

Towards a National Action Plan

- Is there a need for a national facilitation mechanism for international transport & trade?
- If so, who should participate – private sector only, public sector only or both?
- Who should take the lead – a Government Agency (e.g. Transport Ministry) or a private sector entity (e.g. Chamber of Commerce)?
- What should be the outputs (e.g. a plain language customs guide for businesses)?

Item: Costs and Benefits

- Analyze the costs and benefits of implementing well UN transport conventions?
- Who should do the cost-benefit analysis: a Government agency, a Research Institute, a Chamber of Commerce, a Consultancy?
- Who would pay?
- Results to be used as the basis of proposals and suggestions to the Government or Parliament?

Item: Efficiency and Bottlenecks

- Analyze the efficiency of alternative routes and identify bottlenecks?
- Apply the ESCAP time/cost-distance model to specific EATL routes in your country?
- Who can provide the data?
- Who should apply the model – domestic analysts or ECE-ESCAP experts?

Item: Simplification of Export/Import Procedures

- Use the www.doingbusiness.org to find best-practice benchmarks?
- Reduction of the number of documents, procedures and costs desirable?
- Improve cooperation among border-control agencies (customs, police, etc)?
- Elaborate proposals for primary & secondary legislation?

Item: Capacity Building

- Is there a need for a training programme in transport and border crossing?
- If so, who provides such training and is its quality satisfactory?
- Should the transport and trade facilitation body be involved in training activities?
- Who could be the national focal point for training activities related to the EATL project?

Item: NAP ingredients

- NAP aims at lower transaction costs?
- NAP to be developed in consultations with the business sector?
- The implementation monitored by ...?
- Financing of NAP activities – tax revenue and/or voluntary contributions?