

Trade and Transport Facilitation Performance Monitoring System (TTFPM): Business Process Analysis Plus (BPA+)

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Agenda

1. Trade facilitation monitoring: time to take stock
2. Trade and Transport Facilitation Performance Monitoring System (TTFPM): BPA+
3. Implementation of TTFPM

What are the normal weaknesses of current measuring and monitoring approaches?

- ☐ Often *ad-hoc*
- ☐ Often lack of ownership
- ☐ Often expensive
- ☐ Often lack of a standard method (each country or area may have its own measurement method)
- ☐ A comparison between countries may not be fair (compare a pear with a pear?)



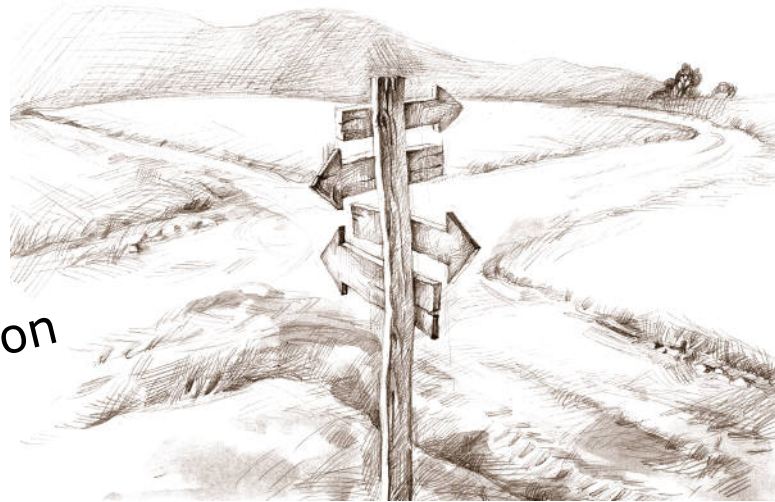
No adequate data or information to support policy making



*If You Can't Measure It,
You Can't Manage It!*

For the SASEC countries...

- Subsequent to the successful BPA phase I studies, what should be the next?
 - One more study
 - Two more studies...
 - and then what?

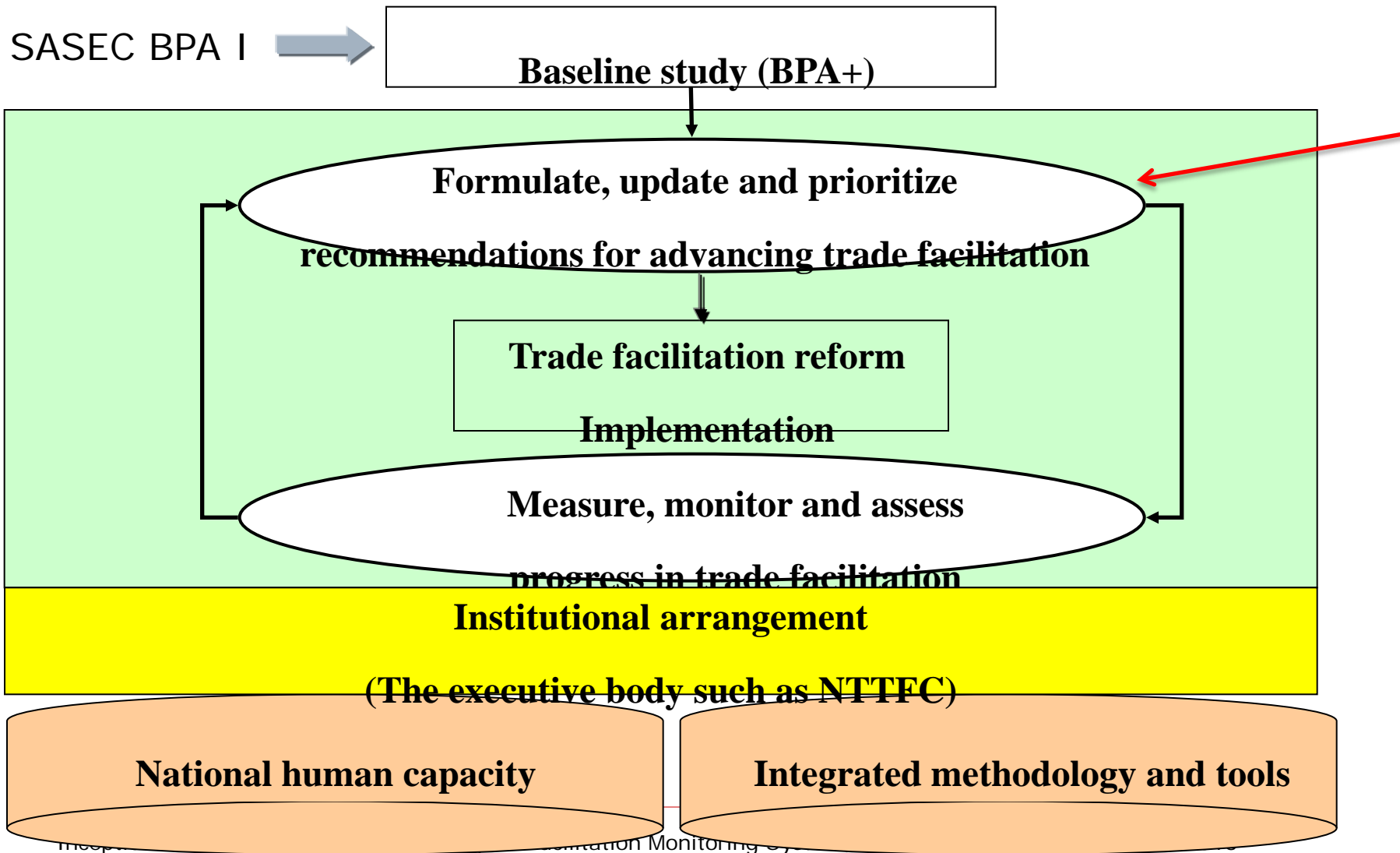


We need a "sustainable" solution

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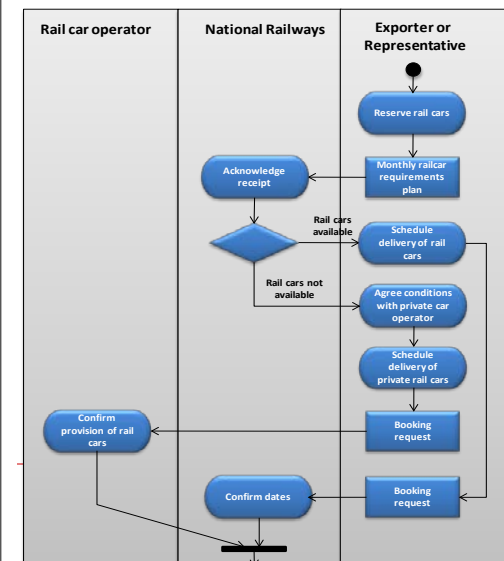
Trade and Transport Facilitation Performance Monitoring System (TTFPM): BPA+



