



WORLD TRENDS  
IN  
PREFERENTIAL ORIGIN  
CERTIFICATION AND VERIFICATION

JUNE 2011

**World Customs Organization**

## **EXECUTIVE SUMMARY**

### ***OVERVIEW***

There are over 200 Free Trade Agreements (FTA) in force around the world today. According to the WCO Origin Database, 96% of the WCO Members are taking part in one or more FTAs, with an average of approximately 8 agreements per Member. The effective and efficient implementation of preferential rules of origin in FTAs is one of the major tasks for Member Customs administrations.

The purpose of this study is to assist Members in their development and review of the implementation of preferential rules of origin by providing a snapshot on the trends in certification and verification.

### ***KEY FINDINGS***

#### **1. Certification**

The analysis of the information gathered through the survey shows that the certificate of origin issued by competent authorities is the prevailing type. The proof of origin issued by exporters is also widely accepted. Importer-based certification is utilized in very limited number. The proofs of origin are accepted mostly in paper format, while electronic certificates are accepted in very limited cases. A large number of Customs administrations that responded to the survey carry out documentary examinations of proofs of origin on high risk shipments or based on risk analysis. On the other hand, many Customs administrations examine all certificates.

#### **2. Verification**

The Customs administrations that responded to the survey conduct verification by utilizing multiple methods. Among them, administrative cooperation seems to be the most frequently utilized method. While many administrations conduct verifications after release of the goods, some of them carry out verification only before release.

#### **3. Challenges**

The major challenges that the Customs administrations face are, among others, non-compliance to certification requirements, lack of standardized procedure for verification, and lack of capacity. The training of Customs officers is the key measure to tackle the challenges. Raising the awareness of the private sector and strengthening the cooperation with the competent authorities are also regarded as important factors for the way forward.

## Table of Contents

<b>I. Overview .....</b>	<b>1</b>
<b>II. Survey Analysis .....</b>	<b>2</b>
<b>Part 1: Proof of origin .....</b>	<b>2</b>
• Type of proof	
• Issuer of proof of origin	
• Format: paper or electronic	
• Frequency of submission	
• Originality and timing	
• Documentary examination	
• Points to be checked at the documentary examination	
<b>Part 2: Verification procedures .....</b>	<b>9</b>
• Motives for verification	
• Verification channels	
• Timing	
• Verification visits	
• Information provision	
• Verification requests	
• Provision of origin fraud information	
• Measures to prevent fraud	
<b>Part 3: Challenges for the implementation .....</b>	<b>17</b>
• Current challenges	
• Measures to tackle the challenges	
• Capacity building plans	
<b>III. Conclusion .....</b>	<b>21</b>
<b>Appendix</b>	

## I. Overview

1. Preferential trade is a prominent feature of the world trade. There are over 200 Free Trade Agreements (FTA) in force around the world today. According to the World Customs Organization (WCO) Origin Database, 96% of the WCO Members take part in one or more FTAs, with an average of approximately 8 agreements per Member. The rules of origin (ROO) differ from one agreement to another, including the rules on certification and verification in which the Customs administrations have a significant role.
2. Under the Revenue Package initiative approved by the WCO Council in 2009, the need for assistance in the implementation of FTAs was identified as one of the key areas to be tackled. To that end in autumn 2010, the WCO Secretariat conducted a survey to get an overview on the various certification and verification methods.
3. This analysis constitutes a part of the *WCO Comparative Study on Preferential Rules of Origin*. The study is value neutral and not intended to challenge existing origin legislation of any WCO Member.
4. The purpose of the study is to assist Members in their development and review of the implementation of preferential rules of origin by providing a snapshot on the trends on the implementation of certification and verification of FTAs. The study also aims at identifying the difficulties faced by the Members. The findings will be regarded as reference in the future technical assistance activities.
5. The WCO Secretariat has sent out a questionnaire to all WCO Members in October 2010. The questionnaire was prepared in English, French and Spanish. The questionnaire appears as appendix to this paper. The survey has a total of 19 questions which are grouped into three parts, namely: Part 1. Proof of preferential origin; Part 2. Procedures for verification of proofs of origin; and Part 3. Challenges for the implementation of preferential ROO.
6. The questionnaire was sent out to all 177 WCO Member Customs administrations. 114 responses were received, which is a sufficient number for having a representative overview. The number of FTAs covered by the responding Members equals to approximately 86% of all the FTAs in which the WCO Members participate. Thus, it is regarded adequate to have a grip on the overall trends.

## II. Survey Analysis

7. The findings of the survey are analyzed following the sequence of the questionnaire. Out of the 114 respondents, 5 of them did not provide sufficient information to be analyzed. The percentage outcomes refer to the ratio of responses to each question divided by the total number of Customs administrations that responded to the respective questions.

### Part 1: Proof of origin

8. This part provides an overview on the types of certification as well as how the proof of origin is processed at import.

