CAREC

Central Asia Regional Economic Cooperation

DRAFT

Customs Cooperation Program

Progress Report

9th **Customs Cooperation Committee Meeting**
Central Asia Regional Economic Cooperation
6-10 September 2010
Tokyo, Japan

ABBREVIATIONS

ADB	–	Asian Development Bank
BCP	–	border crossing point
C21	–	Customs in the 21st Century
CAIS	–	Customs Automated Information System
CAREC	–	Central Asia Regional Economic Cooperation
CBM	–	Coordinated Border Management
CBTA	–	Cross Border Trade Agreement
CCC	–	Customs Cooperation Committee
CPMM	–	Corridor Performance Measurement and Monitoring
GMS	–	Greater Mekong Sub-region
GNC	–	Globally Networked Customs
ICT	–	information and communication technology
JCC	–	Joint Customs Control
MC	–	Ministerial Conference
MOU	–	Memorandum of Understanding
NJC	–	National Joint Transport and Trade Facilitation Committee
NSW	–	National Single Window
PRC	–	People's Republic of China
RETA	–	regional technical assistance
RJC	–	Regional Joint Transport and Trade Facilitation Committee
SCC	–	State Customs Committee
SOM	–	Senior Officials' Meeting
SW	–	Single window
TA	–	technical assistance
TNA	–	Training Needs Assessment
TTFS	–	Joint Transport and Trade Facilitation Strategy
UAIS	–	Unified automated information system
UNECE	–	United Nations Economic Commission for Europe
UNESCAP	–	United Nations Economic and Social Commission for Asia and the Pacific
WCO	–	World Customs Organization

NOTE

In this report, "$" refers to US dollars.

Executive Summary

Customs cooperation remains to be an important component of the trade facilitation program of the Central Asia Regional Economic Cooperation (CAREC). Work on the five priority areas of customs: (i) simplification and harmonization of customs procedures and documentation, (ii) information and communication technology (ICT) for customs modernization and data exchange, (iii) risk management and post-entry audit, (iv) joint customs control, and (v) regional transit development continue to provide critical intervention to help the Customs Cooperation Committee (CCC) achieve its objective of promoting cooperation among the CAREC customs agencies at the regional level. The CCC strives to facilitate the flow of imports, exports and transit with the region.

CAREC countries continued to pursue efforts to align national laws and customs regulations and procedures with international standards and best practices. They have also taken significant steps to upgrade and modernize customs clearing procedures by developing Uniform Automated Information Systems. Joint Customs Control pilot projects are on-going in a number of border crossing points between People's Republic of China (PRC) and Mongolia and between PRC and Kazakhstan and Kazakhstan and Kyrgyz Republic. An assessment of the pilot projects will help identify specific and detailed studies to be undertaken for each border crossing before implementing joint customs control.

The safe packets regional transit scheme piloted in 3 border crossing points in the Kyrgyz republic situated adjacent to Kazakhstan was well-received with the safe packet envelope modified and improved. The Kyrgyz State Customs Committee funded additional 50,000 packets for use within the country and draft legislation has been submitted to legalize the use of the scheme nationwide. Kyrgyz and Kazakhstan customs are recommending to roll-out the pilot to PRC borders adjacent to them.

CAREC customs have made considerable strides in adopting national single windows (NSW). Azerbaijan Customs activated their NSW in January 2009 and has expanded coverage to include more border regulatory agencies into the scheme. Most of the other countries have passed legislation to allow for SW processes and undertaken necessary steps to initiate implementation. However some countries are still encountering problems in getting cooperation of other agencies to participate in the single window.

Initial findings of the CPMM identified BCPs as major bottlenecks in transporting goods and people across the CAREC region. A significant portion of delays are attributable to poor physical infrastructure, poor utilization of information and communication technology to streamline border regulation procedures and poor trade logistics facilities at the BCPs. An investment project is being proposed to; (i) improve infrastructure of selected BCPs; (ii) support the development of NSWs; and (iii) develop a regional platform for networking of CAREC NSWs through public-private partnerships and establishment of regional alliance of SW operators. The RJC, composed of national joint transport and trade facilitation committee (NJC) representatives, is expected to provide overall guidance in project design and implementation.