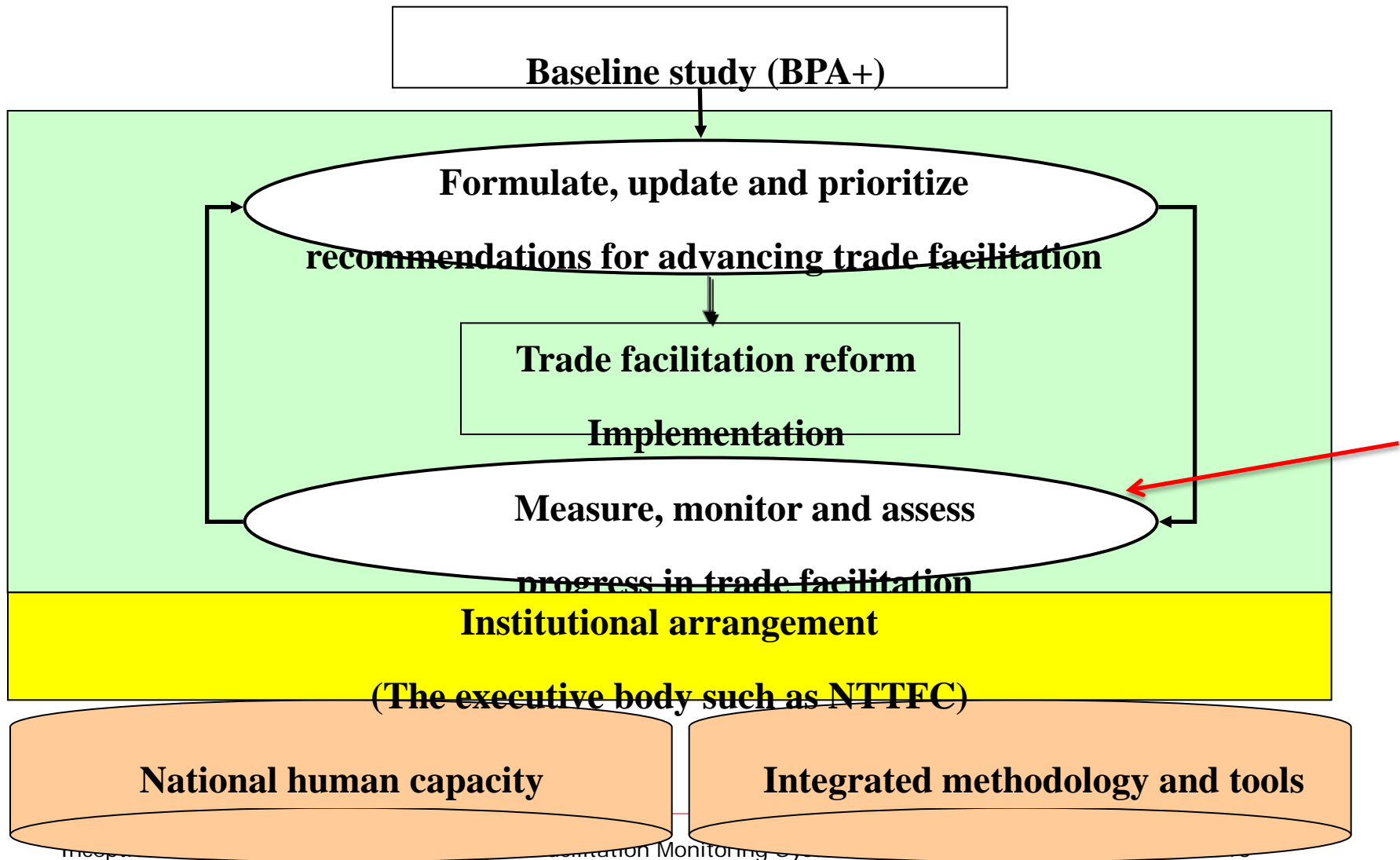
Formulate, update and prioritize recommendations for advancing trade facilitation

Process and procedure analysis	<ul style="list-style-type: none"> • Use case and activity diagrams (i.e., standardized process and procedures maps); Time-procedures chart; and Time/Cost -distance charts • Process descriptions, including a list of agencies and stakeholders involved as well as a list of , trade forms and documents and related laws, rules and regulations; • A list of identified bottlenecks
Recommendations	<ul style="list-style-type: none"> • An analysis of the bottlenecks and identification of possible solutions to address them • Actionable and prioritized list of recommendations for implementation

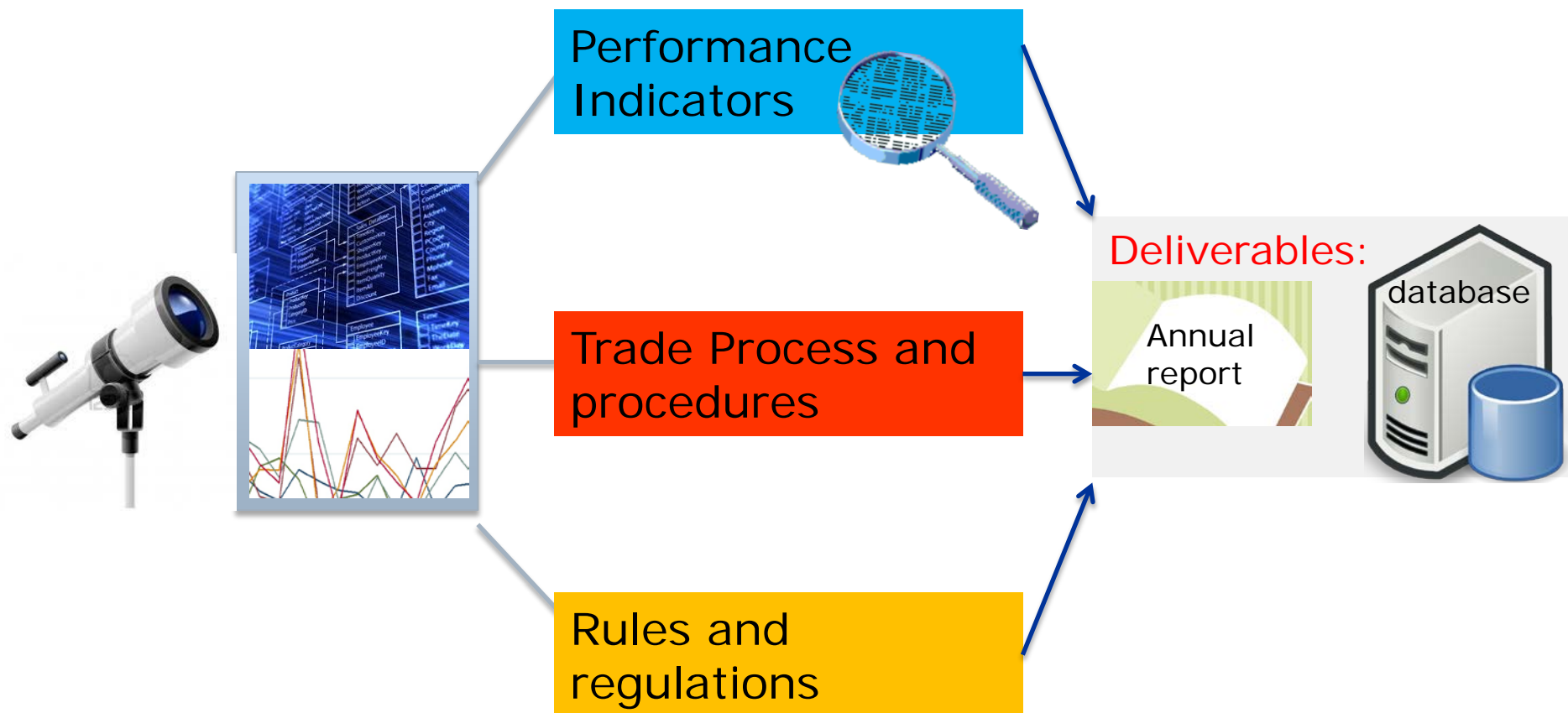
Name of process area	2. Ship
Name of business process	2.1. Arrange Rail Transport
Related laws, rules, and regulations	<p>Regulation of railways operations (available in Russian only):</p> <ul style="list-style-type: none"> • A list of commercial stations by office road • Order to approve the "Rules of cargo transportation," • Conventional bans • The organisation of transportation by freight cars, repair of freight cars and inventory accounting of freight cars. • Agreement on International Goods Transport by Rail (SMGS) • Application for SMGS consignment notes • Order № 554 of the Minister of Transport and Communications of Kazakhstan • Request for transportation (the application form PG-12), Annex 1 • National Transport Code • Agreement on the order of operation, repair, accounting and settlement for the use of freight cars inventory of the park, leased (temporary use) and use on international routes



