

Updates on Project Implementations of Regional Improvement of Border Services (RIBS)

By

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- Felicitations to Organizers and the Asian Development Bank (ADB) Team to arrange the Customs Cooperation Committee meeting in Dushanbe
- The said meeting as a milestone towards analysing/evaluating steps taken so far in regional improvement of border services (RIBS)
- Tremendous importance of this meeting in the overall Project Life Cycle (PLC) to implement CAREC Transport and Trade Facilitation Strategy 2020



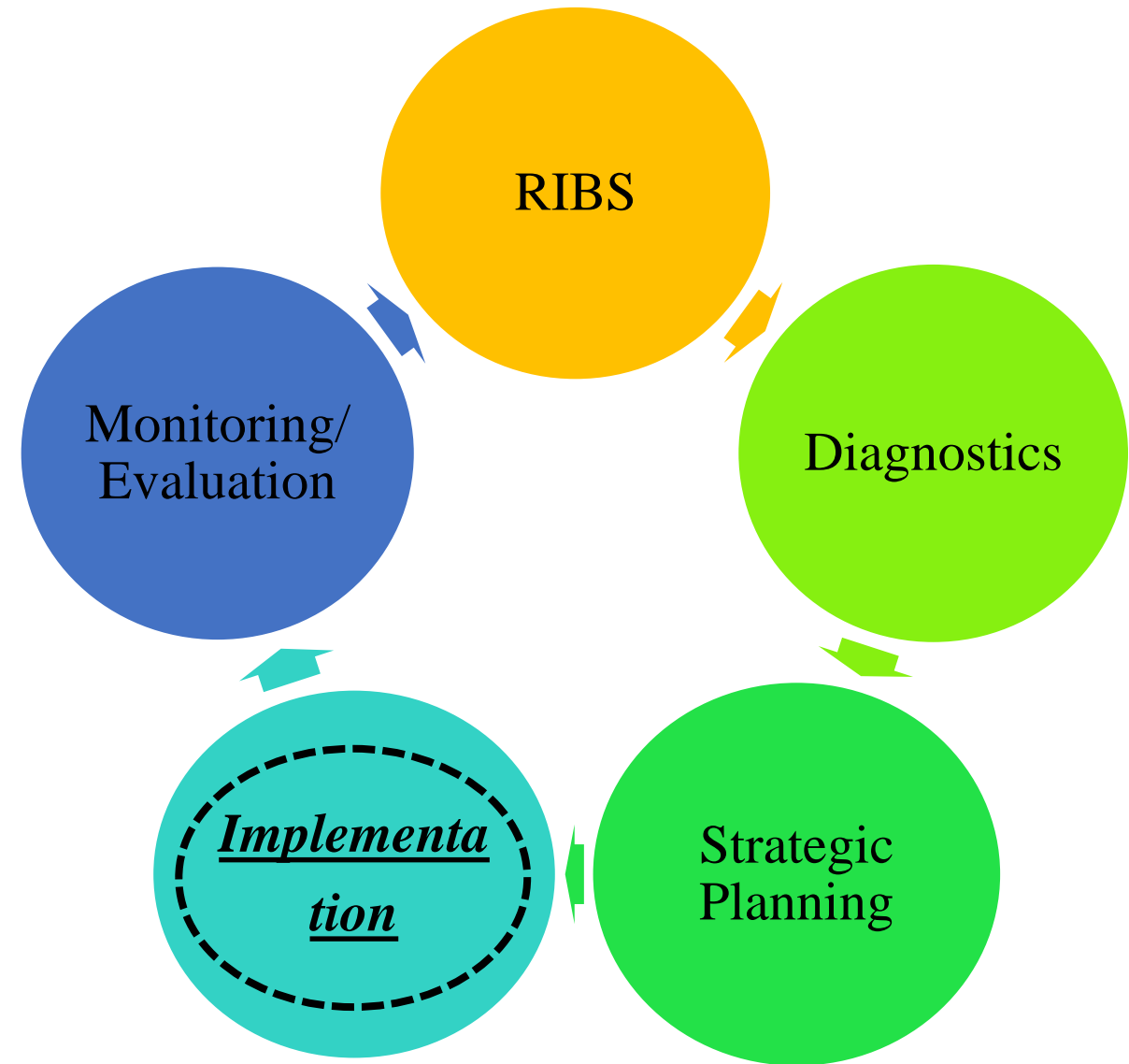
Sequence of Presentation

- ❖ Updates on Regional Improvement of Border Services (RIBS) in Pakistan in light of Five Ws¹
 - Current situation/stage of RIBS in Pakistan (**What**)
 - Geo-Strategic Position of Pakistan and Spectrum of RIBS and (**Where**)
 - Stakeholders involved in RIBS (**Who**)
 - Time horizons for RIBS in Pakistan (**When**)
 - Obstacles/Issues involved in light of Political, Economic, Socio-cultural, Technological, Environmental, Legal (PESTEL) Framework (**Why**)
- ❖ Achievements made so far and future/concrete initiatives (**How**)