I. Background

1. The trade facilitation program of CAREC is comprised of two components: (i) customs cooperation, which entails concerted customs reform, modernization and cooperation, and (ii) integrated trade facilitation, which promotes efficient regional trade logistics development, focusing on priority trade corridors, single window (SW) schemes, enhanced interagency cooperation and public-private partnerships, support for the joint and regional transport and trade facilitation committees, and capacity building.

2. The Customs Cooperation Committee (CCC), organized in 2002 in Urumqi, PRC, serves as a regional forum to address customs issues of common interest to the 8 CAREC participating countries. CCC work has focused on the five priority areas of (i) simplification and harmonization of customs procedures and documentation, (ii) information and communication technology (ICT) customs modernization and data exchange, (iii) risk management and post-entry audit, (iv) joint customs control, and (v) regional transit development. The CCC has successfully fostered an environment of trust and cooperation among the customs services of the participating countries and has become one of the most consistent and organized regional coordination mechanisms within CAREC.

3. The concept of Integrated Trade Facilitation (ITF) was introduced at the 6th CCC meeting Manila in 2007 where customs cooperation was envisioned to become an integral part of the ITF program. However, at the 7th CCC Meeting in Issy-Kul, Kyrgyz Republic in September 2008, it was agreed that CCC should keep its focus on regional customs cooperation priority issues. The ITF mandate envisaged by the joint transport and trade facilitation action plan should be taken up by the respective national joint trade and transport facilitation committees (NJCs) and the CAREC Regional Joint Transport and Trade Facilitation Coordination Committee (RJC).

4. The 8thh CCC meeting held in Dushanbe Tajikistan on September 2009 agreed to pursue plans and programs that support the CCC's 5 priority areas; develop more customs specific training; and support the preparation of technical assistance projects and development of a regional investment project on BCP improvement and single window development. [1]

II. Progress Report for the period October 2009 - September 2010

A. Customs Cooperation

1. Simplification and harmonization of customs procedures and documentation

7. The State Customs Committee of Kyrgyz Republic issued Order No. 5-4/347 in December 2008 "On Pilot trial of Electronic Notification of Entry (Exit) of Goods and vehicles to/from the Customs Territory of Kyrgyz Republic and Inland Customs Transit". A Single Electronic Interagency Document (SEID) has been developed wherein information required by concerned ministries and agencies are consolidated and submitted electronically. A pilot was started in Ak-Jol BCP in 2008 and in Dostuk (Osh customshouse) in late 2009. The results of the pilots will serve as basis for submitting a draft law on the application of the SEID across the country.

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[1] CAREC Customs and Trade Facilitation Updates and Work Program 2009 can be found in CAREC Website: http://www.adb.org/documents/events/2008/7th-CAREC-Ministerial-Conference/default.asp

8.   The Government of Tajikistan passed a decree on the "Concept of Development of Single Window" in December 2008. A follow-up legislation on "Single Window Implementation Program" was passed on 3 May 2010 and the SW scheme is now expected to be introduced in the country by end 2010. In addition, a new form for cargo customs and transit declaration (unified administrative document) has been approved on 1 January 2010. Lastly, a draft law acceding to the Revised Kyoto Convention has been submitted to the Tajikistan Parliament.

2. ICT for customs modernization and data exchange

9.   With assistance from the ADB, Kyrgyz and Tajikistan customs are developing a Unified Automated Information System (UAIS). In Kyrgyz Republic, pilot projects are conducted in 6 customs houses and full implementation of the UAIS is expected in May 2011. In addition Automated Customs Clearance System software has been installed in 4 customs houses in Kygyz which will allow these customs houses to receive electronic copies of customs declarations and pay-in slips.

10.   In Tajikistan the UAIS hardware and software have been purchased and local area networks have been established. The UAIS is expected to be fully operational by 30 December 2010. With parallel financing from the ADB and the Korean Government, Mongolia has re-engineered its automated information system into an integrated Customs Automated Information System (CAIS) that allows web-based user interface. The CAIS has been operational since 1 July 2010.

11.   Afghanistan continues to expand the coverage of the ASYCUDA system and its implementation has contributed to increased revenues (from 7.75 billion AFS in 2005 to 36.65 Billion AFS in 2009) as leakages have been minimized and customs clearance times were reduced significantly. The UAIS for Uzbekistan customs includes 9 components that fully automate the customs processes and 3 more components are being developed – satellite tracking of transit cargo movements; a database of license plates of all vehicles that enter Uzbekistan and automated passport control.