Trade and Transport Facilitation Performance Monitoring System (TTFPM): BPA+

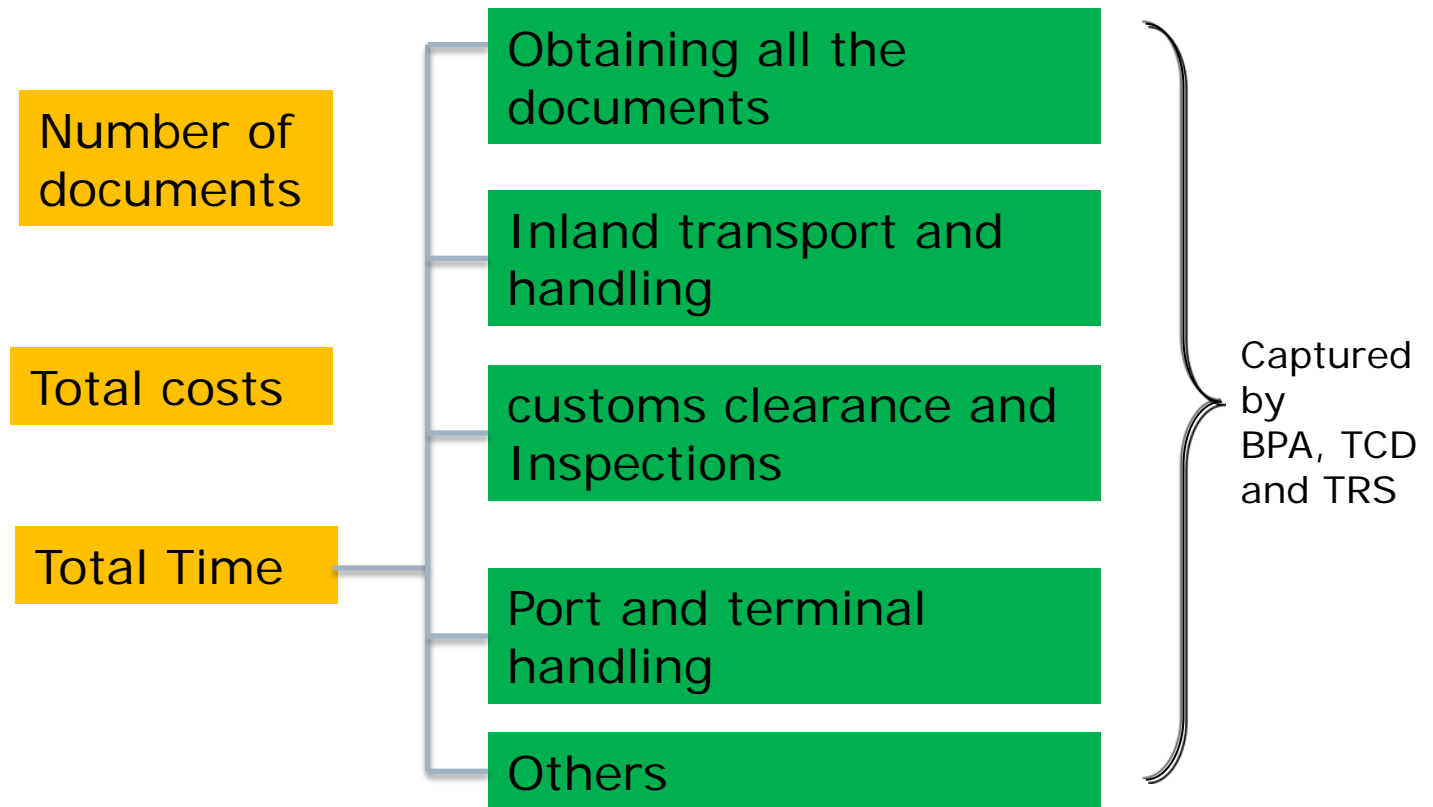


Measure, monitor and assess progress in trade facilitation



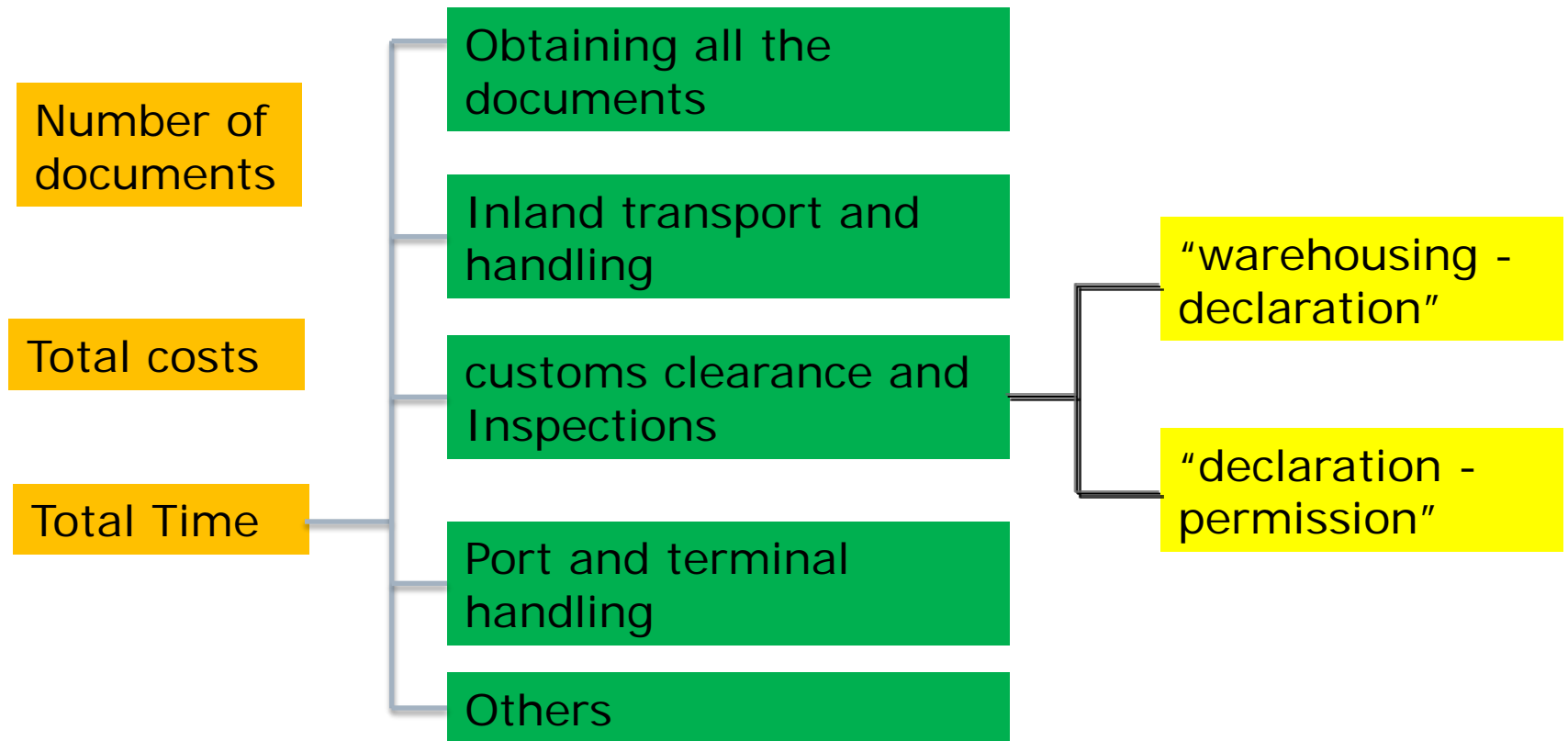
Performance Indicators

□ Export (the same structure for import)