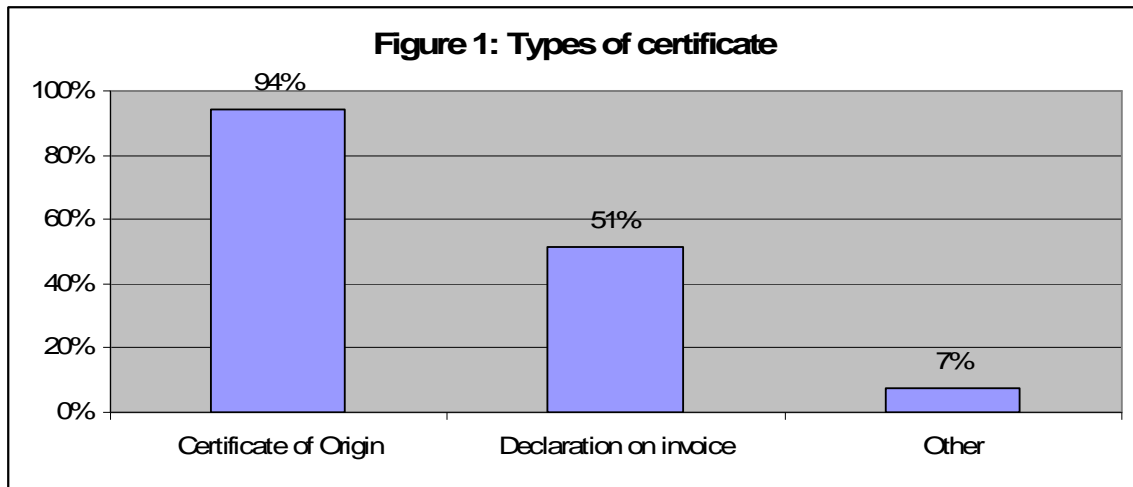
#### ***Key findings:***

1. A certificate of origin is the leading type of proof, while many utilize a declaration on the commercial invoice as an option.
2. Customs of the exporting country and exporters are the leading types of issuer of certificates of origin.
3. Categorizing the issuers according to their characteristics, competent authority certification is the prevailing type. Exporter/producer self-certification is widely accepted, while importer based certification is utilized in very limited number.
4. It was observed that the Customs administrations basically require the proof of origin in paper format – all responding Customs administrations require the proof of origin in paper format. Electronic certificates are accepted in very limited cases.
5. The vast majority of the Customs administrations do not accept copies of the proof of origin. In principle, the originals are required at the time of the import.
6. Majority of the Customs administrations require a proof of origin for every single shipment. Low value shipments and travelers luggage were raised as examples for exemption.
7. More than half of the Customs administrations carry out the documentary examinations of the certificates of origin on high risk shipments or based on risk analysis. On the other hand, a certain portion of them examine all certificates.
8. In principle, Customs administrations use all available information when conducting documentary examinations.

### ***Type of proof***

9. A certificate of origin seems to be the most commonly required type of proof, while many Customs administrations utilize a declaration on the commercial invoice as an option.
10. Out of the 109 Customs administrations that responded to the question on the type of proof required to claim for preferential treatment:
  - 103 (94%) indicated that a certificate of origin is required;
  - 56 (51%) indicated that a declaration on invoice is acceptable;
  - 8 (7%) indicated that they have other types.

*Figure 1*



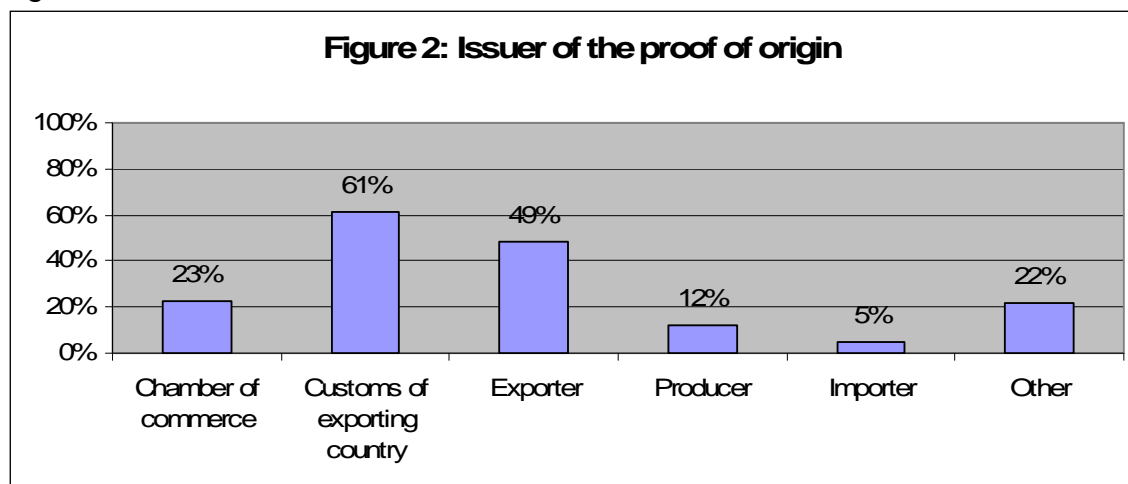
\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.

11. Among the ones that indicated “other”, 2 administrations have mentioned the importer having sufficient information to certify. Others described that it would depend on the agreement, or raised supplementary commercial documents such as a bill of lading.

### ***Issuer of proof of origin***

12. As for the issuer of the proof of origin, the Customs of exporting country and the exporters seem to be the leading ones.
13. Out of the 109 Customs administrations that responded to the question on the issuer of the proof of origin, the entities indicated are:
  - Chamber of commerce, 25 (23%);
  - Customs of exporting country, 67 (61%);
  - Exporter, 53 (49%);
  - Producer, 13 (12%);
  - Importer, 5 (5%);
  - Other, 24 (22%).

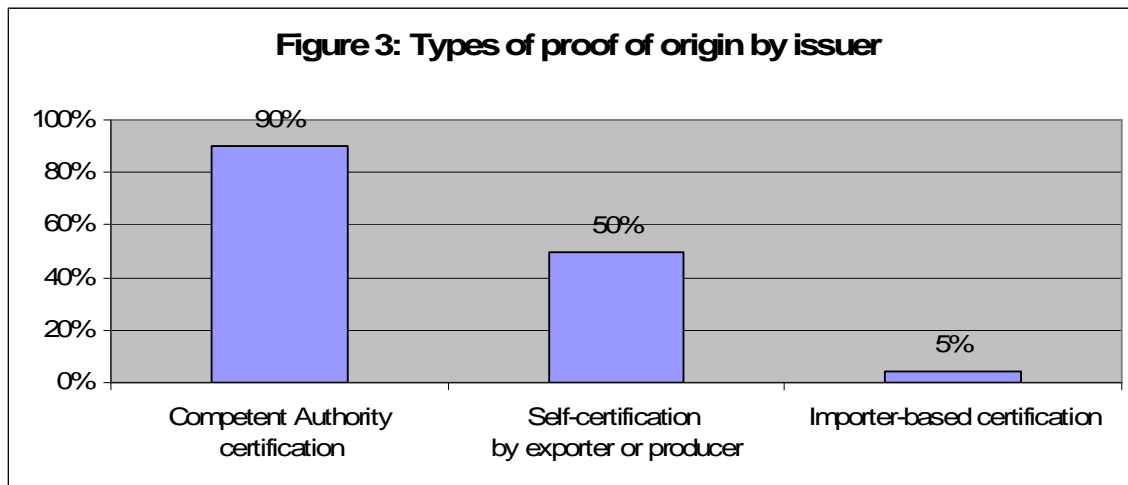
*Figure 2*



*\* Note: the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.*

14. If the issuers are categorized by their characteristics, the issuance by the competent authorities can be regarded as the most commonly accepted. The issuers can be categorized into the following three types according to their characteristics. The types and the percentages are:
  - Competent authority certification, which includes Customs of the exporting country, chamber of commerce, and other government agencies specified in the choice 'other', 98 (90%);
  - Self-certification by an exporter or producer the exporting country, 54 (50%);
  - Importer-based certification, 5 (5%).

Figure 3



\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.