3. Risk management and post-entry audit

12.   Tajikistan has introduced a risk management component in the work of customs allowing for the inspection of goods on a selective basis (instead of 100% inspection). Risk management units have been established in Tajik customs headquarters and in the regions.

13.   The Kyrgyz State Customs Committee has adopted new post-entry audit procedures which consist of risk analysis, enterprise audit, trade investigation and enterprise management-that is expected to improve export/import behavior of enterprises, prevent smuggling and protect the national customs revenue.

14.   In 2009 Kazakhstan developed and implemented an automated risk management system. Efforts are underway to commission the module on post-entry risk analysis. In Mongolia, the re-engineered CAIS includes a risk criteria management tool.

4. Joint Customs Control

15.   At the 8th CCC meeting it was noted that positive results from Joint Customs Control (JCC) arrangements between CAREC countries have encouraged more of these arrangements to be tried out in more border crossing points (BCPs). JCC pilot projects are on-going in a number of selected BCPs. A preliminary assessment of status of JCCs was done in May 2010.

16.   On December 15th, 2009, the first phase of China- Mongolia JCC pilot operation kicked off at Erenhot--Zamyn-Uud BCPs and by end June 2010 unified cargo manifest use reached 1,8949 at Erenhot: 1349 for import and 1,5000 for export (average daily unified cargo manifest = 90). It is now proposed that the joint manifest be translated to English. Joint customs inspection is being planned for the future as well as information and X-ray image sharing..

17.   A JCC agreement between Kazakhstan and Kyrgyz Republic has been piloted at the Aisha Bibi (Kazakhstan) -- Chon-Kapka (Kyrgyz) BCPs which resulted in reduced processing time and simplified procedures. Better results are expected with the improvement of the Aisha Bibi facilities and as soon as the BCP is connected real-time to the high-level Astana Customs ICT system.

18.   In August 2007, the General Administration of China Customs (GACC) and Kazakh MOF Customs Committee signed the "Implementation Plan of 1st phase JCC Program", which stipulated scope of the program and prescribed detailed implementation plan. The PRC-KAZ JCC program has 3 phases: (1) unification of manifests; (2) mutual recognition of inspection results; and (3) BCP joint operations. In December 2007, PRC and Kazakh initiated the first phase at Dulata and at the Jeminay BCPs in November 2008. In the 1st phase of "unification of manifest", the freight forwarders and the transporters use and submit the same customs declaration form to PRC and Kazakh customs. The GACC reported that as of 31 March 2010, China customs used over 23,000 unified cargo manifests, involving cargo of 488,800 tons of goods at Dulata and Jeminay BCPs. Informal reports say that customs clearance is much faster through the use of unified manifest and that time for customs clearance is reduced by 35%.

5. Regional Transit Development

19.   At the request of Kazakhstan, ADB provided technical assistance to the Kyrgyz State Customs Committee (SCC) to pilot the "safe packets" technology at the borders of Kyrgyz Republic and Kazakhstan. Implementation of the scheme commenced in June 2009 and was initially piloted in three Customs regions adjacent to Kazakhstan: Bishkek (Kordai BCP); Karabalta (Chaldovar BCP); and Tokmok (Ak-Tilek BCP).

20.   The safe packets scheme has gained wide acceptance among the Kyrgyz customs houses and the SCC has funded from their own resources an additional 50,000 safe packets for local use within Kyrgyz. Kyrgyz customs has also undertaken two major initiatives to promote use of safe packets: i) they have designed and produced improved safe packet envelopes; and ii). SCC introduced legislation to legalize the use of safe packets in Kyrgyzstan. Kazakhstan and Kyrgyz are both recommending that the safe packets pilot be extended and rolled out at specific borders with PRC.

21.   In Uzbekistan, automated information systems for delivery control for cargo transported by rail – AIS Railways and for cargo transported by road AIS "AVTO" have been developed and installed that allows electronic submissions of customs requirements and remote access using

the web. The Kyrgyz customs has a joint venture with the private sector to pilot an operational monitoring system for transit vehicles.

B.   Other related areas

22.   The CAREC trade facilitation program aims to build on inter-agency cooperation and partnership with the private sector, facilitate the development of an efficient regional logistics industry, and establish a regional mechanism to complement the CCC process. The TF program supports the promotion of SW schemes and strengthening public-private partnerships for financing of key investments in trade logistics.