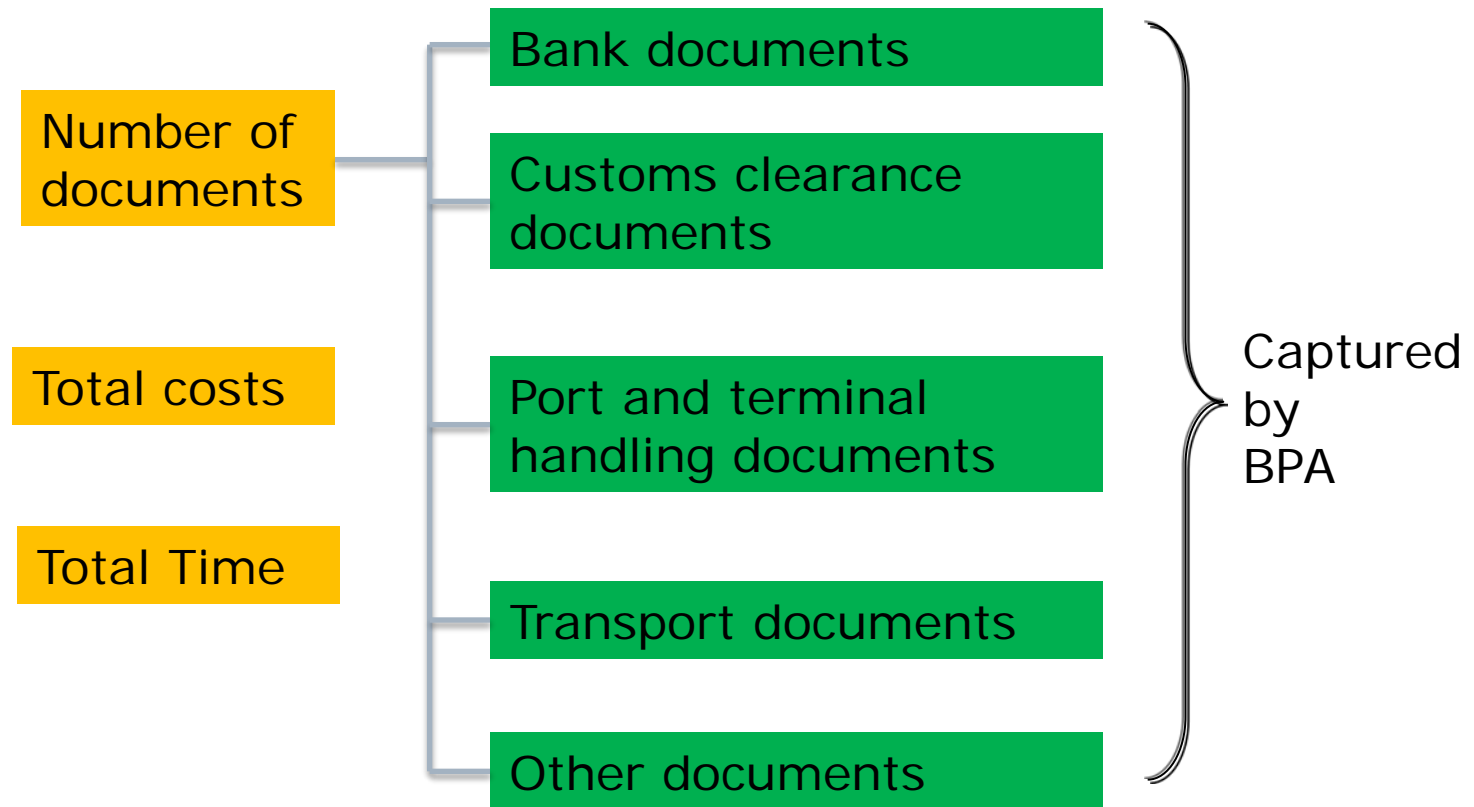
Performance Indicators

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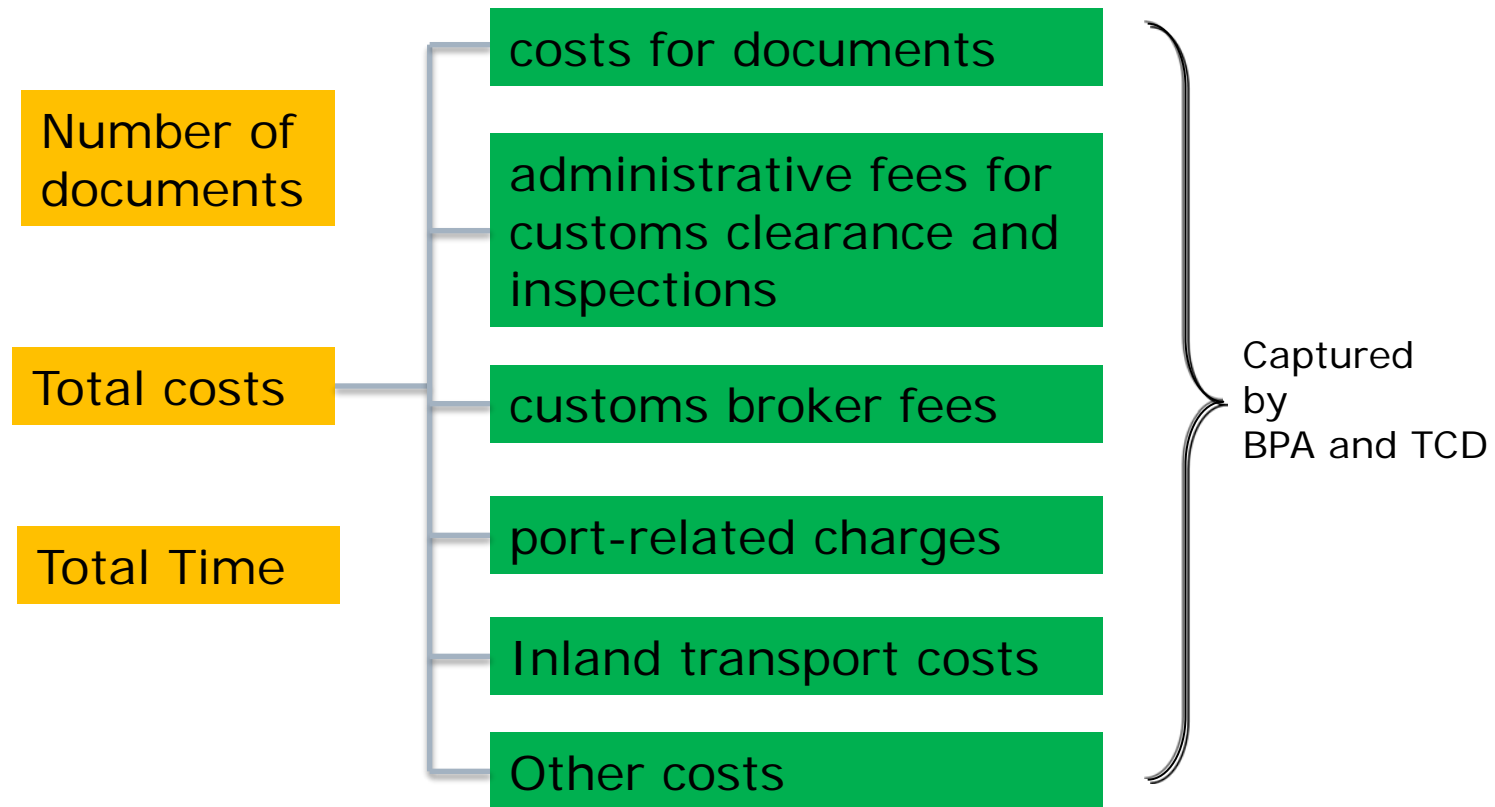
Performance Indicators

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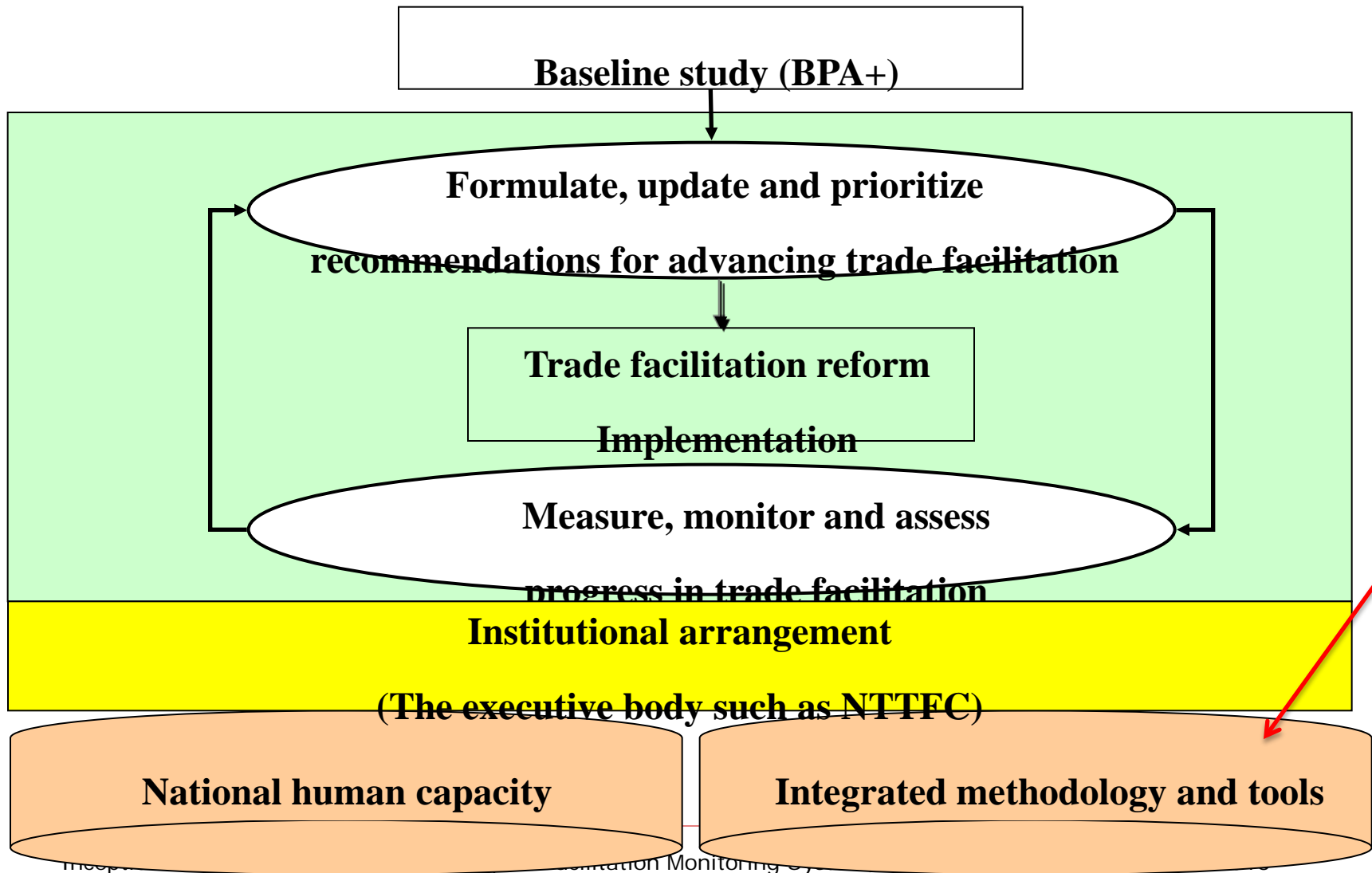