**Format: paper or electronic**

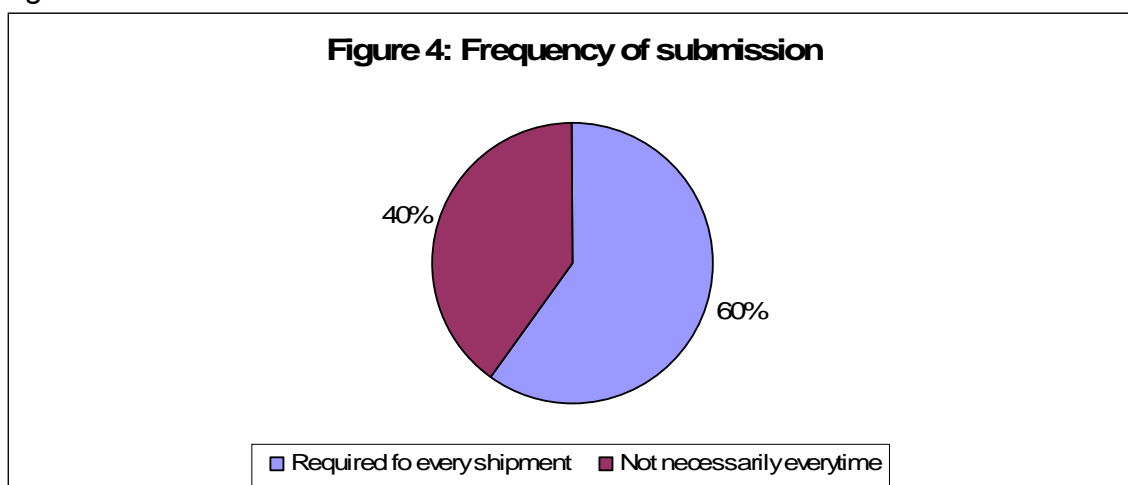
15. Out of the 108 Customs administrations that responded to the question on the format of the proof of origin, 100% indicated that they accepted a proof of origin in paper format. 5 (5%) indicated that an electronic format was acceptable as well.

\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated on two or more of the choices.

**Frequency of submission**

16. Out of the 109 Customs administrations that responded to the question on whether a proof of origin is required for every single shipment, 65 (60%) indicated that a proof of origin was required for every single shipment. 44 (40%) indicated that it was not necessarily required every time.

Figure 4



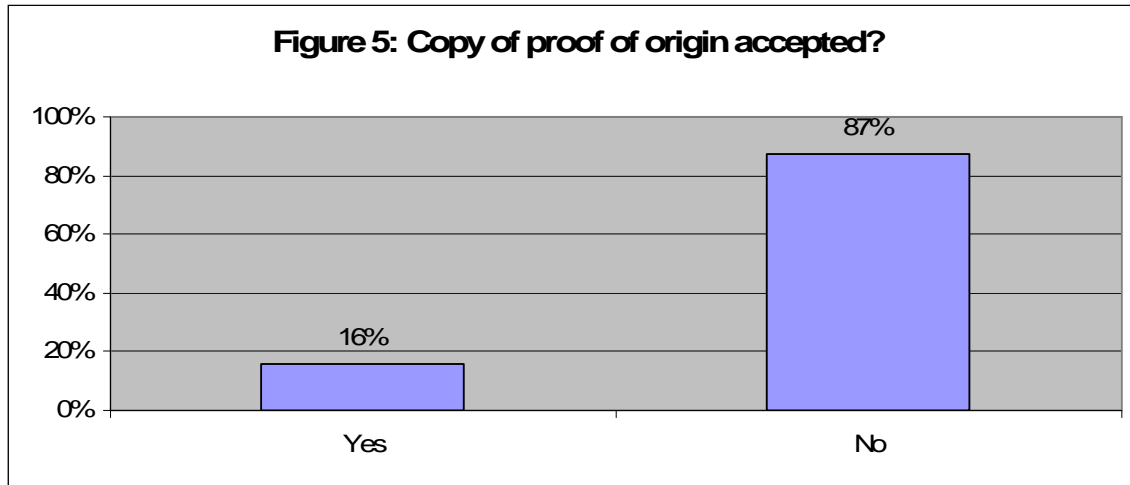
17. The main reasons indicated for not requiring a proof of origin every time were exemption for the following:

- Low value shipments;
- Low valued small packages from private persons to private persons;
- Private luggage.

**Originality and timing**

18. The majority of the Customs administrations that responded to the survey did not accept a copy of the proof of origin when making preferential claims. Out of the 108 Customs administrations that responded, 94 (87%) indicated that only the original was accepted. 17 (16%) indicated that a copy could be accepted.

Figure 5



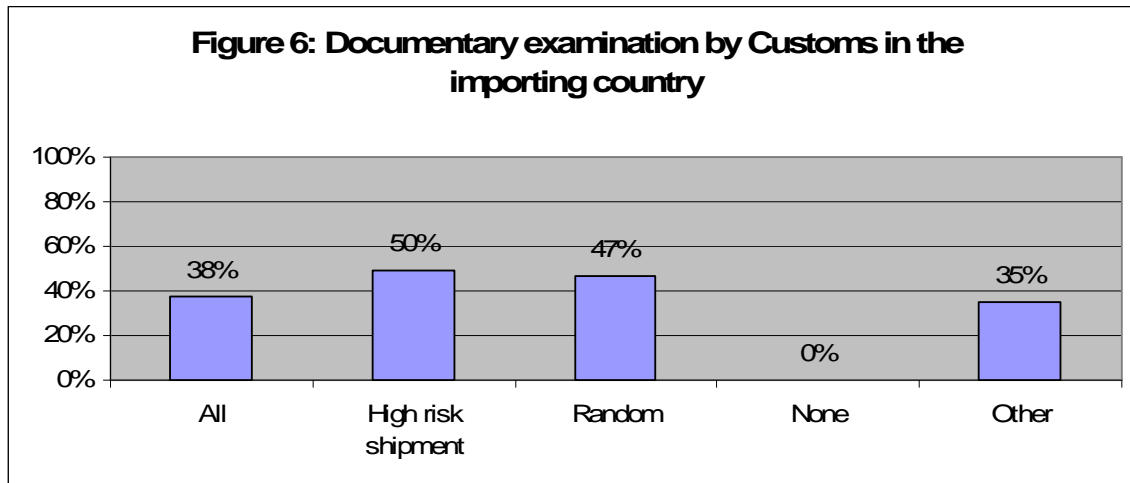
\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated both of the choices.

19. In principle, the majority of the Customs administrations that participated in the survey required the original to be sent to the Customs at the time of the import. Out of the 107 Customs administrations that responded, 92 (84%) indicated that they required the original to be sent to the Customs. 83 (78%) indicated that the proof of origin was required at the time of the import declaration.

## Documentary examination

20. Out of the 109 Customs administrations that responded to the question on the cases where documentary examination is undertaken at the import clearance, the documentary examination is undertaken on the following basis:
- All, 41 (38%);
  - High risk shipment, 54 (50%);
  - Random, 51 (47%);
  - None, 0 (0%);
  - Other, 38 (35%).