Source¹: Simon Burtonshaw-Gunn, The Essential Management Toolbox, 2009, p. 55

Current position/situation of RIBS in Pakistan (What)

- Regional improvement of border services in light of empirical concepts and internationally best practices of integrated border management, coordinated border management, collaborative border management, One-Stop Shop, and (Electronic) Single Windows.
- Stage of RIBS in Pakistan in view of Diagnostic Test already conducted (*What is the current situation*)



Geo-Strategic Position of Pakistan and Spectrum of RIBS (Where)

- Pakistan lies at the hub of Central Asia, Middle East, and South Asia providing the most economical strategic link amongst these regions¹
- Improving regional connectivity through trade corridors and modernized infrastructure as an important component of Pakistan's **Vision 2025**²
- Substantial growth in trade volumes of Pakistan under CPEC³
- RIBS at Torkham, Chaman, Wahga, and Sost

Source¹: Masood and Farooq (2016), Pakistan's potential as a transit trade corridor and transportation challenges

Source² : Asian Development Bank (2016). **Source**³ : The Economic Survey of Pakistan (2016-17)

Stakeholders involved in RIBS (Who)

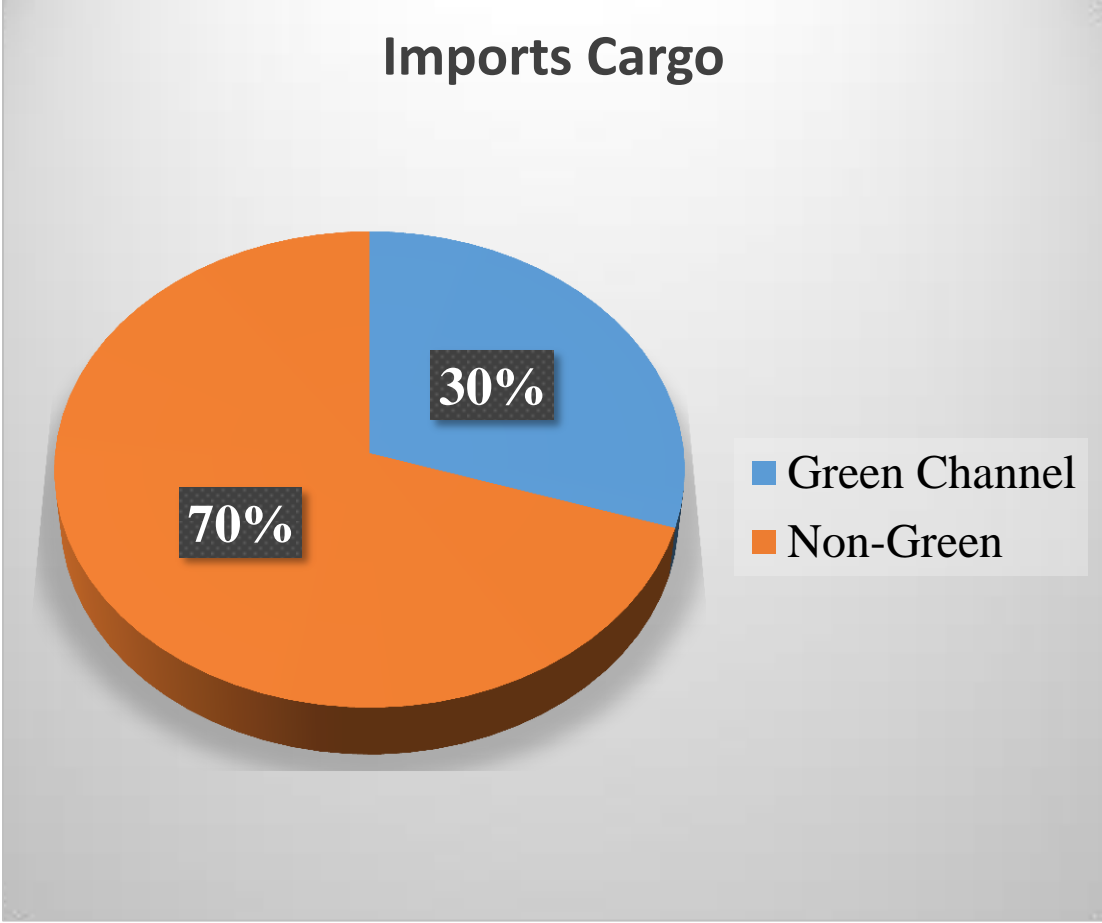
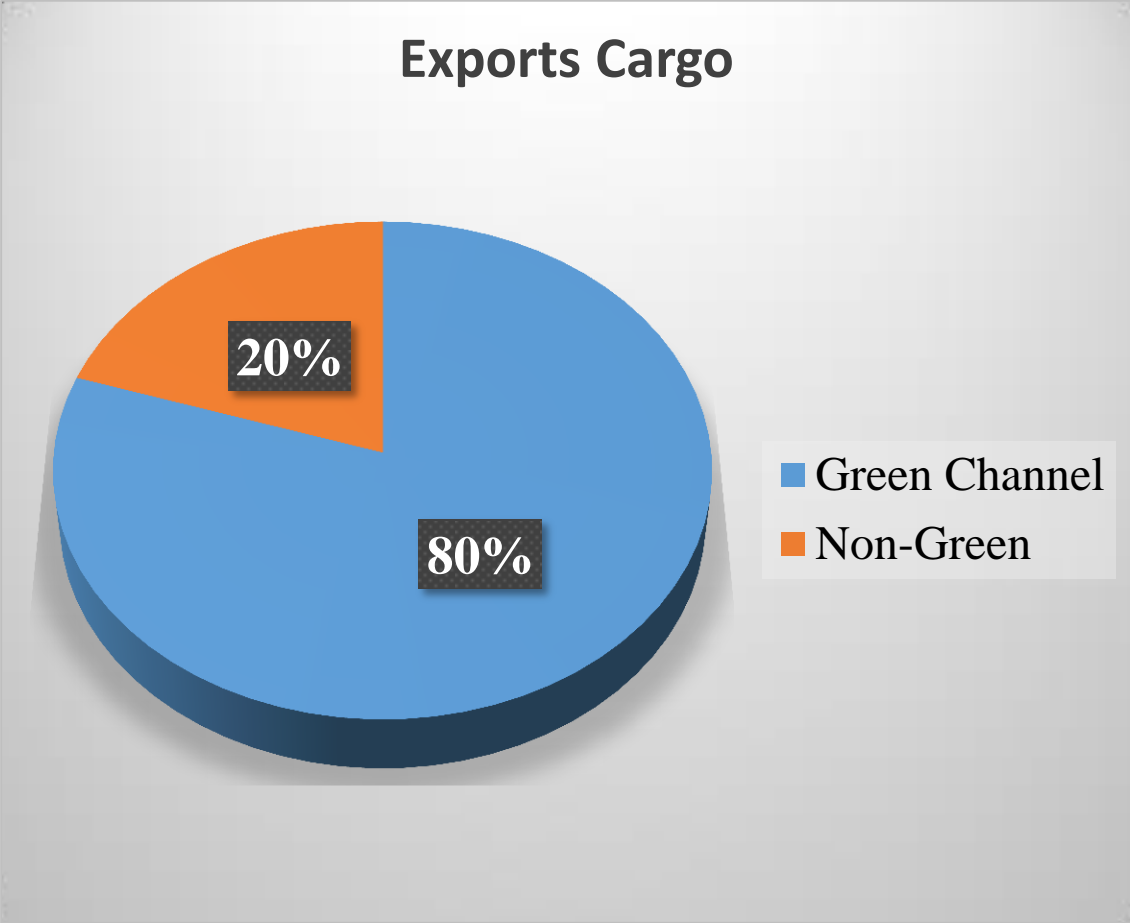
- Local and regional populace
- Partnering countries
- Sponsoring international organization, i.e. Asian Development Bank (ADB)
- The Government of Pakistan
 - Pakistan Customs, Federal Board of Revenue
 - Ministry of Finance; Ministry of Interior; Ministry of Commerce; Other Regulatory Authorities
- Private Stakeholders: Importers/Exporters and Chambers of Commerce
- All projects/sub-projects are to be completed by or before 2020 in view of CAREC Transport and Trade Facilitation Strategy 2020 (**When**)

