



TRS as Measurement of TF: Customs Experience in Asia Pacific

Shujie ZHANG

WCO Regional Office for Capacity Building (ROCB)

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Why: Efficiency of Customs

How to measure?

facilitation

**Facilitate
legitimate
trade**

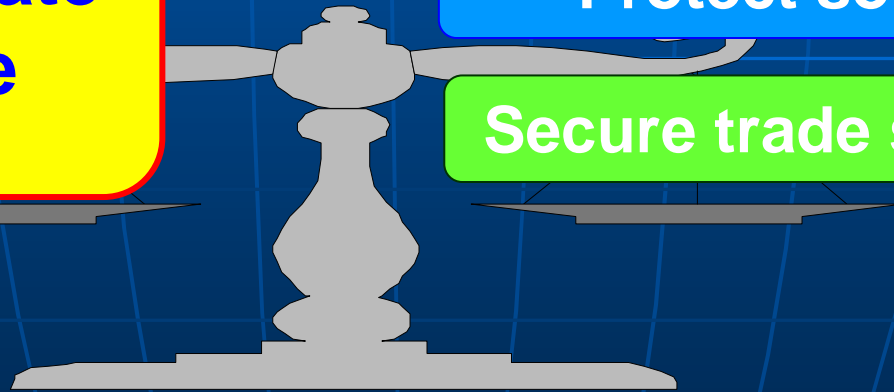
control

Collect revenue

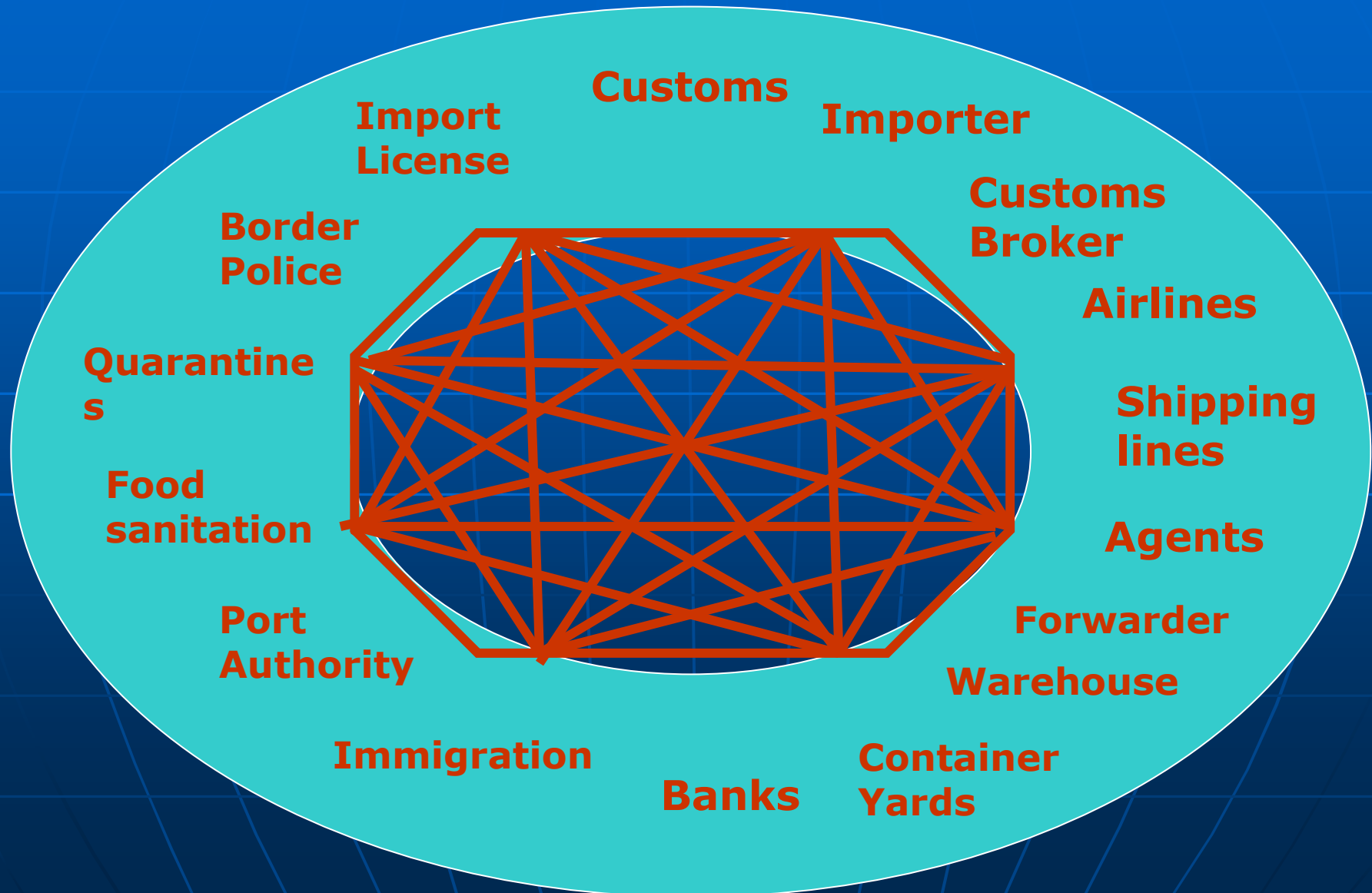
Protect domestic Ind.

