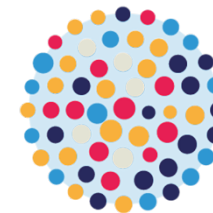


Mongolia's Trade Facilitation Response to the COVID-19 Pandemic





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TO COVID-19



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Tsendsuren Davaa (Ph.D.),
Dulguun Enkhbaatar,
General Customs Administration of Mongolia

PART I

RAPID SCAN (Preliminary result)



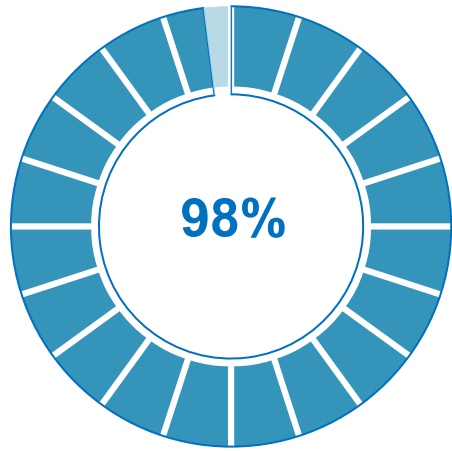
RAPID SCAN (Preliminary result): DESK RESEARCH: legal study



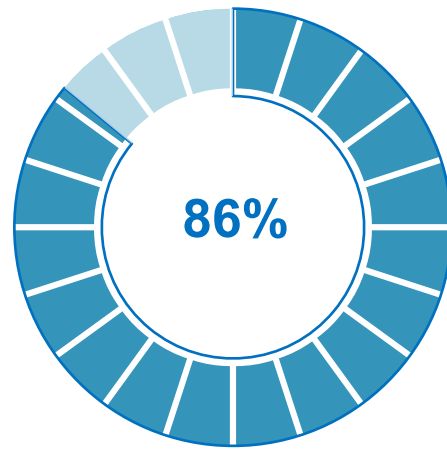
- ❑ Before the COVID-19 pandemic: Mongolian trade and transport related legislation (235) starts from the Mongolian acceded international treaties and agreements; and many other legal documents, which are adopted by the authorized organizations (International treaties and agreements (63); Customs Law, Customs tariff and duties Law (2); Other related Laws (73); Policy documents (13); Parliament Resolution (47); and Government Decree (37)).
- ❑ After the COVID-19 pandemic): 42 legal documents related to the trade and transport.

No	Name of legislation	Number	Related to the Trade & Transport
1	Law	1	1
2	Decree of the Parliament	1	1
3	Decree of the President	1	1
4	Recommendation the National Security Council of Mongolia	2	1
5	Resolution of the Government of Mongolia	54	15
6	Legal document of the State Emergency Commission	35	15
7	Legal document of the Minister of Health	29	8
Total		123	42

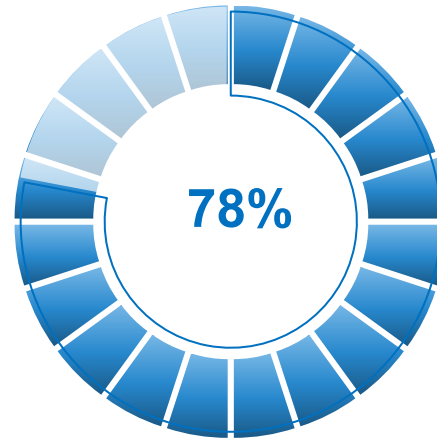
RAPID SCAN (Preliminary result): SURVEY RESPONDENTS (by category)



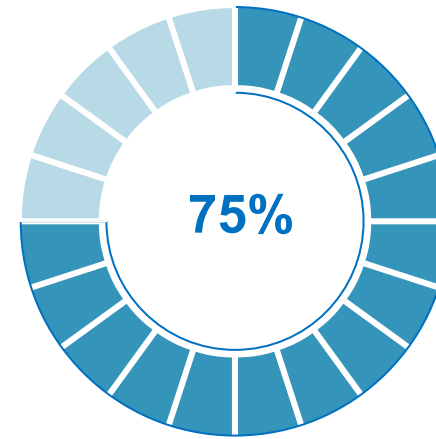
1. Background information
(7)