1. Single Window

23.   A **CAREC Single Window Implementation Seminar: Azerbaijan Case Study** was conducted in Baku, Azerbaijan on 6-10 July 2010 to examine and share with CAREC countries Azerbaijan's initial experience with its single window facility since its operational introduction on 1 January 2009.[2] A report on the AZE case was prepared and presented to participants.

24.   The AZE single window system activated in January 2009 has since been expanded from the initial four agencies to include an additional three agencies regulating aspects of international trade. The system has automated much *of* AZE border processes and helped to reduce waiting time at the border substantially, but key supply chain management functions (issuing of licenses and permits) have yet to be integrated. A field trip to the Bilasuvar border crossing point (BCP) with Iran allowed seminar participants to observe the operation of the AZE single window system. To complement its single window, AZE has piloted a system to monitor the progress of commercial vehicles in transit. Upon entering AZE, vehicles are equipped with Global Positioning System transponders which track the progress of shipments to their destination. They are then surrendered when departing AZE.

25.   Other CAREC countries provided updates on their efforts to install single windows. KAZ informed the participants that there is still interagency resistance to the establishment of a single window system. A 'Service Center' housed within the KAZ Customs Committee is envisioned as the Single Window operator. GTZ has funded a single window feasibility study; 34 business process analyses have been conducted and Swedish, Singaporean, and US models have been examined. A crucial next step is to get all involved agencies on board with the single window approach.

26.   Uzbekistan reported that vastly differing levels of automation between agencies involved in regulating international trade impedes single window system development. UZB is working to expand the number of state agencies that are prepared to participate in a single window. To date, 15 agencies have committed to participate. UZB is seeking technical and consultative support for the organization of an Interagency Working Group for conducting research and development of a Single Window Concept.

27.   In Kyrgyz Republic, with assistance from ADB and GTZ, a state enterprise (the Single Window Center for Foreign Trade Operations) sponsored by the Ministry of Economic Regulation has been established to serve as the single window operator. KGZ regards this as a

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[2] Seminar program, materials and notes are available online at http://www.carecinstitute.org/index.php?page=trade-facilitation

public-private partnership, and hopes to have its single window ready for pilot implementation in 2011.

28. _____ T
ajikistan issued on 3 May 2010 detailed guidelines and schedules for funding and implementing a single window. Afghanistan is seeking to consolidate border management within the Customs Department and hopes to *secure* explicit political will via a presidential decree to establish a single window. With CAIS in operation, it is now possible to exchange e-documents however, Mongolia still needs to develop a single window feasibility study and implementation master plan . They also need to amend or pass new laws to create a legal environment for IT.

2. Capacity Building

29.   ADB and the General Administration of Customs of the People's Republic of China co-sponsored a CAREC Training Course on Specialized Customs Topics held at the **Shanghai Customs College, Shanghai, PRC** on 25 May–3 June 2010. The course covered selected topics that were identified in training needs assessment conducted for the CAREC trade facilitation program at the request of the Customs Cooperation Committee (CCC) in 2008. Senior and mid-level officials from customs agencies in the CAREC countries participated in the seminar. Two more specialized customs seminars are expected to be held before the end of 2010.

30.   Uzbekistan customs operate 161 customs checkpoints all over the country of which 103 are BCPs and 58 are inland customs posts. Customs officials and personnel who operate these customs checkpoints are trained at the well-equipped High Military Customs Institute. In addition, the Uzbekistan National Canine Institute was assigned as a regional training center in 2009.

31.   In Afghanistan, 1235 employees/ officers of Afghan Customs Department (ACD) have been trained in 2009 on ASYCUDA operations, customs laws, and various specialized customs courses at the Customs Training Institute. A Knowledge Management Unit has also been established at ACD headquarters. Afghanistan customs has also undertaken considerable upgrading of customs facilities and equipment including procurement of cargo handling equipment worth $2.4 million to facilitate customs operations at various customs stations.