Protect society

Secure trade security



Why: Complexity in Importation



Why: Stakeholders

Customs & OGAs	<ul style="list-style-type: none">- Internal audits or review- Continuous improvement- Link to modernization
Trade community	<ul style="list-style-type: none">- Remove time delays- Modern logistics like just-in-time inventory- Predictability and transparency
Government	<ul style="list-style-type: none">- Trade facilitation- Better revenue generation- Good governance
International community	<ul style="list-style-type: none">- WTO trade facilitation negotiation- Remove non-tariff barriers

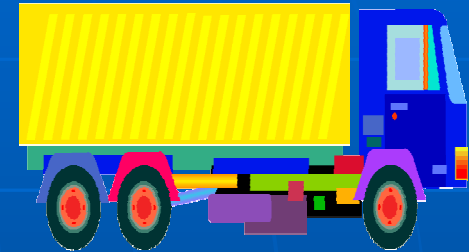


✓ Simplified, transparent procedures

✓ Efficient processing of legitimate trade flow

✓ Reduced time and cost

TRS: Image (sea)



Consumed
by
Shipping company
Shipping agent
Port Authority, etc.

Consumed
by
Importer,
Customs broker
Container Yard
OGAs, etc.

Consumed
by
Customs
Bank
Customs
broker

Consumed
by
Port Authority
Container Yard
Warehouse,
Forwarder, etc.