Performance Indicators

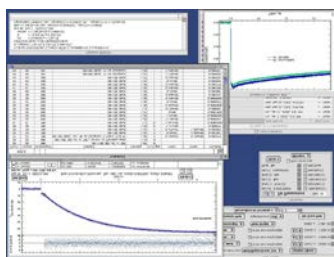
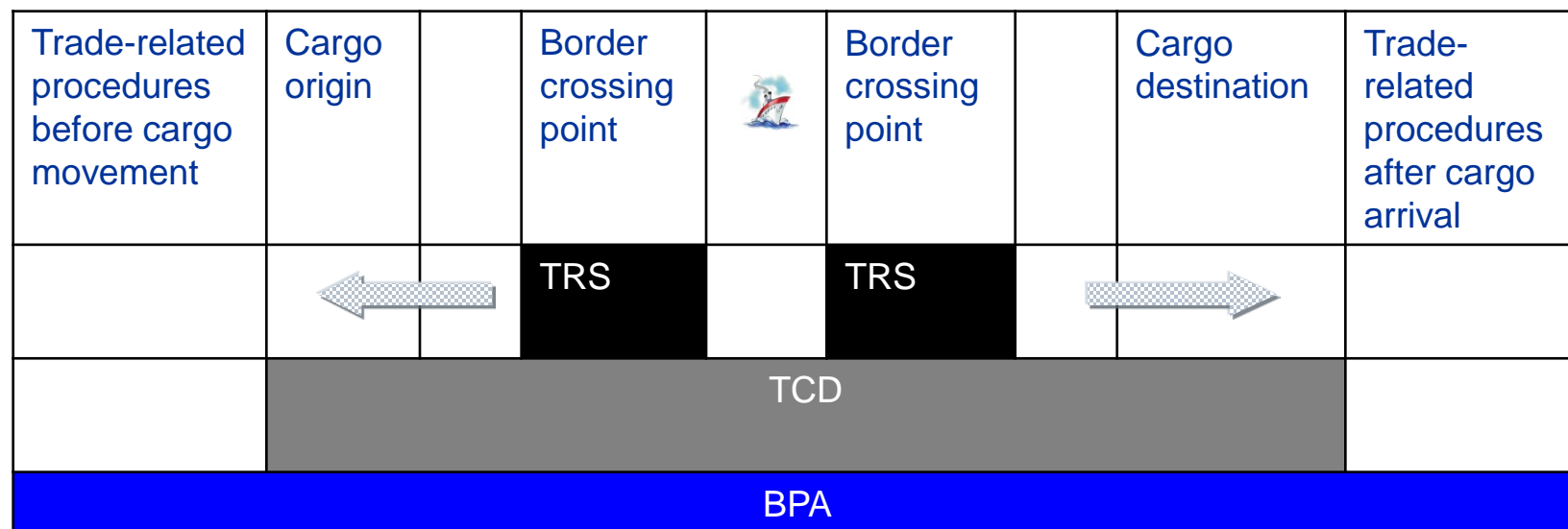
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Trade and Transport Facilitation Performance Monitoring System (TTFPM): BPA+