3. CAREC Corridor Performance Measurement and Monitoring (CPMM)

32.   A pilot project on corridor performance measurement and monitoring (CPMM) is being implemented with the collaboration of 14 partner carrier and freight forwarder associations in the 8 member countries. Preliminary results gathered from the data submitted identified BCPs as major bottlenecks for transport and trade in the region. Considerable delays are encountered at BCPs and significant portions of delays are due to poor physical infrastructure, poor use of ICT and poor logistics facilities. Three quarterly reports have been prepared and available online at the CAREC Institute website.[3]

33.   The SOM in May 2009 in Ulaanbaatar, Mongolia considered a proposal to develop a CAREC Program Results Framework that will serve as basis for annual comprehensive

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[3] A webpage for the CPMM is being developed that will make access to the reports easier.

development effectiveness review, tracking progress and achievements. For the Trade Facilitation, the following indicators were recommended by the Regional Joint Transport and Trade Facilitation Committee (RJC) and approved by the Senior Officials' Meeting in April 2010:

- Time taken to clear border crossing
- Costs incurred at border crossing clearance
- Speed taken to travel corridor section
- Costs incurred to travel corridor section

4. Trade Facilitation Coordination Mechanisms (NJCs, RJC, CFCFA)

34.   The Action Plan of the TTFS proposed the establishment of National Joint Transport and Trade Facilitation Committees (NJCs) in all CAREC member countries. The NJC would be comprised of representatives of government authorities responsible for transport, trade, and cross-border activities (including ministries responsible for the general economy, customs, quarantine, sanitary and phyto-sanitary standards, product standards, border security, and immigration) and private sector groups. According to the action plan a CAREC Regional Joint Transport and Trade Facilitation Committee (RJC), comprised of representatives from the NJCs or similar organizations, will then be established to manage the implementation of the Action Plan.

35.   An RJC Consultative Meeting was organized in conjunction with the CAREC SOM and MC in Ulaanbaatar on 15 October 2009 and in February 2010 the RJC was formally organized in Tashkent, Uzbekistan. The main objective of the RJC is to provide regional leadership in coordinating the implementation of the TTFS Action Plan as well as to address issues of common interest pertaining to the removal of barriers to trade and transport efficiency.

36.   The CAREC Federation of Carrier and Forwarder Associations (CFCFA), an international non-government and non-profit organization uniting carrier, freight forwarder, and logistics associations of the Central Asian Regional Economic Cooperation (CAREC) countries has also been established. The major objectives of the CFCFA is to facilitate transport, trade and logistics development, and advance the interest of road carriers, freight forwarders and logistics providers associations that are its active members. An inaugural meeting was held in Seoul, Korea in October 2009 where the CFCFA Statement and Memorandum of Agreement were signed. In March 2010 in Almaty Kazakhstan, the CFCFA formally adopted their Constitution and By- Laws and Rules and Regulations and elected their first set of officers. About 50 representatives from seventeen carrier, forwarder and logistics associations participated in the meeting. In July 2010 in Urumqi, PRC, the CFCFA approved its work plan for 2010-2011 and proposed priority projects to be undertaken by the federation including priority courses identified by the members as most critical in improving their capacities on logistics and supply chain management.

III.   Work Program

37.   Initial findings of the CPMM identified BCPs as major bottlenecks in transporting goods and people across the CAREC region. A significant portion of delays are attributable to poor physical infrastructure, poor utilization of information and communication technology to streamline border regulation procedures and poor trade logistics facilities at the BCPs. To enhance the data from the CPMM, the Time Release Study (TRS) developed by the World Customs Organization (WCO) will be introduced at selected BCPs. A Seminar on TRS and

relevant experience of Japan Customs in implementing the TRS will be provided to the customs officials of CAREC.

38.   To address the identified constraints at the BCPs, infrastructure improvements are needed as well as the development of trade logistics support services adjacent to, or in the immediate vicinity of, BCPs. Likewise, border regulatory procedures have to be streamlined and modernized. An investment project is being proposed to; i) improve infrastructure of selected BCPs; ii) support the development of national single windows (NSWs); and iii) develop a regional platform for networking of CAREC NSWs through public-private partnerships and establishment of regional alliance of SW operators. The RJC, composed of NJC representatives, is expected to provide overall guidance in project design and implementation.

39.   Training and seminars to improve and enhance skills of customs officials and personnel will continue to be provided. Specialized customs training will be implemented in coordination with Shanghai Customs College and WCO.