Obstacles/Issues involved in light of PESTEL Framework (Why)

- Relatively volatile **Political** & law and order situation at the bordering stations
- Dire need for **Economic** uplifting of the subject areas
- Need for closely engaging all stakeholders in view of their **Socio-Cultural** sensitivities
- Familiarizing the local populace with **Technological** advancements and use of information technology
- Lack of adherence to **Triple Bottom Line (Golden Triangle)**, i.e. Economic, Social, and **Environmental** Sustainability, could jeopardize both operational and strategic objectives
- Failure to harmonize national **Legal** structure with provisions/principles of RKC & ATF and other conventions/agreements of WTO/WCO could be a big stumbling block.

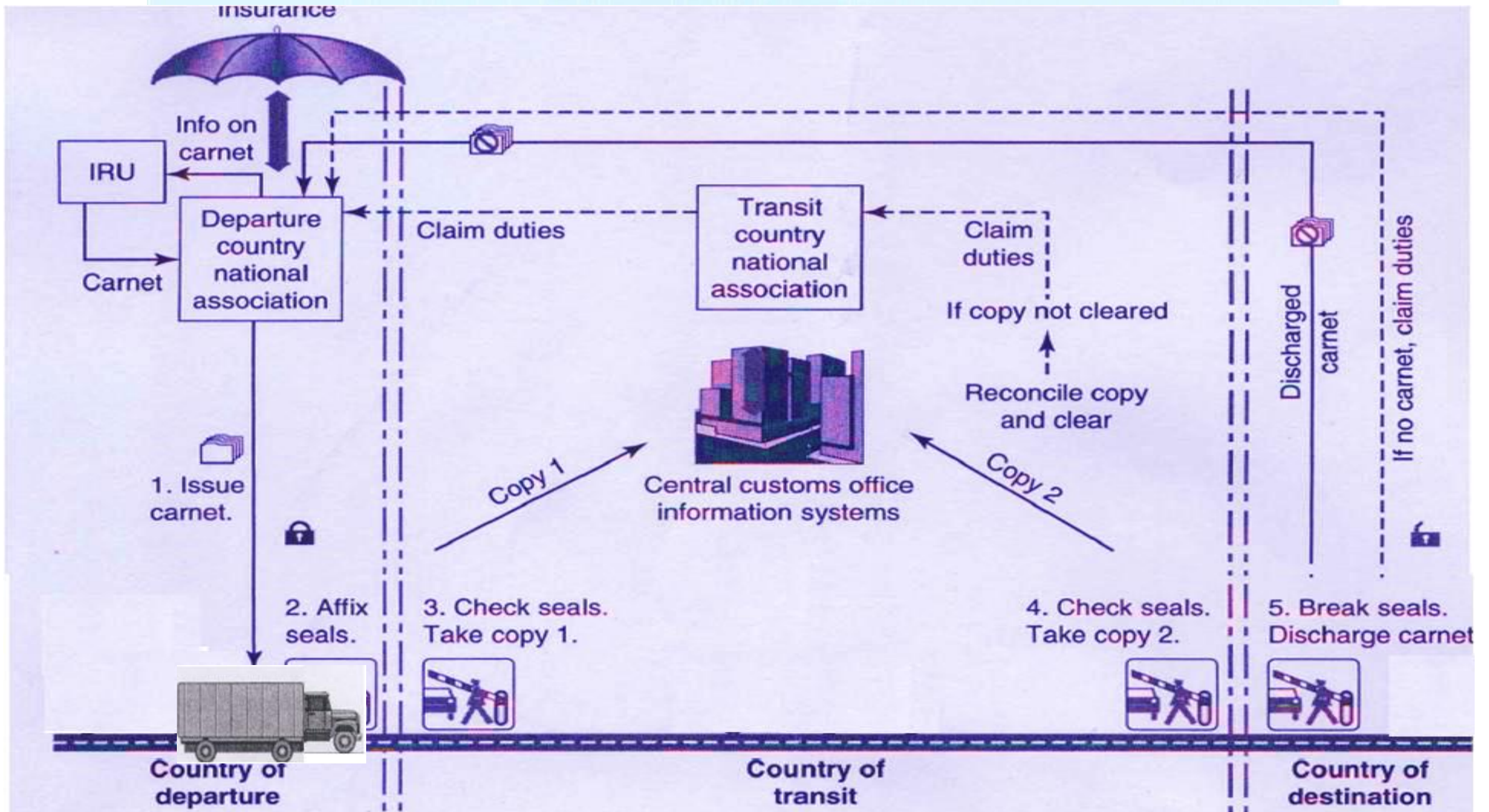
Achievements made so far and future/concrete initiatives while pursuing a Strategic Approach (How)