Ship Arrival

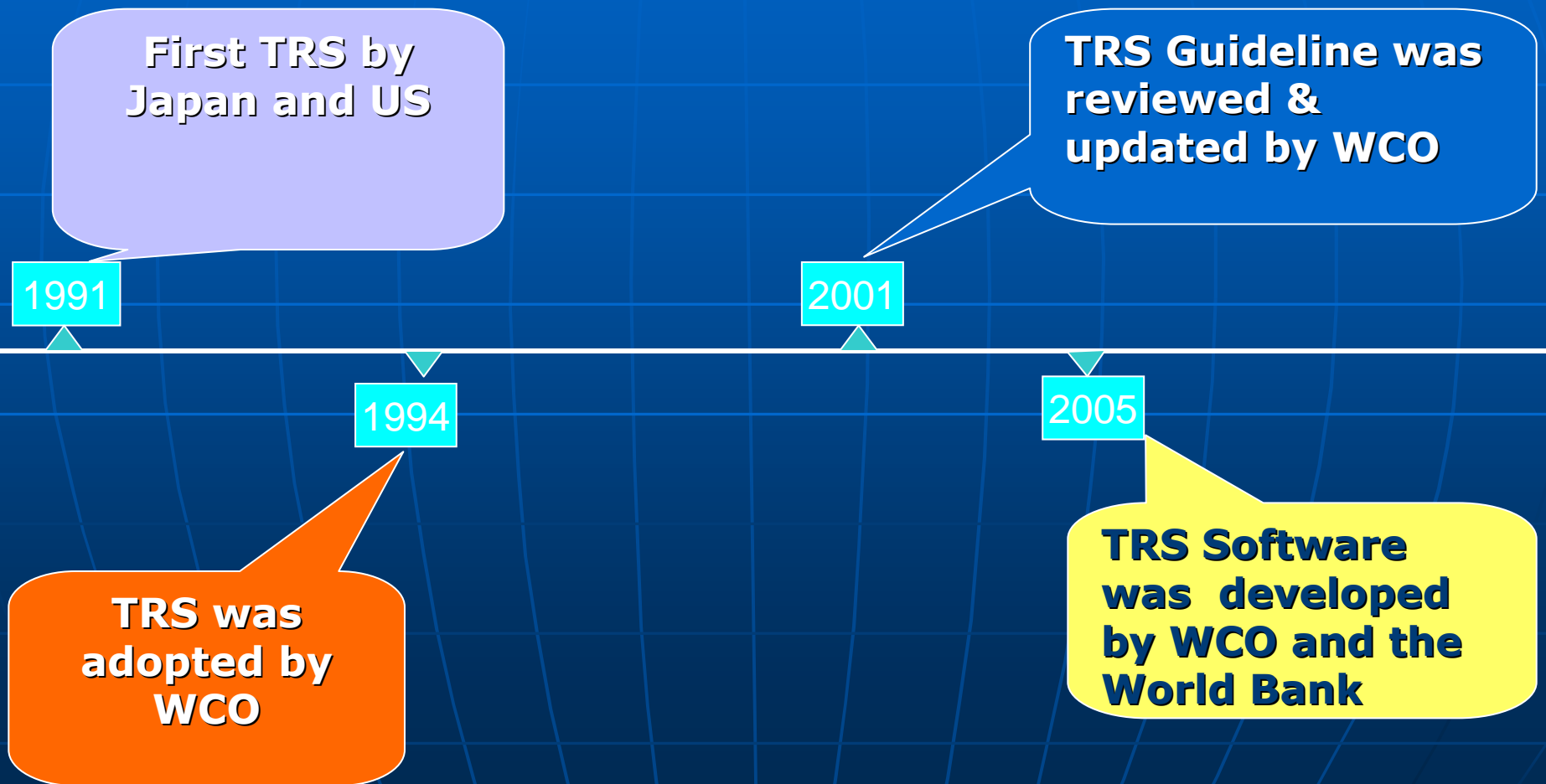
Unloading

Declaration

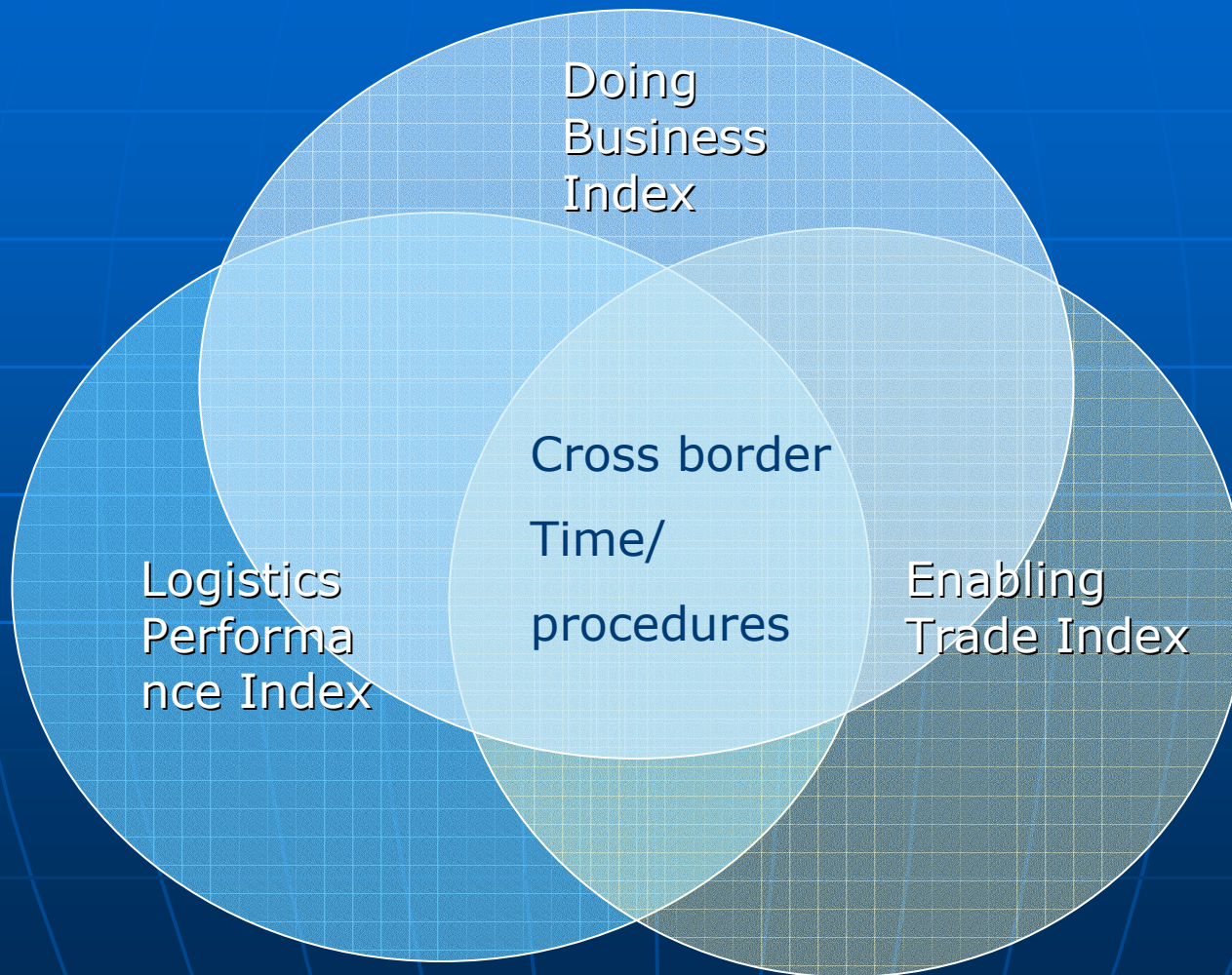
Permission

Delivery

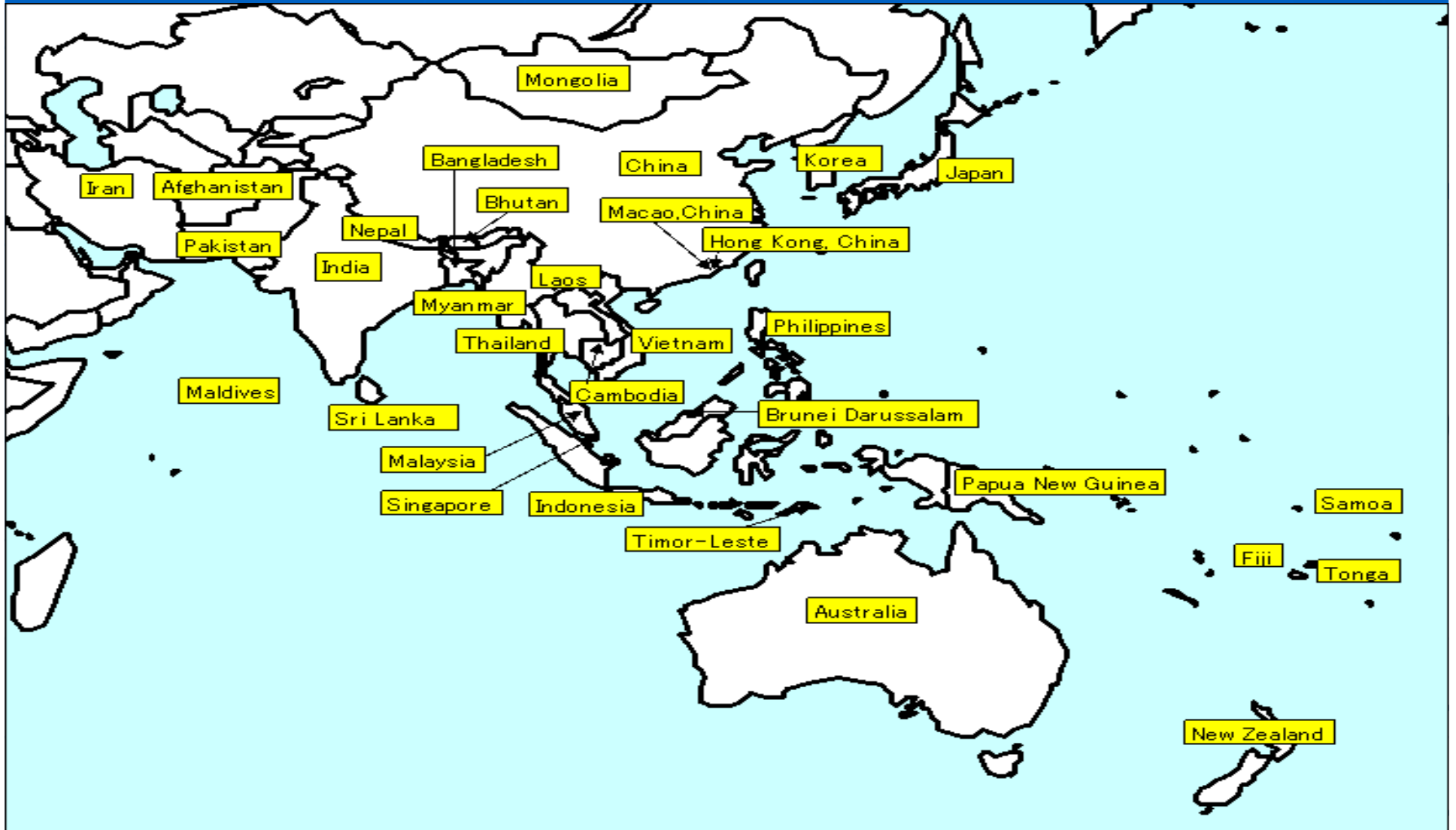
What: TRS Timeline



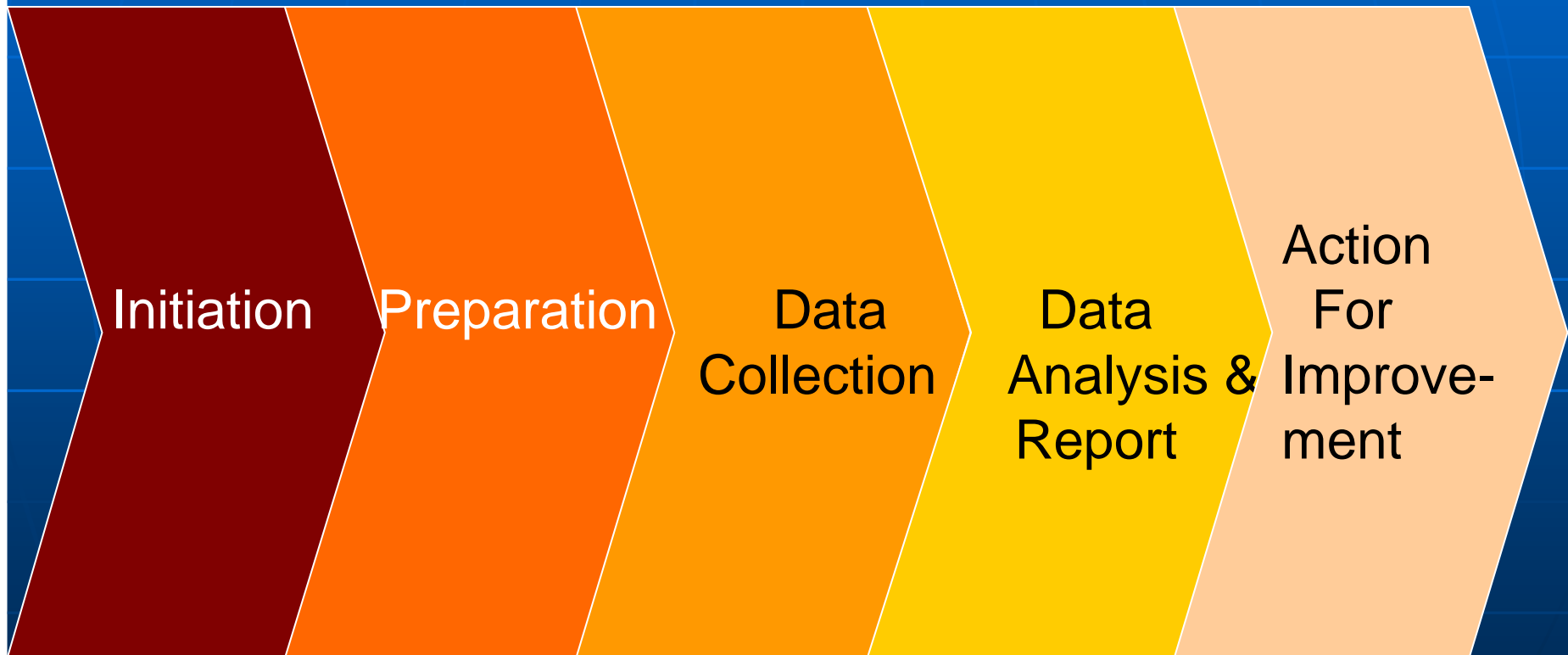
Link to Other TF Indicators



Regional Rollout: Membership



Regional Rollout: Phased Approach

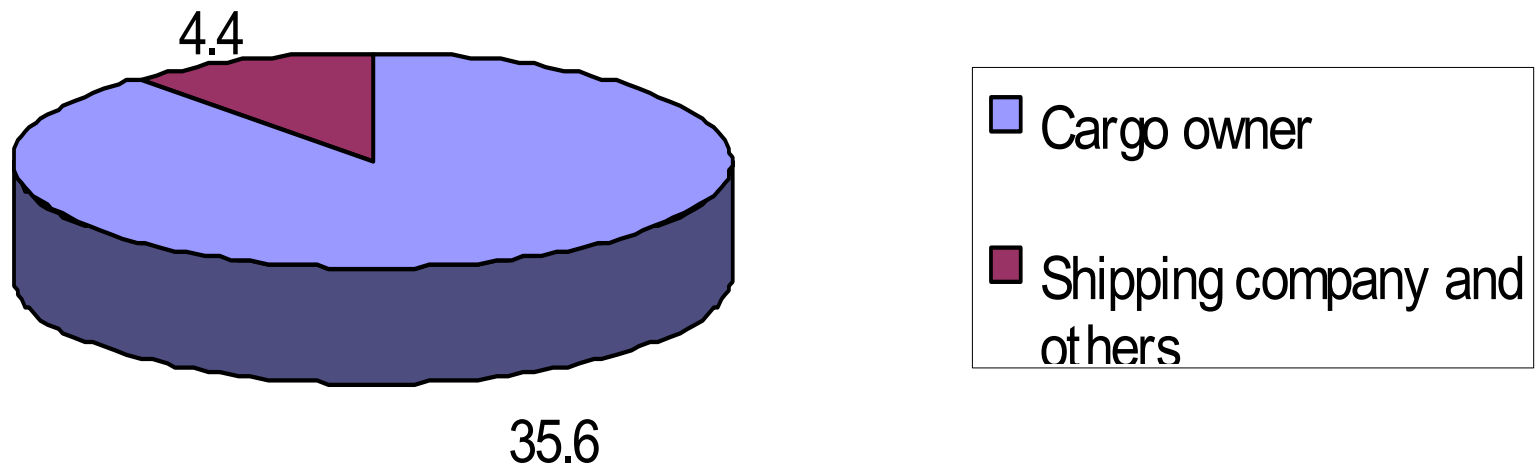


Regional Rollout: Matrix

Level	Countries / Projects	Time	Method	Use of WCO Software	First Time	Initiation	Support
