

Summary of Key Conclusions and Recommendations of the Asia-Pacific Trade Facilitation Forum 2013

Beijing, China, 10-11 September

1. Key Conclusions and Recommendations

This year's Forum included a high level panel discussion and four thematic sessions on trade logistics, trade finance, paperless trade and single window, respectively. In parallel with the Forum, an exhibition on Trade Facilitation was held to maximize information sharing on practices, case studies and findings of trade facilitation.

Overall, there was wide ranging consensus at the Forum that reforms to help small-to- medium-sized businesses (SMEs) cannot be limited only to border-related procedures, but need to extend well behind the border. This is to ensure that the business environment is conducive to their direct or indirect participation in international trade, both in terms of the availability of competitive logistics and of financing. The Forum also recommended that regional arrangements for SME trade finance and cross-border paperless trade should be actively pursued.

Specific conclusions and recommendations from each substantive session are as follows.

High-level Panel Discussion: Towards more Efficient and Inclusive Supply Chains

- I. Legal framework is essential to formally proceed for supply chain efficiency improvement at the national level
- II. At international level model law should be framed for setting uniformity among nations for trade facilitation
- III. International organizations should continue supporting nations for supply chain management
- IV. Access to finance for SMEs should be facilitated
- V. IT based solutions for trade facilitation and supply chain management should be encouraged and supported
- VI. Support mechanism for enhancing HR capacity of SMEs should be evolved and institutionalized
- VII. Trade processes be studied using trade facilitation tools such as Business Process Analysis (BPA).
- VIII. National program for single window is important for enhancing value chain management
- IX. Role of associations representing services in supply chain cycle should be enhanced and their capacities be improved

Session 1: Enhancing International Trade Logistics Performance for Inclusive Development

- I. International trade logistics cannot be completely separated from domestic logistics performance, and both can contribute to inclusive development.
- II. Efforts to enhance cross-border cooperation in logistics-related areas should be intensified.
 - a. International integration of markets is important, including through open trade and FDI policies.
 - b. Countries need to work together on hard (physical) and soft (regulatory/procedural) infrastructure.
- III. Policymakers need to include both the supply and demand (user) perspectives.
 - a. Users include manufacturers and exporters in other sectors, as well as consumers.
 - b. Ensuring a high degree of competition means that reductions in the cost of doing business are passed on to users, and are not captured by producers as rents.
 - c. The reform process should be transparent, including stakeholder consultations, partly to ensure that the private sector is aware of improvements as they happen.

Session 2: Integrating SMEs into International Supply Chains through Trade Finance

- I. Lack of access to trade finance is a key barrier to integration of SMEs in international supply chains
- II. The deployment of trade financing resources has been supported by various key stakeholders, however, further steps and arrangements are needed in order to integrate SMEs into international supply chains
 - a. Development of supply-chain finance programmes
 - b. Consider establishment of an Asia-Pacific Export Credit Agency or Asia-Pacific Trade Finance Fund
 - c. Fill the gap for trade finance data and information
 - d. Reduce legal and regulatory uncertainties associated with trade transactions and adoption/use of innovative trade finance products

Session 3: Enabling Supply Chain Integration Using Paperless Trade

- I. The region is strongly committed to paperless trade, but capacity gaps are slowing progress
- II. Deeper cooperation between public and private sectors would enable and speed cross-border paperless trade
- III. Change of mindset is a critical issue to further enable (cross-border) paperless trade
 - a. ESCAP should further actively pursue implementation of Resolution 68-3, including through the design of effective awareness programme with other partners, including

WCO, ADB, other UN agencies, and by facilitating negotiation of a regional agreement-arrangement.

Session 4: Evolving National Single Window for Efficient Supply Chains

- I. Success factors for Establishing a Single Window
 - a. Be ambitious but feasible
 - b. Create political will nationally and regionally
 - c. Accommodate interoperability with single windows of key trading partners
 - d. Allow best practice to guide development
 - e. Institutionalize commitment into inter-agency committees/working groups
 - f. Adopt international standards when available
 - g. Develop conducive legal framework
 - h. Ensure sustainability of business/financial models
 - i. Consider an inter-organization Information System model

2. Logistics Arrangement of the Forum, Attendance and Evaluation

- I. The Forum was organized by the United Nations' Economic and Social Commission for Asia and the Pacific (ESCAP) and Asian Development Bank (ADB), in partnership with the Ministry of Commerce of China and the China International Electronic Commerce Center (CIECC).
- II. The Forum was attended by approximately 250 participants from nearly 40 countries of the Asia Pacific region and outside the region
- III. The Forum was organized back-to-back with 8 relevant events
- IV. The evaluation indicates the overall satisfaction at 96%, which is the highest among the five Forums organized so far

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_2881