DRAFT CAREC CUSTOMS COOPERATION WORK PROGRAM, 2009–2012

Activities	Rationale	2010-2012	2012-2015
Priority Area 1 - Simplifiction/Harmonization of Customs Procedures			
Aligning national legal instruments with international standards	Simplification and harmonization of customs procedures in line with international standards is the core requirement of the revised Kyoto Convention	– Draft law to implement SEID throughout country	–
		–	–
Priority Area 2 - ICT for Customs Modernization and Data Exchange			
ICT Development Activities – Electronic filing of customs declarations and other documents – Customs payments on-line	Automation of customs systems will facilitate exchange of information and speed-up clearance times and the movement of traffics across borders	–	–
		–	
Workshops to study the WCO Data Model	– WCO Data Model has been widely introduced in CAREC as a tool to standardize, harmonize and reduce Customs data requirements to improve flow of goods across international borders and reduce industry costs. WCO Data Model incorporates other WCO standardization instruments (Revised Kyoto Convention, ICT Guidelines and Unique Consignment Guidelines and Unique Consignment Reference) – Study proposed to look at possibilities of implementing WCO Data Model and its applicability to current Customs practices within the CAREC, illustrate case studies that will give empirical evidences of the viability of the Model to Customs administration, and ultimately formulate a feasibility of having a regional data	– Assistance in Implementation of WCO Recommendations –	–

Activities	Rationale	2010-2012	2012-2015
	model.		
Single Administrative Document and Data Harmonization Major topics include – Single Administrative Document – Data Harmonization and Single Windows (international best practices, tools and procedures)	– The CCC emphasized the need for continued focus on existing priority areas of the CCC trough training and knowledge forums/seminars, in cooperation with international organizations and customs administrations that support the Program. – Workshop to bring together international organizations such as WCO, UNECE and EURASEC to discuss key issues and [procedures on SAD and data harmonization. This will also trigger CAREC countries to initiate development of a work program to establish and implement SAD and data harmonization (e.g. single window)	– Full implementation of KGZ UAIS expected in May 2011.	
Provision of technical support to participating countries on data exchange	– Data exchanges between customs administrations and between exporters and importers will be useful for fast clearance and effective risk management. CCC members have discussed establishment of an electronic platform for data exchange.	–	–
Priority Are 3 - Risk Management, Post-Entry Audit, Customs Intelligence, Anti-drug Smuggling and other Customs Offenses			
Introduction of risk management measures in customs procedures	Audit-based post clearance/post-release control regime is also a requirement of the revised Kyoto Convention. If supported by effective risk management systems and procedures, post-entry audit will significantly reduce customs controls at the borders and enable authorities to allocate scarce resources more effectively	–	–

Activities	Rationale	2010-2012	2012-2015
Seminars/Forums on Risk Management techniques, Post-Entry Audit, Customs Intelligence Topics comprise: – International best practices on the risk management and post entry audit with emphasis on case studies illustrating problems and solutions – Showcase of different customs intelligence models and case studies illustrating problems and solutions – Working group meetings and consultations on the side, but related to the seminar theme	To augment CAREC officials' knowledge on risk management and post-entry audit, it is worthwhile to conduct another seminar on these areas including case studies on how a certain country/customs administration solved a specific trade facilitation-related concern using these techniques. In addition, the seminar will include technical discussion on customs intelligence while showcasing different models for possible implementation in the CAREC region.	–	
Support to enhance framework on exchange of customs intelligence – Liaison mechanism to streamline coordination with other law enforcement agencies – Specific training for prevention of customs offenses	At its 7th Meeting, CCC requested for ADB's technical assistance and funding support in areas of prevention of customs offences. The support will be in the form of specific training, enhancement of the framework on exchange of customs intelligence, and establishment of a more streamlined coordination mechanism with other law enforcement agencies in the region. The Meeting considered a proposal to formally establish a liaison mechanism under the CCC umbrella for customs intelligence exchange and management.		