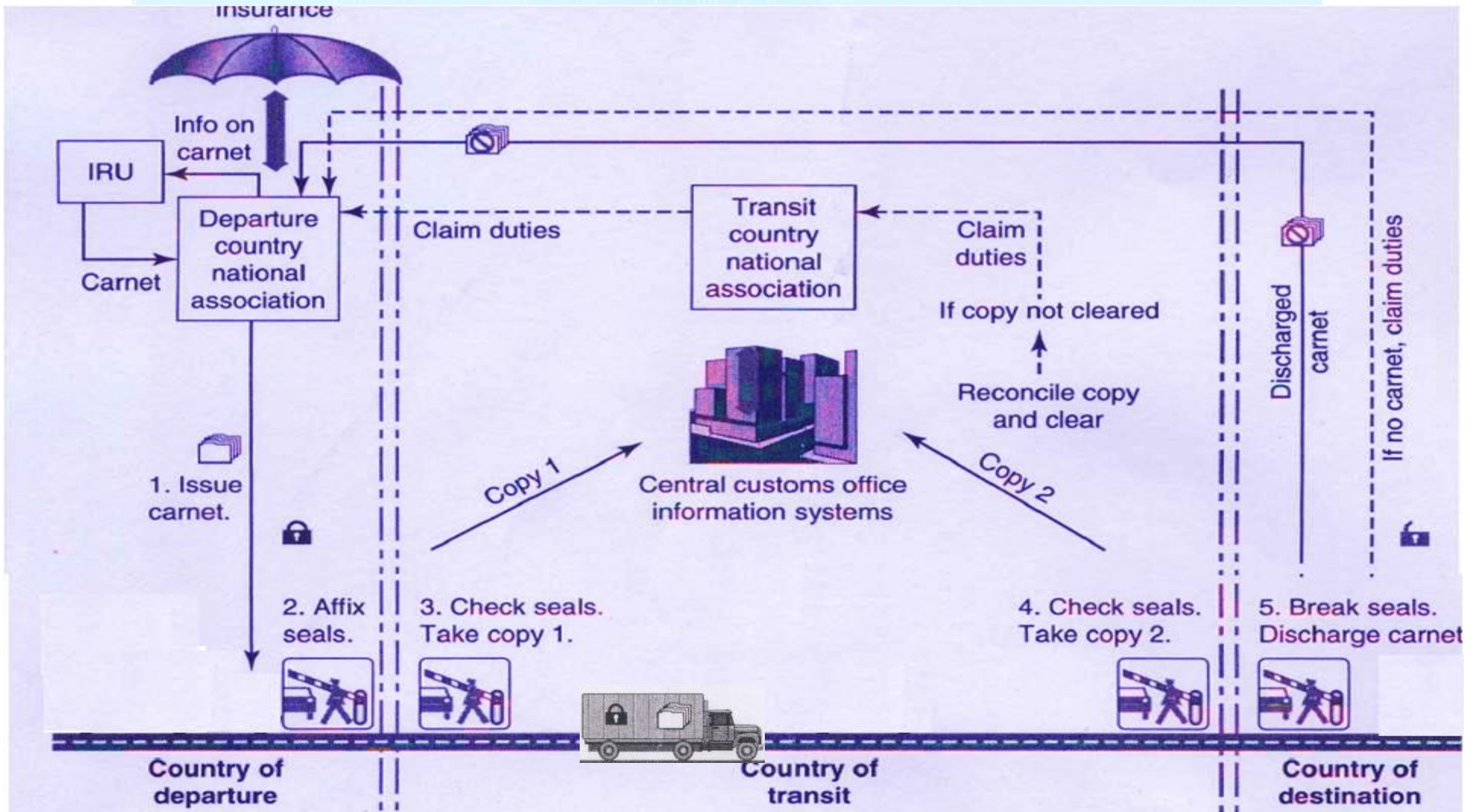
Green Channel Transit in Pakistan

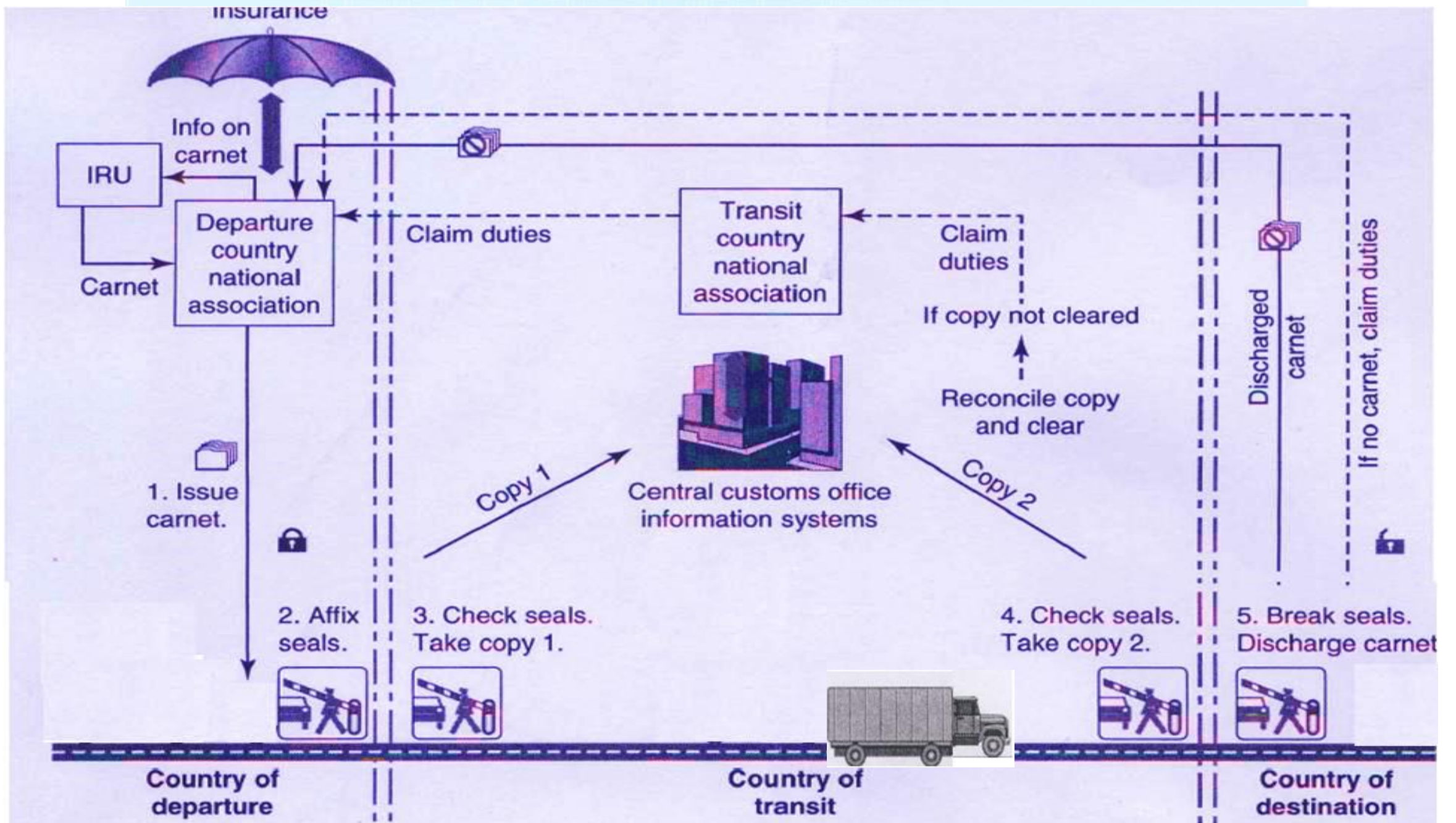


Introduction and Operationalization of TIR System

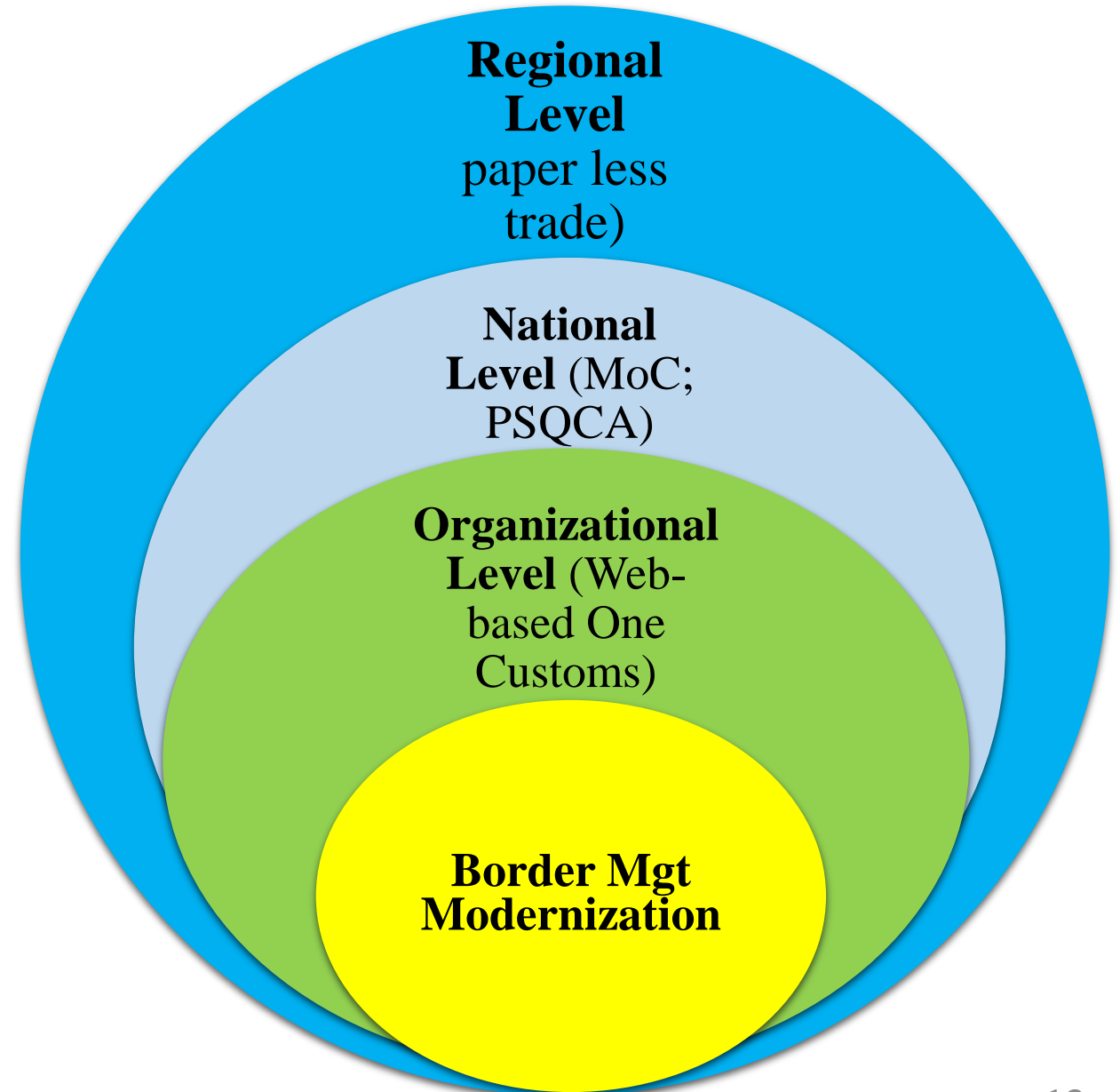
- (TIR convention, 1975) based on the UN Customs Convention on the International Transport of goods under cover of TIR Carnets (1960)
- Features of TIR:
 - Secure vehicles.
 - International guarantee valid throughout the journey.
 - National association of transport operations.
 - TIR Carnets.
 - International and mutual recognition of customs control measures.







- Initiation/Implementation of National Electronic Single Window (NSW) Project in order to ensure sustainable customs border management reforms
- Pakistan Customs as a lead agency for NSW
- NSW as a prelude to Regional Single Window having the capability to cater to all neighbouring (including CAREC) countries