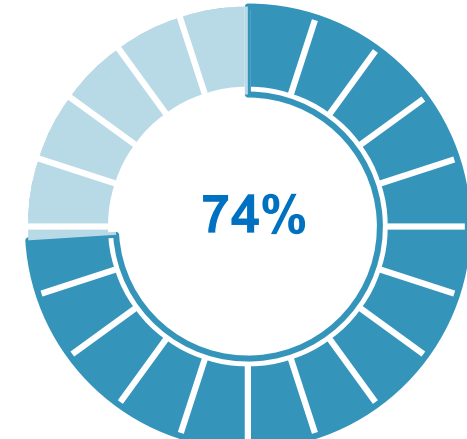
2. Existence of national
crisis related regulations &
measures on international
trade & transit (7)



3. Implementation of such
regulations & measures
(9)



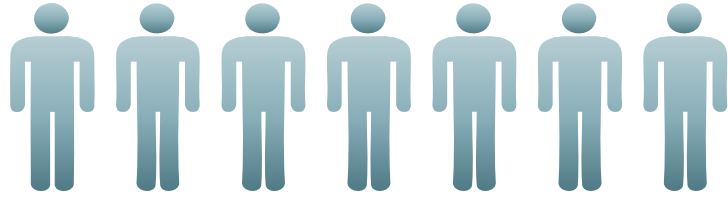
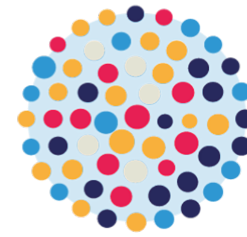
4. Impact of the
implementation (12)



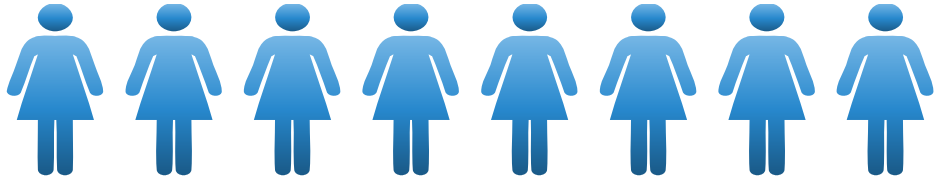
5. Regional relevant
regulations & measures
(6)



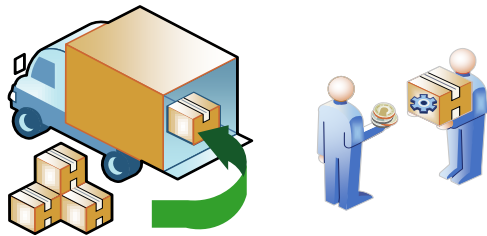
Background information: 153



65 (42.5%)



88 (57.5%)