Country Level	Australia	2007	Manual	No	Yes	APEC	Japan, Korea
	China	2006	Manual	No	Yes	APEC	ROCB
	Indonesia	2006	Manual	No	Yes	NA	JICA
	Japan	Since 1991	Manual	No	Periodical	Self	/
	Korea	Since 1997	Auto-matic	No	Periodical	Self	/
	Lao PDR	2008	Manual	Yes	Yes	World Bank	ROCB
	Philippines	2002	Manual	No	Yes	Self	JICA
	Malaysia	1995, 2007	Manual	Yes	No	Self	WCO
	Thailand	2006	Manual	No	Yes	Self	ROCB
	Regional Level	GMS CBTA EWC TRS ^[i]	2009	Manual	Yes	No ^[iii]	ADB
BIMP-EAGA TRS ^[iii]		2009	Manual	Yes	Yes	ADB	ROCB

Regional Rollout : Japan Case

Quantitative Evaluation (billion yen)



Source: Ministry of Finance, Japan (2004 year basis)

Regional Rollout: ROCB Role

- TRS Workshop in Thailand (2006)
- TRS Workshop in China (2006)
- TRS Workshop in Lao PDR, in cooperation with World Bank (2008, 2009)
- TRS Workshop for BIMP-EGGA (Mar.2009)
- TRS Workshop for GMS EWEC (Jun.2009)

- Developed “Regional Best Practice Compendium on TRS” (2007)

Regional Rollout : Common findings

- Customs may not be a significant impediment
- Entities and variables on TTF are numerous and usually intertwined and inter-dependent
- The private sector may be responsible for some delays
- Regular conduct of a TRS

Regional Rollout: Dilemmas

- Customs only vs. whole process?
- Look easy vs. actually difficult?
- Standard-alone vs. integral?
- Quantitative vs. qualitative?
- Performance measurement or not?
- Benchmarking tool or not?
- The quicker, the better?

On Successful TRS

- Political will and concrete commitment should be in place.
- Stakeholders' buy-in should be obtained.
- Project management approach should be adopted.
- Defining types and components of clearance process is critical.
- Principle of 3W & H should be followed.
- Use findings properly and utilized wisely

Conclusions

- TRS can contribute to the continuous improvement of trade and transportation facilitation
- The WCO Guideline should be adapted locally.
- TRS incorporated into national TTF strategy and Customs modernization program
- Capacity building is critical



Shujie (Jack) ZHANG
Technical Attaché
WCO ROCB (Bangkok)
shujie@rocbap.org
rocb@rocbap.org