Integrated tool and methodology: BPA +



Indicators from BPA, TRS and TCD

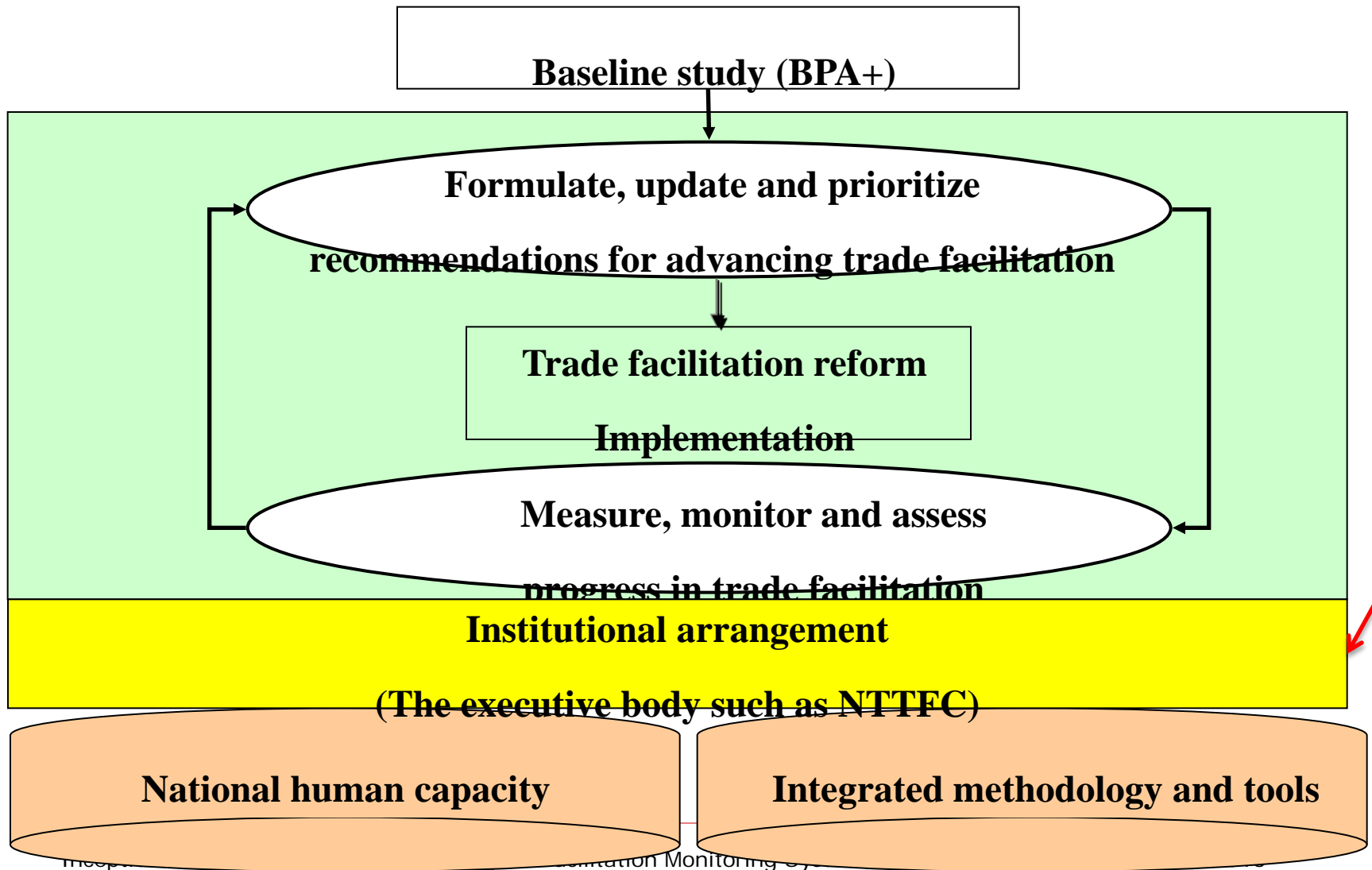


BPA diagnosis

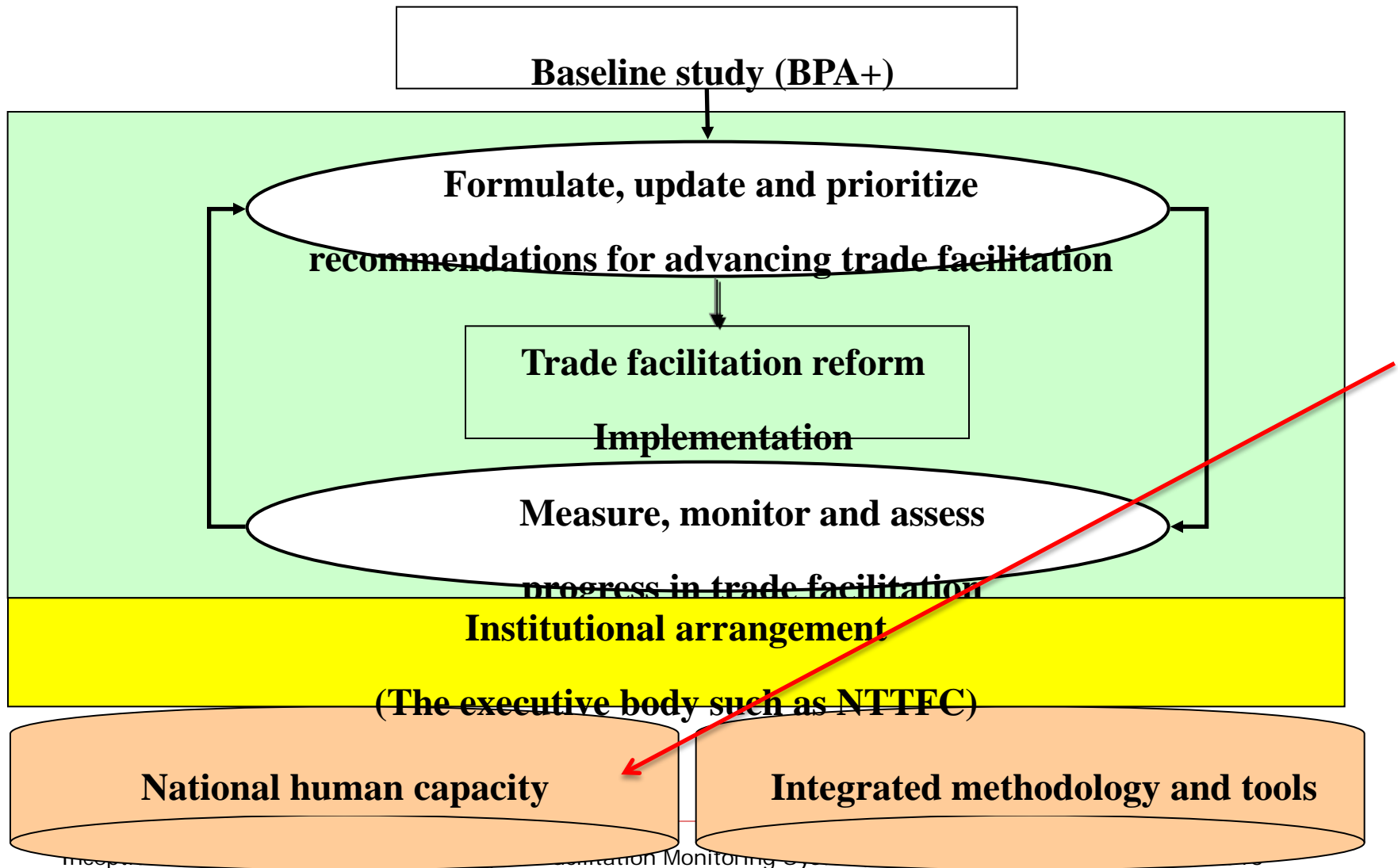
BPA+ : how to integrate BPA, TRS and TCD?

- ❑ **Indicators:** BPA indicators will be supplemented by TRS and TCD indicators
- ❑ **Data accuracy:** data collected through different approaches enable the research teams to compare and verify data.
- ❑ **Diagnosis of bottlenecks and recommendations for improvement:** TRS and TCD will be supplemented by standard analytical method BPA.
- ❑ **Outputs:** Output of BPA + TRS (indicators) + TCD (graphical representation)

Trade and Transport Facilitation Performance Monitoring System (TTFPM): BPA+



Trade and Transport Facilitation Performance Monitoring System (TTFPM): BPA+



Strengths of TTFPM: to summarize

- A continuous, affordable and sustainable monitoring system (not a 'one-off' activity)
- National ownership
- Institutional arrangement (with participation of stakeholders)
- National human resources

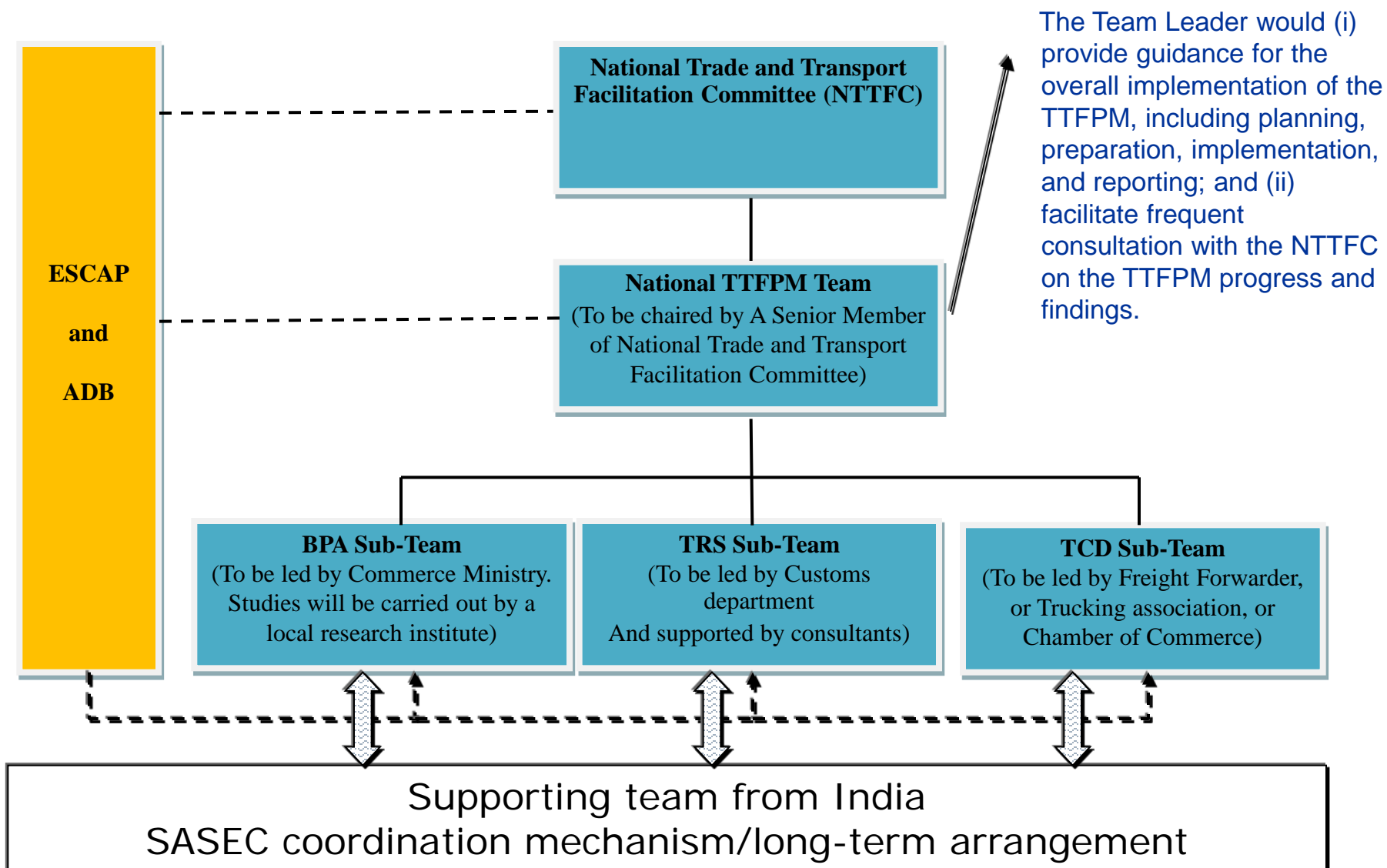
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- Drawing strengths from three proven methods
 - More comprehensive outputs to support policy making
 - More accurate data
 - Reduced confusion of different measurement and monitoring systems
 - Avoid duplication of resources

Suggested Guidelines For Establishment of Trade & Transport Facilitation Performance Monitoring (TTFPM) System – for discussion

(combined with proposed template of action plan)



STEP 1: ESTABLISHMENT OF NATIONAL TTFPM TEAM (DECEMBER 2013 – JANUARY 2014)



BPA sub-team

- ❑ *Team Leader.* A senior official nominated by the Ministry of Commerce
- ❑ *Team member(s).* Because the BPA report will have to cover all stages of the trade transaction process, the BPA Sub-Team is expected to undertake comprehensive data analysis based on data provided from the TRS and TCD Sub-Teams. It is therefore recommended that a local research institute to be selected to form the BPA sub-team.
- ❑ The BPA sub-team is expected to (i) carry out the BPA study; (ii) analyze data provided by the TRS sub-team and the TCD sub-team; and (iii) consolidate the country TTFPM report.
- ❑ Consultant(s) – supported by ESCAP and ADB – will be engaged to support the BPA Sub-Team.