Figure 6



\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.

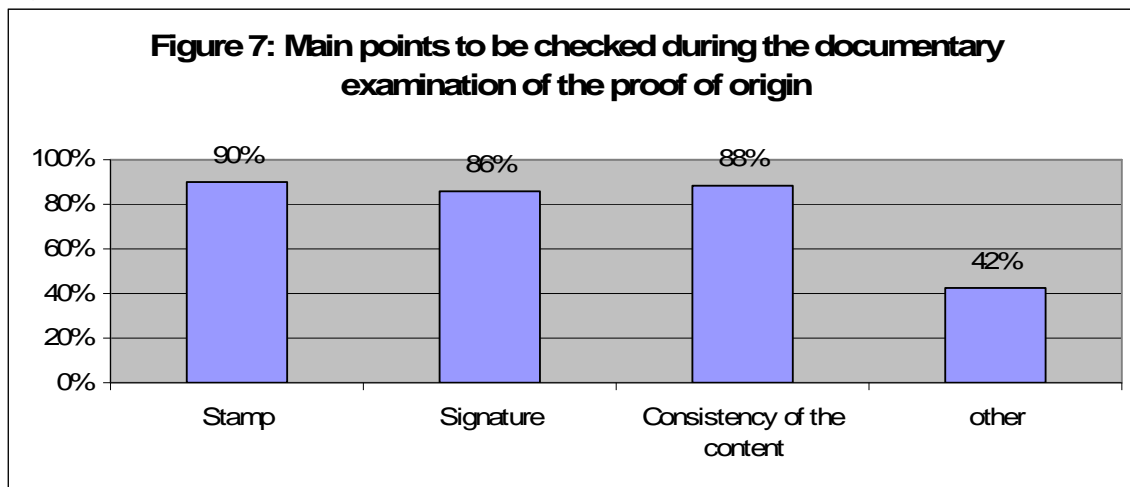
21. The Customs administrations that marked 'other' specified the cases as either the result of risk analysis or when there was a reasonable doubt.
22. It is noteworthy that quite a number of Customs administrations conduct a documentary examination on all shipments claiming for preference.

### ***Points to be checked at the documentary examination***

23. In principle, the Customs administrations that responded to the survey use all available information when conducting documentary examinations. 109 Customs administrations responded to this question regarding the main points to be checked when conducting a documentary examination of the proof of origin. The results are as follows:

- Stamp, 98 (90%);
- Signature, 94 (86%);
- Consistency of the content, 96 (88%);
- Other, 46 (42%).

*Figure 7*



*\* Note: the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.*

## Part 2: Verification procedures

24. This part provides analysis on the verification procedures implemented by the Customs administrations.

### ***Key findings:***

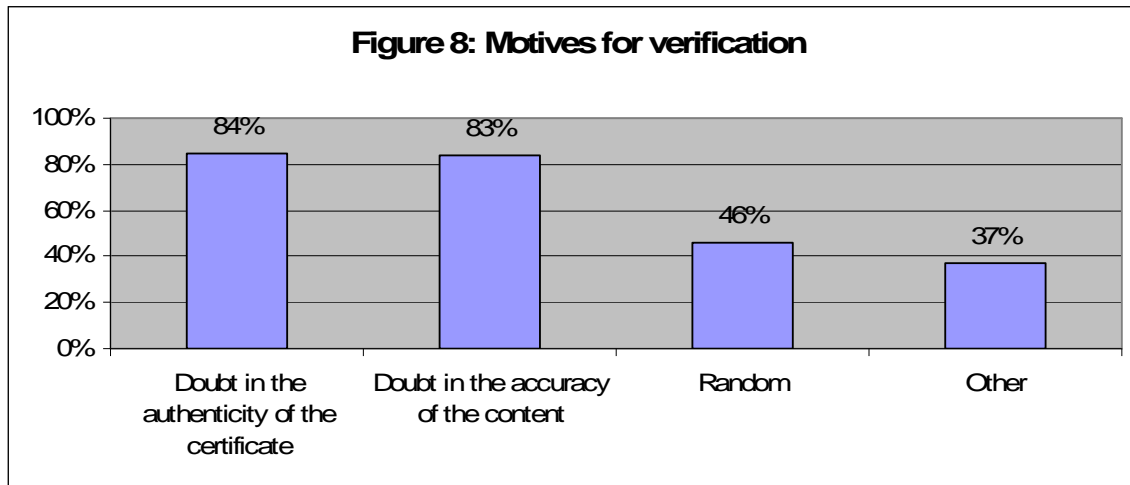
9. For the Customs administrations that responded, doubt in the authenticity and doubt in the accuracy of the content of the proof of origin are both common reasons for carrying out verification.
10. The verification through the competent authorities in the exporting country is the most commonly accepted channel. The competent authorities include Customs, chambers of commerce, trade/industry ministries, other authorized bodies, etc.
11. It is common for the participating Customs administrations to carry out verification only after the release of goods, or before and after release in combination. Some administrations carry out verification only before release of goods.
12. It was observed that the majority of the Customs administrations do not conduct verification visits to the exporting country.
13. The vast majority of the Customs administrations provide origin information to the requesting Customs or other authorities in the importing country, mostly under the preferential trade agreement.
14. Sending and receiving the verification requests are becoming one of the daily businesses for many Customs administrations.
15. The majority of the Customs administrations indicated that they would inform the exporting country when an origin fraud case was identified.
16. As for the measures to prevent similar origin fraud, more than half of the participating Customs administrations mentioned risk management.

### **Motives for verification**

25. For the 109 Customs administrations that responded to the question on the main reasons to conduct verification, doubt in the authenticity and doubt in the accuracy of the content of the proof of origin were both common reasons for carrying out verification. The result of the survey is as follows:

- Doubt in the authenticity of the certificate, 92 (84%);
- Doubt in the accuracy of the content, 91 (83%);
- Random, 50 (46%);
- Other, 46 (37%).

