DPD) and Direct Port Entry (DPE) consignments.	Ministry of Shipping		✓	

	On account of large time taken at CFSs for clearance of goods, increase in coverage of DPD &DPE of consignments will aid in time reduction. [TFA PLUS]				
36.	Roll out additional services of Port Community System such as, vessel movement, container movement, cargo details, transport – rail , road connectivity and integration with the ICEGATE System - CBEC [TFA PLUS]	Ministry of Shipping		✓	
37.	Take steps to bring down the terminal dwell time for exports shipments. Provide vehicle booking option and advance notice about traffic leading to port. [TFA PLUS]	Ministry of Shipping		✓	
38.	Provide information to exporters / brokers / transporters about average clearance time at gate. [TFA PLUS]	Ministry of Shipping	✓		
Ministry of Civil Aviation					
39.	Define service level standards for Cargo Terminal Operator (CTO) and other Service Providers in terms of their respective clearance times. To provide ownership about logistics operation processes and procedures. [TFA PLUS]	Ministry of Civil Aviation	✓		
40.	Functioning of Air Cargo Community System and ensure RFID enabled trucks and ULDs [TFA PLUS]	Ministry of Civil Aviation		✓	
41.	Integration of ICEGATE / Air Cargo Custodian system at all major ports.	Ministry of Civil Aviation		✓	

	[TFA PLUS]				
42.	<p>Establishing Laboratories at all air ports is required so that exporters and importers do not have to travel far for obtaining required test reports. All major ports will provide facilities for offices and laboratories of various regulatory agencies.</p> <p>[TFA PLUS]</p>	Ministry of Civil Aviation and regulatory agencies to whom land has been provided for this purpose		✓	
43.	<p>Develop Air connectivity. In between Hyderabad/Vishakhapatnam and Middle East, Singapore/Hong Kong for marine products and between Amritsar and Europe/USA.</p> <p>[TFA PLUS]</p>	Ministry of Civil Aviation		✓	
44.	<p>Setup Air Freight Stations (AFS) at major Airports. ICDs near airports may be converted to AFSs.</p> <p>To streamline security and examination related procedures of BCAS and Customs for cargo handled in Air Freight Stations.</p> <p>[TFA PLUS]</p>	Ministry of Civil Aviation		✓	
45.	<p>Increasing Non-Intrusive inspection and detection technologies by installing X- ray scanners at all ports for examination which should reduce physical examination based on opening consignments and to help in monitoring of dwell time on an actual basis.</p> <p>[TFA PLUS]</p>	Ministry of Civil Aviation		✓	
46.	<p>For fully automated loading of goods post Let Export Order, Custodians to adopt mandatory QR codes/ barcodes for all packages to enable identification of goods</p> <p>[TFA PLUS]</p>	Ministry of Civil Aviation		✓	
47.	<p>For efficient implementation of e-delivery orders, Airlines and Consul agents to register on</p>	Ministry of Civil Aviation		✓	

	ICEGATE, issue e-delivery orders 24x7 and provide facility for e- payment [TFA PLUS]				
48.	Transshipment Cargo - Customs sealed transshipment cargo not to be treated as fresh cargo and facilitate movement without opening the consignment and be subjected to security screening only, if need be. [TFA PLUS]	Ministry of Civil Aviation	✓		
Ministry of Home Affairs – Land Ports Authority of India					
49.	To undertake a detailed gap analysis in infrastructure and resolve issues related to the logistics and infrastructure improvement at Land Custom Stations (LCS)/ Integrated Check Posts (ICP) like ICP Atari, ICP Raxaul, ICP Petrapole , LCS Jogabani etc. with particular focus on LCSs in the North – Eastern States . [TFA PLUS]	LPAI			✓
50.	Upgrade all 13 Land Customs Stations (LCSs) to Integrated Check Posts (ICPs). This is a crucial area to strengthen transit trade and has binding requirements as per TFA Article 11. [TFA PLUS]	LPAI			✓
51.	Ambiguities in working hours and labour charges – Standardisation of daily trade timings to 12 hours across the border, implementation of reasonable demurrage and labour costs [TFA PLUS]	LPAI		✓	
Ministry of Railways					
52.	Making Rail Freight competitive/rail infrastructure augmentation for e.g. electrifying rail routes to ports etc. The queue period for exports with railways (for booking wagons) is 6 weeks at many places which increases the transaction costs for exports.	Ministry of Railways		✓	