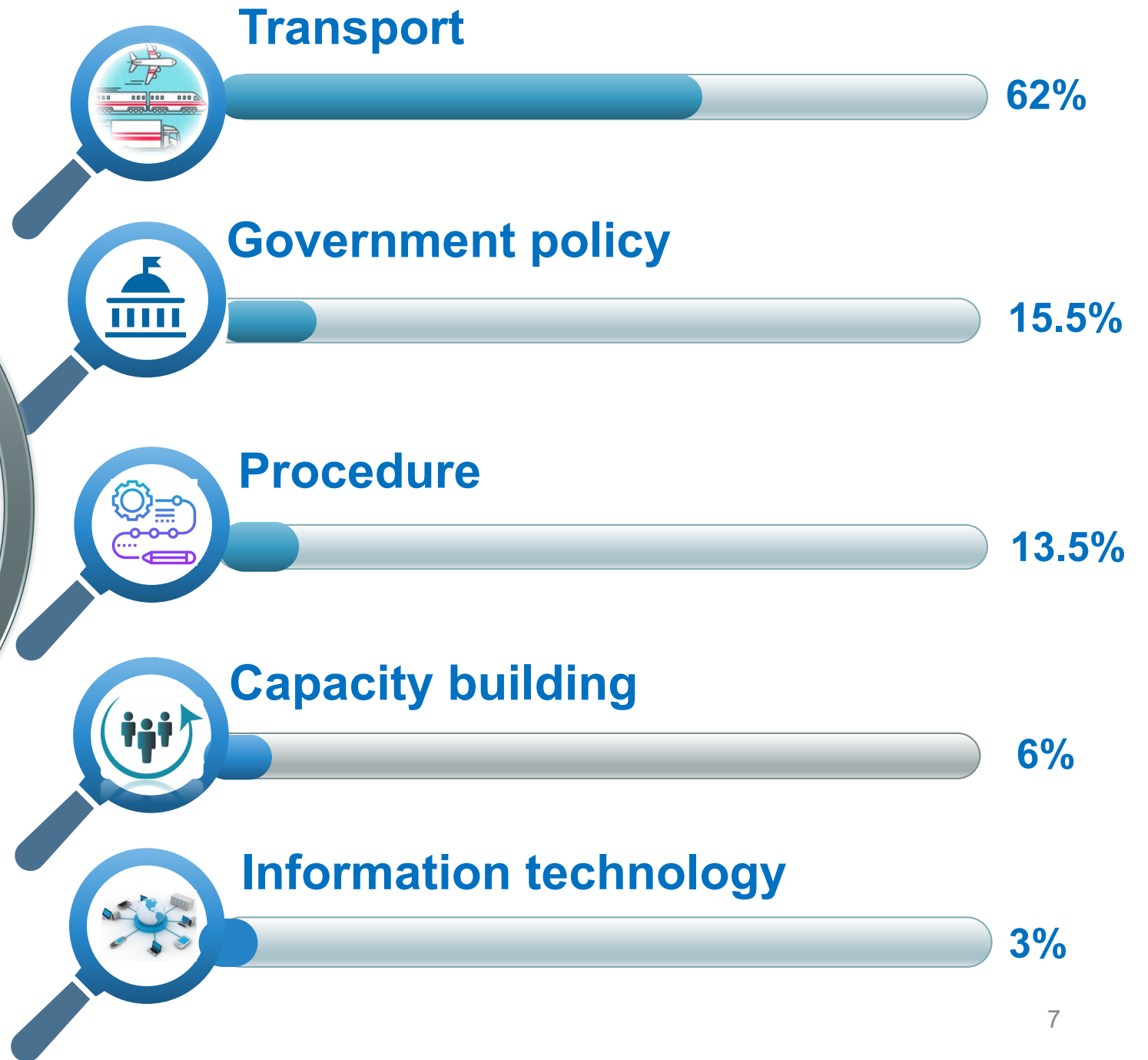
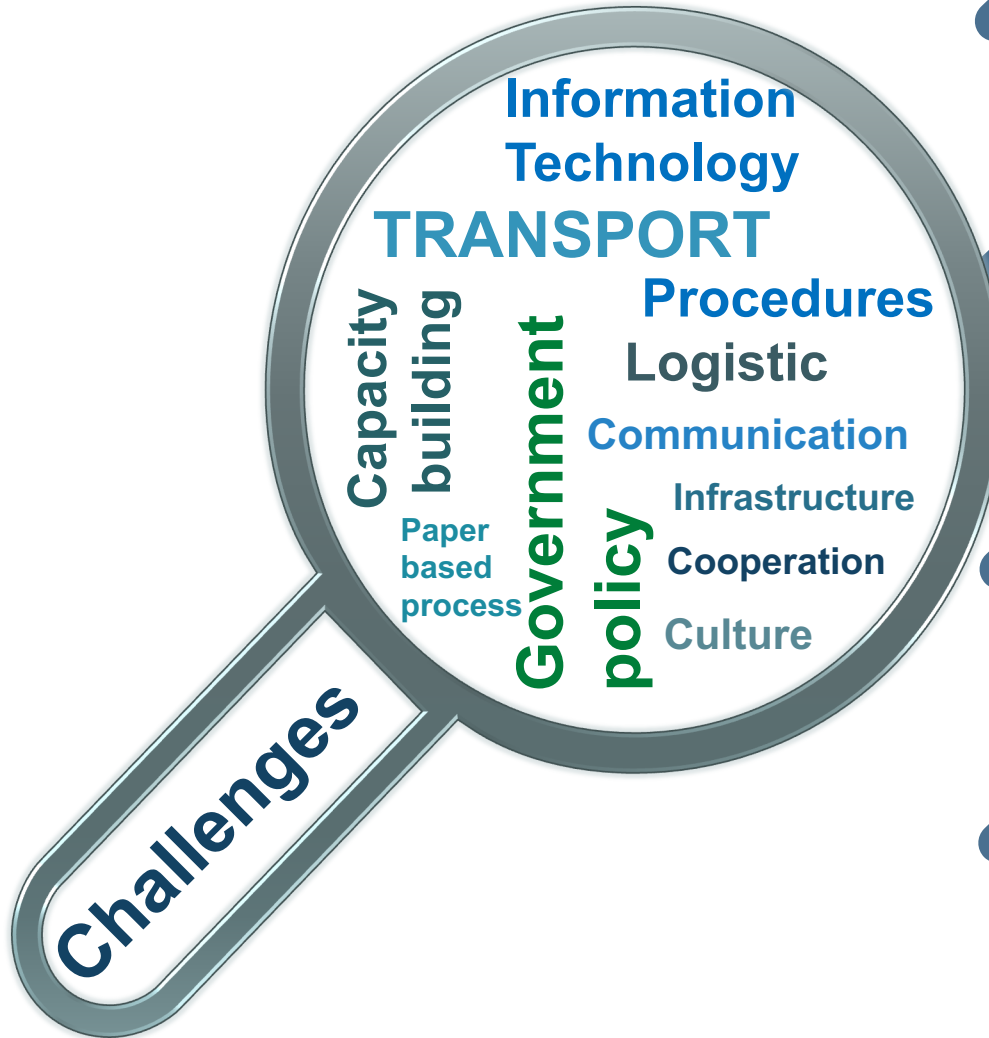