Figure 8

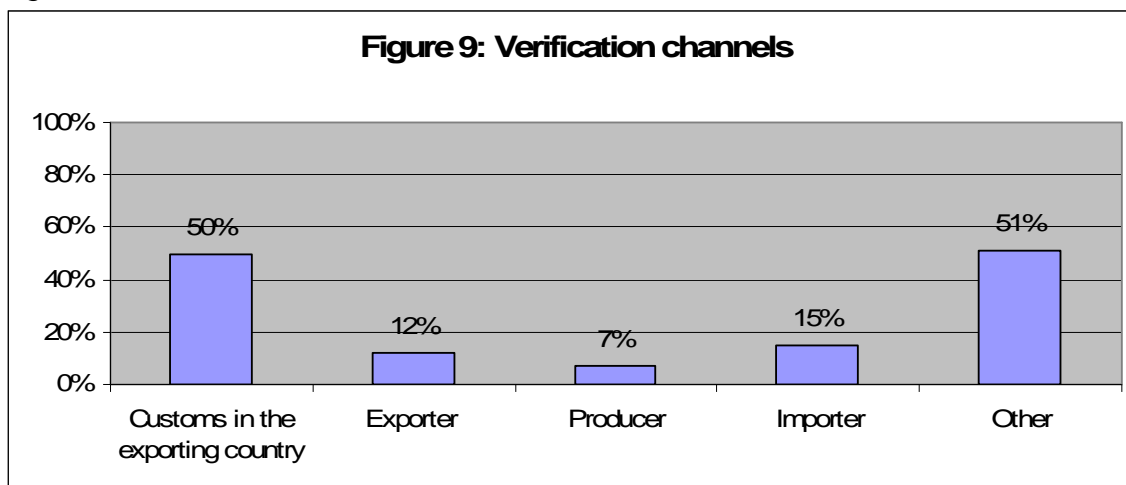


\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.

### Verification channels

26. For the 109 Customs administrations that responded to the question on the addressee of the verification request, the verification through the competent authorities in the exporting country was the most commonly accepted channel. The competent authorities include Customs, chambers of commerce, trade/industry ministries, other authorized bodies, etc.,
27. Among the choices provided in the survey, the Customs in the exporting country was the mostly chosen channel for verification. The following is the result:
- Customs in the exporting country, 54 (50%);
  - Exporter, 13 (12%);
  - Producer, 8 (7%);
  - Importer, 16, (15%);
  - Other, 56 (51%).

Figure 9



\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.

28. Among the 56 Customs administrations that indicated 'other', 50 specified that they would address the verification requests to other competent authorities such as chambers of commerce, trade/industry ministries, other authorized bodies, etc.
29. Out of the Customs administrations that responded to this question, 86% indicated that they send verification requests to the competent authorities in a broad sense, including the Customs in the exporting country and other government agencies.

## Timing

30. Out of the 109 Customs administrations that responded to the question regarding the timing of verification, 44 (40%) indicated that they carry out verification only after the release of goods. 43 (39%) indicated that they carry out either before or after release. On the other hand, 22 (20%) indicated that they carry out only before release.

Figure 10

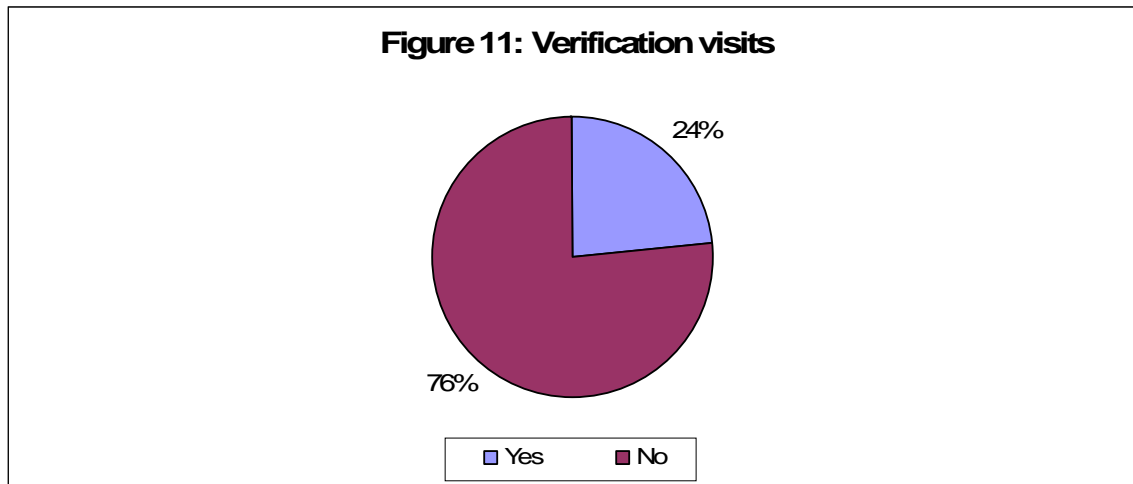


31. As for the time limit after the release of goods for carrying out verification, the responses ranged from 30 days to 6 years.

### Verification visits

32. Out of the 106 Customs administrations that responded to this question on whether verification visits to the exporting country are conducted, 25 (24%) indicated that they do. 81 (76%) indicated that they do not.

Figure 11

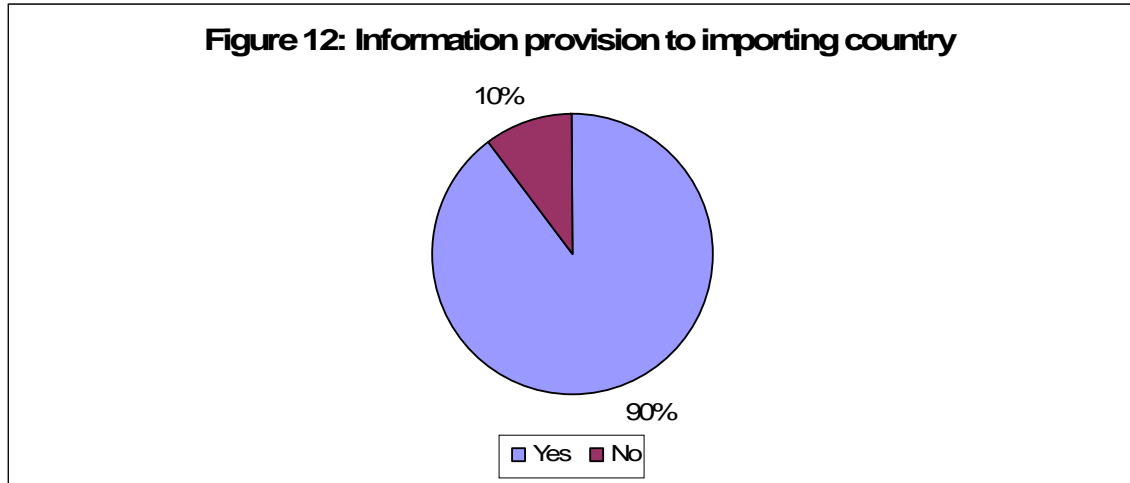


33. Out of the 25 Customs administrations that replied 'yes' to the above question, 12 (48%) indicated that they visit the premises of the exporter. 19 (79%) indicated that they visit the producer.  
*\* Note: the sum of the percentages exceeds 100% because some administrations indicated both of the choices.*