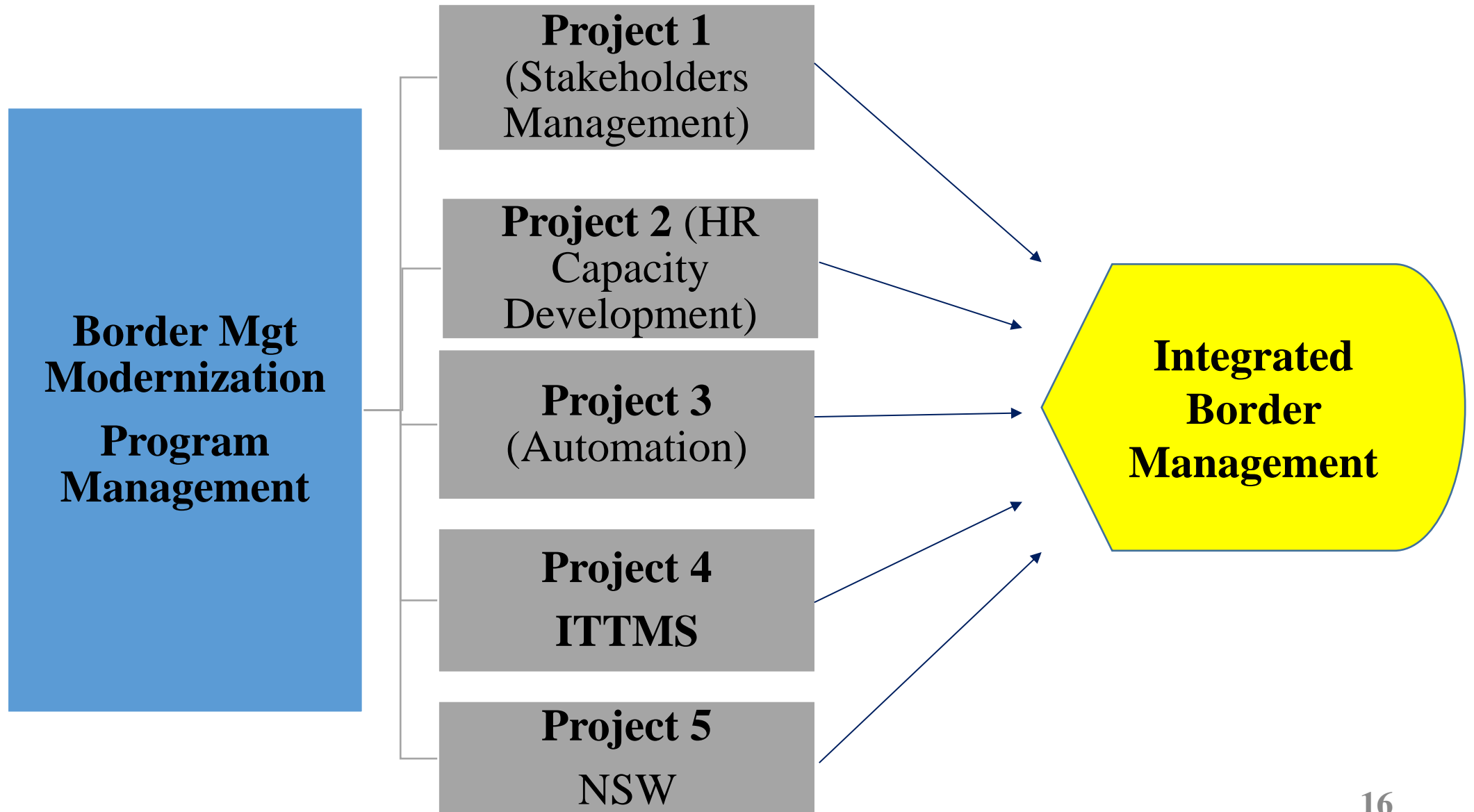


Integrated Transit Trade Management System (ITTMS)

- Re-modeling of existing support structure into ITTMS designed to have:
 - Electronic Entry/Exit
 - Digitalized Tracking / foot-printing of cargo movement
 - Rapid Reaction in the event of diversion from assigned track
 - Least or No human interface/interruption
 - Trained and skilled workforce
 - Technologically advanced equipment
 - Electronic Data Interchange (EDI) with Afghanistan and other regional economies

- Automation (under Web-Based One Customs System) of bordering stations including Chaman, Taftan and Sost bordering Afghanistan, Iran and China
- Simplification of Transport Operators Licensing
- Electronic Data Exchange (EDE) with China Customs
- Compatibility test successfully carried out for data exchange between Pakistan and China Customs using the MQ Server and Enterprise Service Bus (ESB) and Integration testing with China Customs started recently
- Arrangements finalized by Pakistan for joining/sharing the Green Corridor with China, Kazakhstan and Kirghizstan and Tajikistan
- Electronic Data Exchange (EDE) with Afghan Customs
- Customs-to-Customs Bilateral Agreement on Mutual Administrative Assistance between the Customs Department of the Islamic Republic of Afghanistan and the Customs Department of Islamic Republic of Pakistan

Due Use of Project Management Methodologies and Phased Approach





Thanks