Private sector: 63 (41.2%)



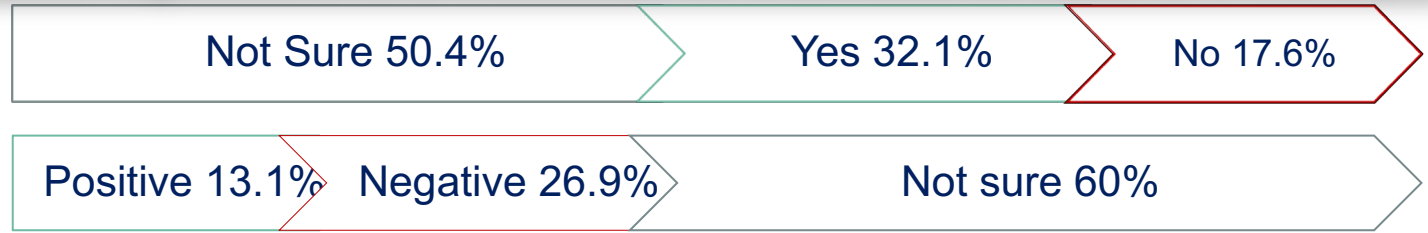
Public sector: 90 (58.8%)

Main challenges:



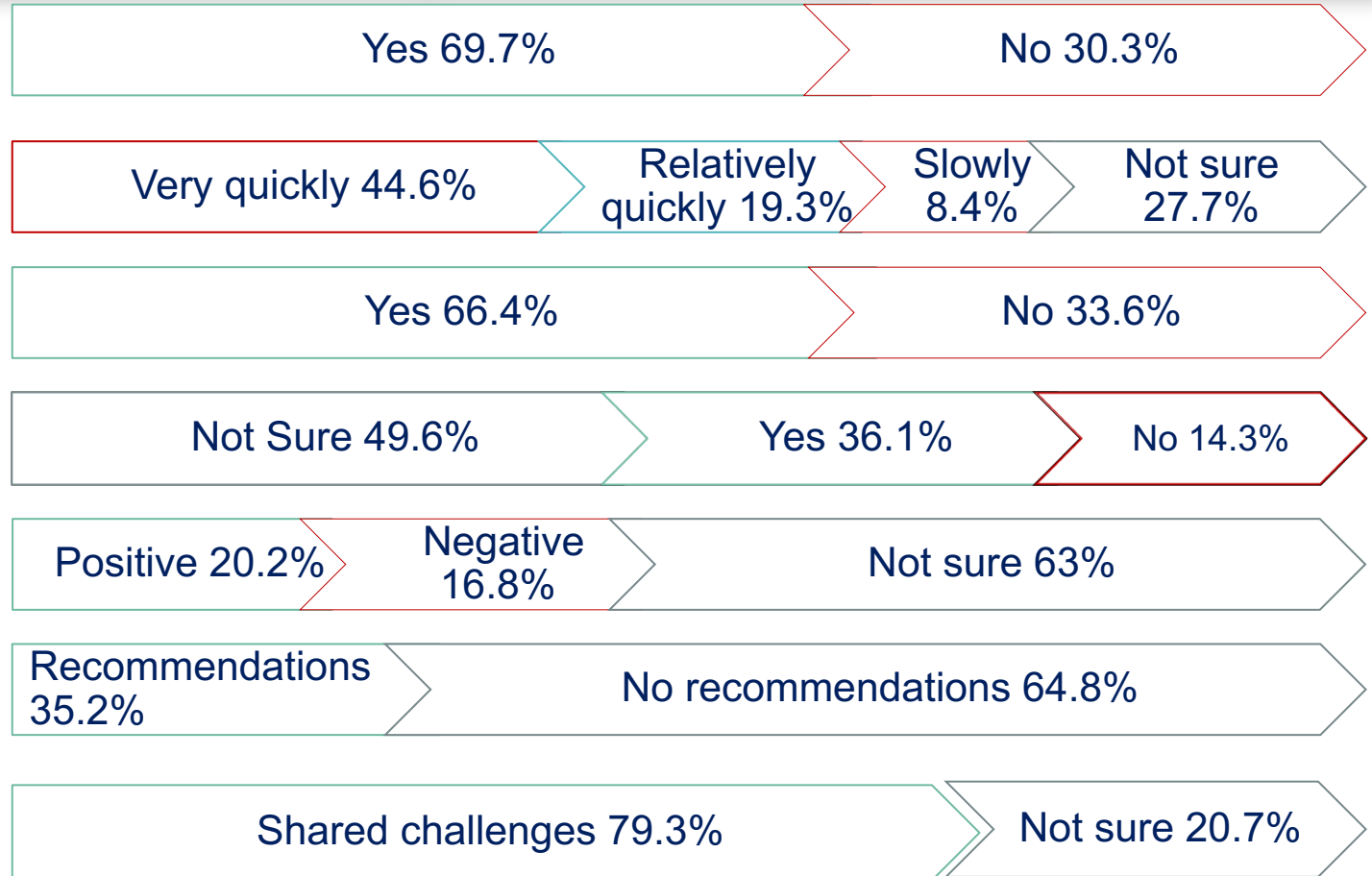
SURVEY RESULTS: 2. Ongoing national crisis related regulations and measures on international trade and transit