TRS Sub-Team

- ❑ *Team Leader.* A senior customs official nominated by Customs in each SASEC country.
- ❑ *Team member(s).* The country will determine the composition of the members. Officials who attended previous TRS training courses, and who were directly, or closely involved in TRS and/or customs clearance operations are encouraged to be the members of the team. The suggested composition of the TRS includes the following team members: (i) Chief customs officer who leads the selected land port, and sea port; (ii) Two specialists in Customs procedures; (iii) One specialist in chain management (organizational and administrative matters); (iv) One statistician; and (v) One computer specialist. However, it is important to note that for countries with limited human resource capacity, one team member can serve different functions.
- ❑ *Consultant(s)* – supported by ESCAP and ADB – will be engaged to support the TRS Sub-Team.

TCD Sub-Team

- ❑ *Team Leader.* Chairman of Freight Forwarder or trucking association, or Chamber of Commerce. The criterion for selection is that the Association needs to be able to work with the drivers who work along the corridors specified in Section III.
- ❑ *Team member(s).* Staff who attended previous TCD training courses, and who were directly, or closely involved in TCD and/or freight operations are encouraged to be the members of the team. The recommended composition of the TCD includes at least one or two staff working for the Association or Chamber of Commerce to manage data collection (including distributing the forms to the drivers, collect filled-in forms from the driver, and make payment to drivers if necessary).
- ❑ *Consultant(s)* – supported by ESCAP and ADB – will be engaged to support the TCD Sub-Team.

STEP 1: ESTABLISHMENT OF NATIONAL TTFPM TEAM (DECEMBER 2013 – JANUARY 2014)

☐ National TTFPM team

- Team leader: _____
- Team members: _____
- Supporting Staff: _____

☐ BPA Sub-team

- Team leader: _____
- Team members: _____
- Supporting Staff: _____

☐ TRS Sub-team

- Team leader: _____
- Team members: _____
- Supporting Staff: _____

☐ TCD Sub-team

- Team leader: _____
- Team members: _____
- Supporting Staff: _____

STEP 2: SELECTION AND DECISION ON TRANSPORT CORRIDORS AND PORTS TO BE STUDIED (DECEMBER 2013 – JANUARY 2014)

*Please put name of cargo on the first column if a corridor is selected for study.
You may add more corridors for study*

Product	Corridors	Countries covered	TRS	Why important?
	Kathmandu – Birgunj/Raxaul - Kolkata	SHC 2 Nepal and India	Birgunj (Nepal) Raxaul (India) Kolaka (India)	Connecting Nepal with Indian ports
	Kathmandu – Kakarvitta - Phulbari – Banglabandha – Chittagong	SHC 4 Nepal, India, and Bangladesh	Kakarvitta (Nepal) Phulbari (India) Chitagong (Bangladesh)	Connecting Nepal with Bangladeshi ports
	Thimphu – Phuentsholing - Jaigaon – Burimari - Chittagong	SHC 8 Bhutan, India, and Bangladesh	Phentsholing (Bhutan) Jaigaon (India) Chitagong (Bangladesh)	Connecting Bhutan with Bangladeshi ports
	Thimphu – Phuentsholing – Jaigon – Kolkata	SHC 3 Bhutan and India	Phuentsholing (Bhutan) Jaigon (India) Kolkata (India)	Connecting Bhutan with Indian ports
	Sandrop Jongkhar - Guwahati - Shillong – Sylhet – Dhaka – Kolkata	SHC 5 Bhutan, India, and Bangladesh	Sandrop Jongkhar (Bhutan) Guwahati (India) Shylhet (Bangladesh)	Potential to providing South Asia – Southeast Asia connectivity

First three corridors have been studied under the BPA phase I

STEP 3: ORGANIZE NATIONAL TRAINING WORKSHOPS (FEBRUARY – APRIL 2014)

Please put proposed dates for the training workshop on the first column

Proposed schedule:	BPA (2 days) Suggested participants: BPA Sub-team and representatives of all stakeholders
Bhutan: Feb	TRS (2 days) Suggested participants: TRS Sub-team and representatives of all stakeholders
Nepal: March	TCD (1 day) Suggested participants: TCD Sub-team and representatives of all stakeholders
Bangladesh: April	TTFPM (1 day) Participants: National NTFPM, and representatives of all stakeholders Topic: TTFPM key indicators, data analysis and report consolidation; and agree on plan to implement TTFPM

Local host of the training Workshops: _____

STEP 4: UNDERTAKE THE TTFPM STUDY (MAY – JULY 2014)

- ☐ Data collection in a country: Each sub-team will undertake the study along the agreed corridors, ports, and with agreed products
- ☐ Data collection across countries: Indian team need to pass data to the study team from relevant countries
- ☐ Data consolidation from BPA, TRS and TCD and analysis: data will be submitted to the BPA sub-team for data analysis and saved into database
- ☐ Report consolidation: The BPA sub-team will consolidate and prepare the final TTFPM report

Please further elaborate if necessary:

STEP 5: NATIONAL AND REGIONAL CONSULTATIONS (AUGUST - OCTOBER 2014)

- ☐ A national meeting will be held by NTFCs to bring relevant stakeholders to further verify data and results and discuss key recommendations.
 - date for the meeting: _____
 - local host: _____
- ☐ The Country TTFPM team will further refine study subsequent to the meeting
 - time frame: _____
- ☐ The draft report will be presented to SASEC Trade Facilitation and Transport Working Group Meeting, and SASEC Customs subgroup meeting.

STEP 6: FINALIZATION AND DISSEMINATION (OCTOBER - NOVEMBER 2014)

- ☐ The study teams will finalize the study report subsequent to the meeting and develop database to record trade facilitation performance, trade process and procedures, and relevant regulations and rules.

Please further elaborate if necessary:

- ☐ Present key recommendations and brief summary of study report to high-level policy and decision makers, and

Please further elaborate if necessary:

- ☐ Release selected information and data to different targeted audience, taking sensitivity into consideration.

What can be published? How? (internet? Booklet? etc)

STEP 7: LESSONS LEARNT AND WAY FORWARD (DECEMBER 2014)

- A national meeting needs to be held to review good practice and lessons learnt in implementing TTFPM, and discuss way forward to continue to implement TTFPM.