Priority Area 4 - Joint Customs Control

Activities	Rationale	2010-2012	2012-2015
Pilot testing of joint customs control measures	Joint customs control is the initial step towards joint agency controls and eventually single window systems that will allow traders to lodge information with a single body to fulfill all import/export regulatory requirement.	– 2nd phase (recognition of customs inspection results of other party) and 3rd phase of pilot (joint customs inspection) 2009-2010	–
Consultation and advisory support for pilot initiatives in (JCC) – PRC and Mongolia	PRC proposed programs supporting (a) harmonization of cargo manifest; and (b) mutual recognition of customs inspection and seals/stamps		
		– . Border Posts Improvement and Joint Border Processing 2009-2017 – Joint customs inspection information and X-ray image sharing. - quasi single window system being developed	–
		– improvement of Aisha Bibi (KAZ) facilities and BCP to be connected real-time to high-level Astana Customs ICT system	-
Legal measures to allow joint customs control at borders			
Field Visits to advanced border crossing areas focusing on Customs Automation and Joint Customs Control	In order to complement the theoretical knowledge CAREC countries have obtained from these seminars, it is imperative for CAREC customs officials to undertake a field visit as to gain experience on how modern trade facilitation tools work. In addition, CAREC countries can obtain knowledge on practical issues relating to these trade facilitation tools.		
Seminar on Integrated Border Management	CCC requested assistance from ADB to support a training of experts on the	–	

Activities	Rationale	2010-2012	2012-2015
Topics comprise: • Legal issues in connection with integrated border management approach • International best practices, challenges and prospects for CAREC • Working group meetings and consultations on the side, but related to the seminar theme	development and implementation of Integrated Border Management". The initiative will help CAREC countries achieve "open borders for trade, tourism and other forms of legitimate movement of persons and goods, but borders that are secured and controlled in relation to the threats posed by illegal migration, trafficking in human beings, activities of criminal networks and terrorism."		
Priority Area No. 5 — Regional Transit Development			
TIR accession and implementation assistance	Accession to TIR convention and efficient operations of TIR in CAREC are both important. The program will continue to support development of bilateral and regional transit arrangements	– PRC to accede to TIR Convention	–
Pilot testing of Safe Packet System in Kyrgyz Republic	At 6th CCC Meeting Kazakhstan proposed use of "safe packet" system for movement of goods across border crossing points with Kyrgyz and Uzbekistan. Kazakhstan requested ADB to conduct a study and support pilot tests in Kyrgyz Republic and Uzbekistan	– Roll out safe packets pilot to PRC borders with KGZ and KAZ –	–
Other regional transit arrangements		– –	– –
6. Other Areas			
a. Single Electronic Window Development			
Working Group meetings to develop a work plan for building single windows and data harmonization	Single Window (SW) Systems simplify and streamline all trade related government services and function and thus facilitate flow of goods across borders	–	–
Amendments to legal instruments to implement single window systems		AFG to consolidate border management within the Customs Department and secure explicit political will via a	–

Activities	Rationale	2010-2012	2012-2015
		presidential decree to establish a single window.	
Implementation		–	–
			–
Trainings/seminars on Single Window Development			–
			]
	b. Capacity Building		
Training Needs and Capacity Assessment and Development of Capacity Building Framework – Assess training needs for customs and other related agencies – Identify and assess capabilities of existing customs training centers and resources – Develop standard curricula and design specialized training programs – Formulate capacity building framework to match training needs and resources	The CCC recognizes that capacity building is important and recommended that a study should be carried out with ADB support to (i) assess training needs not only for customs but also for broader array of stakeholders involved in trade facilitation; (ii) identify available institutional, financial and human resources both at regional (e.g., at CCC and CAREC Institute level) and national (e.g., customs colleges and training centers) levels; (iii) design standard curricula and tailor-made programs; and (iv) recommend a capacity building framework for trade facilitation that best matches the available resources with identified training needs. The establishment of a common information space to exchange information on available training programs and materials offered by various development agencies was also recommended.	– Training on Time Release Study for specific customs authorities and selected BCPs	–
Cosponsored seminars and workshops – Seminar in the PRC (any location) senior customs officials and one workshop in Shanghai Customs	– CCC members requested assistance from ADB to support, in cooperation with China Customs, one seminar in China and one	– Specialized customs training for KAZ and MON Shanghai Customs College	

Activities	Rationale	2010-2012	2012-2015
College per year for mid-level customs officials[1]	workshop in Shanghai Customs College per year for senior and mid-level customs officials in the coming 2 to 3 years.		
	The agenda for the seminar series would be policy issues related to customs automation, integrated border management, single-window processing/one-stop cargo inspection, etc. to encourage participation of other trade-related agencies and stakeholders.		

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[1] The seminar (any topic) in the PRC is intended for high level CAREC customs officials to participate on any policy debate centering on trade facilitation initiatives of the CAREC TF program. Meanwhile, the workshop in Shanghai Customs College is for mid-level customs officials to dwell on technical and administrative issues related to the program.