	<p>If railways become a more viable means of transport, logistics cost can be significantly reduced.</p> <p>[TFA PLUS]</p>				
53.	<p>To establish/ improve rail connectivity at important locations.</p> <p>At Tamilnadu (Tirupur to Tutucorin port and Madurai to Tuticorin port) , Karnataka (Bidadi to ICD White field/Mangalore port, Increase frequency of train between ICD Whitefield to seaport, Enhance cargo evacuation capacity at Hassan-Mangalore rail division and speedup creation of railway network between Hubli and Karwar), Andhra Pradesh and Telengana(Operationalise railway line between Kovur and Bhadrachalam) and Gujarat(Operationlise railway line between Surat and Hazira and electrify rail route between Tuglakabad and Mundra port).</p> <p>[TFA PLUS]</p>	Ministry of Railways			✓
54.	<p>CONCOR –related labour issues – CONCOR as a custodian at ICDS doesn't supply contractual labour for loading – unloading of cargo etc . As a result informal labour force has to be deployed adding to significant delay and cost pressures</p> <p>[TFA PLUS]</p>	Ministry of Railways		✓	
	Ministry of Road transport and Highways				
55.	<p>Improve quality of Road Infrastructure and connectivity to all sea ports , airports , ICDS and Land Custom Stations.</p> <p>[TFA PLUS]</p>	Ministry of Road transport and Highways			✓
56.	<p>Sarathi and Vahan Projects to be integrated with the Port Community System and Air Cargo Custodian System</p> <p>[TFA PLUS]</p>	Ministry of Road transport and Highways		✓	

57.	Implementation of BIN (Bangladesh , India Nepal) motor vehicle agreement – to improve sub- regional connectivity and successful enforcement of SAARC multi- modal transport agreement [TFA PLUS]	Ministry of Road and transport Highways		✓	
	CBEC				
58.	Reduce downtime of ICEGATE, ensure smooth filing and processing of import and export transactions and improve service standards for importers and exporters [TFA PLUS]	CBEC	✓		
59.	Increase the percentage of Direct Port Delivery consignments. On account of large time taken at CFSs for clearance of goods, increase in coverage of Direct Port Delivery of consignments will aid in time reduction. [TFA PLUS]	CBEC		✓	
60.	Complete automation for expedited shipments ; CBEC has already commenced pilot projects in Mumbai for same leading to e –filing and assessment of documents. This has to be replicated at the other locations. [TFA PLUS]	CBEC		✓	
61.	Development of National Targeting Centre . More targeting interventions will lead to better facilitation [TFA PLUS]	CBEC		✓	
62.	Accreditation of more private laboratories especially for testing purposes. [TFA PLUS]	CBEC		✓	
63.	Establishment of sector specific centres of excellence is a gainful exercise for both public – private sector. These will ensure expertise and domain knowledge in assessment of key industry sectors and will act as a repository of data on taxation issues and industry trends. [TFA PLUS]	CBEC		✓	

64.	Link GST and Customs systems by integration of the automated systems for issues like export refund and free flow of input credits. [TFA PLUS]	CBEC	✓		
65.	Complete automation of transit movement and transshipment procedures. [TFA PLUS]	CBEC		✓	
66.	Nudge officers from an enforcement orientation towards facilitation orientation	CBEC and all Regulatory Agencies	✓		
67.	Complete integration of DGFT system and Port Community System with ICEGATE for better co-ordination and facilitation	CBEC		✓	
Ministry of Commerce and DGFT					
68.	Work out an outreach programme in coordination with CBEC to improve sensitization about TFA. Outreach programme with at least 1 capacity – building workshop every month across the country to sensitize stakeholders about TFA. [TFA PLUS]	Ministry of Commerce	✓		
69.	Coordinate with line Ministries to create warehousing and cold storage facilities around ports for improving logistics facilities for trade. [TFA PLUS]	Ministry of Commerce		✓	=
70.	Integration of all export promotion councils with DGFT System Ministry of Commerce to integrate all export promotion councils with DGFT System. Improve connectivity between SEZ Online and ICEGATE applications. [TFA PLUS]	Ministry of Commerce		✓	
71.	Eliminate manual registration of licenses. Complete integration of DGFT and ICEGATE systems for issue and utilization of all types of licenses. [TFA PLUS]	Ministry of Commerce		✓	
72.	Alignment of India's foreign trade policy with the WTO TFA to ensure optimum gains and increase the share of India in global trade.	Ministry of Commerce		✓	

	[TFA PLUS]				
73.	Alignment of India's foreign trade policy with GST to ensure domestic co-ordination and streamlining of procedures and formalities. [TFA PLUS]	Ministry of Commerce		✓	
74.	Review Existing Policy on setting up of ICDs/ CFSS [TFA PLUS]	Ministry of Commerce	✓		
	Multiple Agencies				
75.	To have an audit mechanism for monitoring delays in giving clearances and to fix responsibility for such delays	All departments	✓		
76.	To ensure that sufficient staff is available at designated ports / airports at all times to avoid delay	All departments	✓		

7. Conclusion

India is certainly at a very crucial juncture today for economic growth and for redefining itself as a nation which is oriented towards facilitating legitimate trade. Adopting an integrated trade facilitation action plan, that can be implemented at the highest level through the NCTF, is a reflection of the Government's commitment to enhance its trade facilitation approach. While some processes are of continuous nature, some can be implemented immediately, leading to the fulfilment of our objectives and vision and making India's trade facilitation reforms a success story.