### Information provision

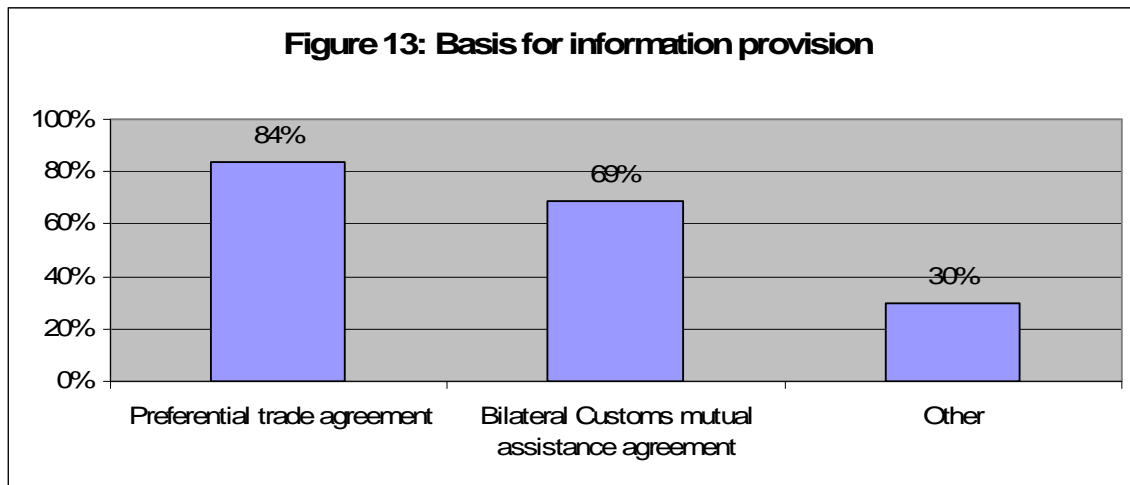
34. The majority of the Customs administrations that responded provide origin information to the requesting Customs or other authorities in the importing country. Out of the 108 Customs administrations that responded to this question, 97 (90%) indicated that they do so. 11 (10%) indicated that they do not.

Figure 12



35. Out of the 97 Customs administrations that replied 'yes', 81 (84%) indicated that the preferential trade agreements were the basis for providing information. 67 (69%) indicated that they would do so under the bilateral customs mutual assistance agreements.

Figure 13



\* **Note:** the sum of the percentages exceeds 100% because some administrations indicated two or more of the choices.

### Verification requests

36. Out of the 94 Customs administrations that responded to the question on the number of verification request, around 40% fell under the range over 100 per year. It would imply that sending and receiving the verification requests are becoming one of the daily businesses for many Customs administrations. The details are as follows:

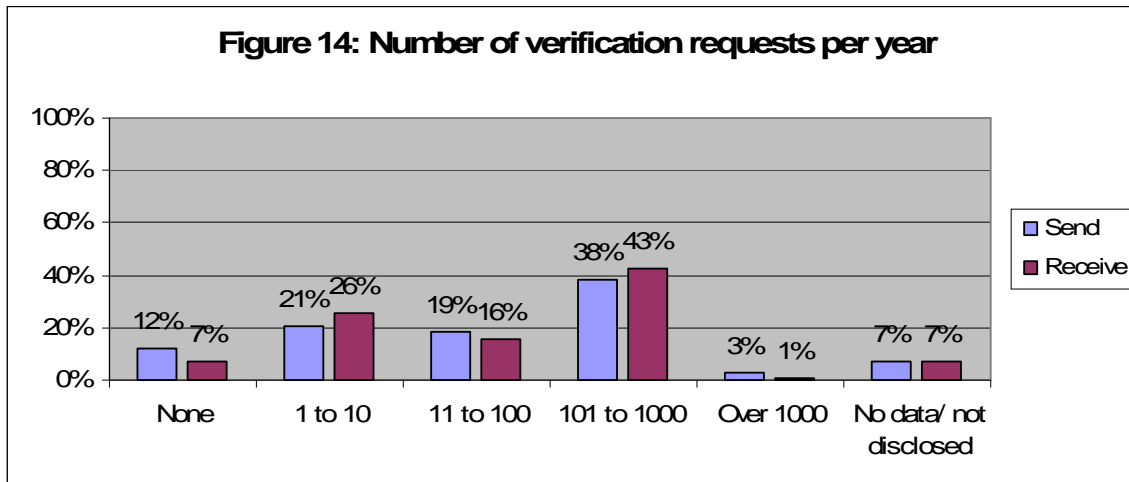
*<Number of verifications requests sent per year>*

- None, 12 (12%);
- 1 to 10, 20 (21%);
- 11 to 100, 18 (19%);
- 101 to 1000, 37 (38%);
- Over 1000, 3 (3%).
- No data / not disclosed, 7 (7%)

*<Number of verifications requests received per year>*

- None, 7 (7%);
- 1 to 10, 24 (26%);
- 11 to 100, 15 (16%);
- 101 to 1000, 40 (43%);
- Over 1000, 1 (1%).
- No data / not disclosed, 7 (7%)

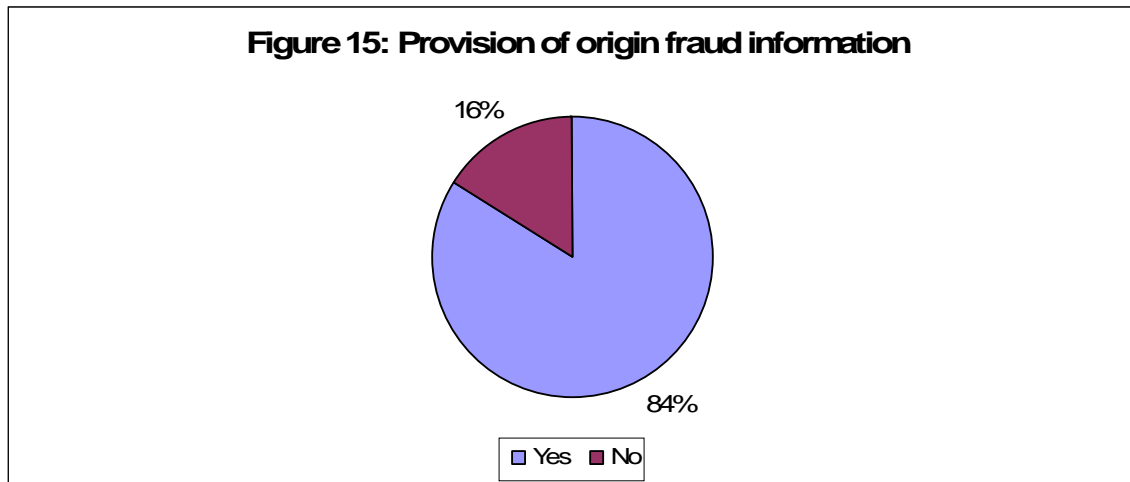
Figure 14



### ***Provision of origin fraud information***

37. Out of the 75 Customs administrations that responded to the question, 63 (84%) indicated that they would inform the exporting country if an origin fraud case were identified. 12 (16%) indicated that they would not do so.

Figure 15



### ***Measures to prevent fraud***

38. As for the measures to prevent similar origin fraud, of the 95 Customs administrations that responded to the question, more than half mentioned risk management in such way as "*permanent control of exporters and approved exporters based on a risk analysis system*". Around 10% raised penalties and sanctions.

### **Part 3: Challenges for the implementation**

39. This part of the study analyzes the main challenges that the Customs administrations face during the implementation of the preferential rules of origin. It also presents the ways to tackle those challenges. To get a more genuine picture of the situation, open questions were asked instead of multiple choice questions. Gathered qualitative information is analyzed by grouping together the responses with similar content. This made it possible to identify more essential problems and find out the way to resolve those difficulties from the perspective of the Customs administrations.

***Key findings:***

17. Challenges for the Customs administrations are:

- Certification: non-compliance to the requirements of certificates;
- Verification: the lack of standardized procedure, communication with the competent authorities;
- Capacity: specialization of staff, limited human resources.

18. For the Customs administrations, it is possible to address the above mentioned challenges through training of Customs officers, raising awareness of the importers and exporters, and establishing cooperation with the competent authorities.

19. According to the Customs administrations, specialized training of the Customs personnel will enhance their capacity for the implementation of preferential rules of origin.

## ***Current challenges***

40. 103 responding Customs administrations described the various problems and challenges they face regarding the implementation of the preferential rules of origin. They mentioned that the problems they experience are related either to certification, verification and/or capacity. Each one of the topics was mentioned by approximately 20% of the respondents.

### Certification

41. Non-compliance to the requirements of the certificate of origin was one of the commonly raised challenges. In a number of answers it was mentioned that the certificate of origin was difficult to examine simply because *“some obligatory cases are not filled in the certificate of origin”*. Several respondents highlighted the fact of submitting *“false certificates of origin, with fraudulent stamps and signature”*.

### Verification

42. A number of Customs administrations stated that the process of verification itself in general is a challenge. Often it is mentioned that the verification is difficult because of the *“lack of full documentation for verification of origin criteria”*.
43. Another frequently pointed out difficulty is the *“lack of a specific, standardized verification procedure”* In some cases verification is difficult because *“there are no adequate tools to be used by Customs Officer in order to verify the authenticity of Certificate of Origin effectively and efficiently”* or because there are no *“harmonized procedures and systems amongst countries implementing the same ROO”*.
44. Another aspect relating to verification was the cooperation with the competent authorities. The results of the study reveal that some Customs administrations face difficulties in securing the cooperation from the competent authorities in the exporting side. It is mentioned that there are cases when *“requests for authentication of proof of origin remain unanswered or else answers are difficult to obtain”* or it is difficult to establish *“communication with the origin verification authorities of countries with which trade agreements are in force”* or there are *“delays in meeting the deadlines for reply by the Competent Authorities in some Trade Agreements”*.

### Capacity

45. The lack of capacity for the implementation was also frequently raised. Many participating Customs administrations pointed out that the *“lack of training to customs officers”* or *“specialization of technical staff familiar with the theme of origin”* was their challenge.
46. Resource constraints were causing limitations to the implementing capacity. Problems were pointed out such as *“not enough human resources”* or *“lack of designated office to deal with ROO, trained officers”*.

## Others

47. There were some other areas which were pointed out by several administrations that responded. A number of administrations mentioned that the existence of multiple sets of ROO was a problem. One of them stated that the *“multiplicity of rules of origin resulting in added costs to stakeholders and an impediment to predictability in doing business”*.
48. In relation to more technical aspects, the difficulties with the direct transport rule and the determination of the value added were pointed out by several administrations. In terms of the product specific rules, *“application of specific origin requirements when faced with changes in nomenclature”* was posing difficulties to some administrations.

## **Measures to tackle the challenges**

49. The 103 Customs administrations also provided the ways to address their challenges. The most frequently raised measures can be summarized into three subjects: training of Customs officers, raising awareness of the importers/exporters, and cooperation with competent authorities. Approximately 20% of the responding Customs administrations raised one of these respective topics.

### Training of Customs officers

50. Training is the mostly raised measure to tackle the challenges. The Customs administrations stated that they would provide training to their officials by *“conducting seminars or providing useful material for enhancing better understanding of ROO”*. This shows that the enhancement of the level of knowledge and skills of the Customs officers is regarded as a key role in addressing the challenges described in the previous question.
51. In connection with the training, a couple of administrations stated that the development of internal manuals would be one of the ways to address their challenges, in such ways as *“elaboration of technical guidelines for customs officials, including information about irregularities detected and measures undertaken”* or by preparing *“instructions, reminders, warnings for the Custom Branches for the implementation of the rules of origin and directives issued by the technical Department”*.

### Raising awareness of the importers and exporters

52. A number of Customs administrations pointed out that raising the awareness of the importers and exporters was a way forward. It is done through *“collaborating within the private sector utilizing all the formal communication channels to train and enhance the understanding on how the FTA operates”*.

53. Several administrations pointed out that making the related information available to the public is a way to address their issue. For example, by *“providing additional information and assistance to economic operators”*. In this regard, the use of internet was mentioned by several of them; such as to *“provide information, especially via Internet-based publications”* or *“handbooks on free trade are updated on the internet”*.
54. Moreover, a number of them touched upon the outreach programs such as to *“extend outreach efforts and educate traders by way of briefings, audits and in-house workshops”* or *“intensifying the current education and outreach programmes to ensure compliance”*.

#### Cooperation with the competent authorities

55. The cooperation with the competent authorities was another frequently mentioned area. This corresponds well to the fact that many administrations are having difficulties with verification as revealed in the previous question, and that a majority of verification is conducted through administrative cooperation as observed in Part 2.
56. The Customs administrations are seeking for closer cooperation with the competent authorities in such ways, for instance *“by strengthening administrative co-operation and international mutual administrative assistance”* or *“through enhancing information exchange”*.

#### Others

57. There were a couple of responses which focused on *“establishing a proper administrative infrastructure”*. One of the administrations would *“set up a dedicated unit and identify personnel to deal with ROO issues”*. Another administration stated to *“create rules of origin sections in the entry ports”*.

#### **Capacity building plans**

58. Over 70% of the 98 administrations that responded stated that training of Customs officials was their plan to build the capacity of implementation of preferential origin. In this connection, development of internal guidelines was mentioned by a couple of administrations, in a similar manner as the responses regarding staff training in the previous question.
59. While most of the answers put emphasis on internal training through learning courses and seminars, there were several administrations that underlined the importance of technical assistance or collaboration with international organizations including the WCO. They stated *“seeking technical assistance regarding preferential origin from the various international institutions”* or to *“increase participation and attendance at the WCO meetings, workshops and seminars”* would be their way forward.

60. In addition to the training of personnel, there were a couple of other topics which were common among several Customs administrations. "*Strengthening of the use of risk analysis*" was one of them.
61. Several administrations referred to the structure of the national Customs administration. Some of them mentioned establishing a specialized section, such as "*creation of a specific division to work solely on rules of origin*" or "*the agreement administration office has been set up in Customs*". There were some other administrations that simply raised the increase of the number of personnel dealing with the rules of origin.

### **III. Conclusion**

62. Thanks to the plentiful participation of the Members, this study provides a snapshot of the world trends of the certification and verification of preferential origin. It is expected that the findings would serve as a useful reference for the WCO Members in the development and review of their practices regarding preferential origin certification and verification.
63. The result of the survey illustrates several interesting observations. One of the main findings is that the competent authority certification is the prevailing type of certification accepted among the Customs administrations surveyed, despite the different types of certification. The survey indicated that many Customs administrations are playing a vital role not only on the importing side but also as the issuing authority on the exporting side.
64. The analysis also identifies that the vast majority of the Customs administrations generally processes the originals of the certificates of origin in paper format. In addition, the survey indicated a trend that the risk analysis is widely utilized in the course of the documentary examination of certificates of origin.
65. Among the several channels available for verification, the participating Customs administrations most commonly utilized the administrative cooperation. The study showed that the verification of preferential origin is becoming one of the daily operations for many Customs administrations surveyed.
66. The survey highlighted the challenges faced by the Customs administrations. It was identified that many Customs administrations are putting great emphasis on the training of their officials. Raising the awareness of the private sector and strengthening the cooperation with the competent authorities are also regarded as vital factors.

\* \* \*

# QUESTIONNAIRE

## ON ORIGIN CERTIFICATION AND VERIFICATION OF PREFERENTIAL TRADE AGREEMENTS

Please send your reply to :

[atsushi.tanaka@wcoomd.org](mailto:atsushi.tanaka@wcoomd.org)

Atsushi Tanaka  
Origin Sub-Directorate  
Tariff and Trade Affairs Directorate  
World Customs Organization

**By 22 November 2010**

\* \* \*

Preface

In the context of the global financial crisis and falling duty rates in general, WCO has developed the Revenue Package initiative to assist Members with fair and efficient revenue collection. As a part of the programme, a series of Regional Workshops have been conducted in all six regions of the WCO from November 2009 to May 2010. Based on the outcomes of the Regional Workshops, assistance to Members in controlling and verifying preferential origin has been identified as one of the areas for future work.

To that end, the Secretariat is conducting a survey to have an overview on the various types of certification and verification of preferential origin implemented by Customs administrations and kindly request the Members to fill in the following questionnaire. Information provided in reply to this questionnaire will be analysed and used for updating the Comparative Study conducted under the WCO Action Plan on Preferential Rules of Origin and as reference for future technical assistance activities.

\* \* \*

**General Information**

Country :

Department/Division/Section :

Contact email address :

Please list all the preferential trade agreements that are in effect and implemented by your Customs administration.

If there is only one agreement in effect, or if all the agreements in effect have same rules of origin in terms of certification and verification procedures, please go straight to Part 1.

If there is more than one type of rules for certification and verification applied for the trade agreements you listed above, please provide answers regarding the most typical type of rules you apply. Please specify which agreements the answers are based on.

## Part 1 : Proof of Preferential Origin

- 1.1. Which type of proof is required to claim for preferential treatment for importation under the agreement ?
- certificate of origin
  - declaration on invoice
  - other, please specify :
- 1.2. Who is the issuer of the proof of origin
- chamber of commerce
  - customs of exporting country
  - exporter
  - producer
  - importer
  - other, please specify:
- 1.3. Which format is accepted ?
- paper
  - electronic
- 1.4. Is proof of origin required for every single importation ?
- Yes
  - No, please specify the cases for waiver from requirement to present proof of origin :
- 1.5. Do you accept copy of proof of origin to claim for preferential treatment ?
- Yes
  - No, only original is accepted.
- 1.6. Do you require the original of proof of origin to be sent to the Customs ?
- Yes
  - No, importer is required to keep the original.
- If Yes, until when do you require the original to be sent to Customs ?
- at the time of import declaration
  - certain time after import, please specify :
- 1.7. In which cases do you undertake documentary examination of proofs of origin at import clearance with regard to preferential claims under the agreement ?
- all
  - high risk shipment
  - random
  - none
  - other, please specify :

1.8. What are the main points that you look at when you conduct documentary examination of the proof of origin ?

- stamp
- signature
- consistency of the content
- other, please specify :

## Part 2: Procedures for Verification of Proofs of Origin

2.1. What are the main reasons to conduct verification ?

- doubt in authenticity of proof
- doubt in accuracy of content of proof
- random
- other, please specify :

2.2. To whom is verification request addressed?

- customs in the exporting country
- exporter
- producer
- importer
- other, please specify :

2.3. When is verification procedure carried out ?

- before release of goods at import clearance
- after release of goods (if there is time limit, until  days after release)
- other, please specify :

2.4. Does your customs administration conduct verification visit to exporting country ?

- Yes
- No

If Yes, whom do you visit ?

- exporter
- producer
- other, please specify :

2.5. Does your customs administration provide origin information to requesting customs or other authority in the importing country?

- Yes
- No

If Yes, on what basis ?

- preferential trade agreement

Appendix

- bilateral customs mutual assistance agreement
- other, please specify :

2.6. How many verification requests does your customs administration send and/or receive per year ?

Send :  requests per year.

Receive :  requests per year

2.7. If there has been an origin fraud case identified through verification, do you inform the exporting country about the case ?

Yes

No

2.8. What measures do you have in place to prevent similar origin fraud ?

### **Part 3: Challenges for the Implementation of Preferential ROO**

3.1 What are the main challenges your Customs administration faces with regard to the proper implementation of Rules of Origin under preferential trade agreement ?

3.2 How do you plan to address the challenges ?

3.3 What measures do you have or plan to have in place to raise the capacity of your Customs administration in the area of implementation of preferential Rules of Origin ?

**Thank you for your cooperation.**