- 2.6 Stakeholders knowledge from the Private sectors know these regulations and measures?
- 2.7 How did the private sector responded to this crisis related measures?



SURVEY RESULTS: 3. Implementation of such regulations and measures

- 3.1 The name of the implementing agencies of such regulations and measures
- 3.4 Implementation rate of regulations & measures
- 3.5 The role of the NTFC for implementing trade related regulations and measures
- 3.6 Has the private sector been involved in the adoption of these measures?
- 3.7 How did the private sector responded to this crisis related measures? good, bad, complains?
- 3.8 Any suggestions and learnings for improving the previously mentioned measures
- 3.9 The challenges and issues faced during its implementation



SURVEY RESULTS: 4. Impact of the implementation

No	Questions	Yes		No		Not sure		Mixed*		Total
		No	%	No	%	No	%	No	%	
4.1	Identifying entity takes charge of monitoring the effective implementation	59	51.4	9	7.8	51	40.8			115
4.2	Which entity evaluates the effectiveness of the measures after a period of implementation	68	59.1	9	7.8	38	33.1			115
4.5	Specifically, have these measures decreased delays in import, export and transport, as well as border controls? (*Maybe)	24	20.9	34	29.6			57	49.6	115
4.6	Have these measures increased the acceptance of digital documents/signatures? (*Maybe)	32	27.8	31	27.0			52	45.2	115
4.7	Have these measures increased online transactions and online payment? (*Maybe)	66	57.4	14	12.2			35	30.4	115
4.8	Have these measures triggered the needs for new ICT hardware and software, as well as relevant training?	74	64.3	14	12.2			27	23.5	115
		Positively		Negatively		Not sure		Mixed		
4.3	In general, what are the results after implementing these measures? Is it positive, negative or mixed?	39	33.9	9	7.8	49	42.6	18	15.7	115
4.4	How do you think these measures will affect the local economy	43	37.4			72	62.6			115

Challenges (59.6%):

Lack of technical skills to access to the information on Trade related regulations and decisions; Insufficient raise awareness activities; Too long decision making process against of current regulation; Bureaucracy of the middle level staff; High level mandate of the State Emergency Committee ; Lack of coordination of government bodies; Shortage of ICT capabilities; and Leading organizations are not operating sufficient.

Comments (80%):

Government should making decisions for considering public; Prioritize economic related issue; Introduce integrated RM process for trade related agencies; Establishing Single Window System; Coordination and collaboration between international trade supply chain stakeholders; Eliminating face to face communication between government agencies and traders; Updating Code of Conduct of Public civil servants; Enhance research and development activities; and Establish intelligence decision making process; Increase automation operation on Public service; Conducting study on system thinking and behavior analysis for both government and private; Supporting traders by financial and taxation instrument; and Categorize traders by their compliance level.

SURVEY RESULTS: 5. Regional relevant regulations and measures

No	Questions	Yes		No		I don't know*		Mixed		Total
		No	%	No	%	No	%	No	%	
5.1	Are you aware of any relevant crisis related regulations and measures in the region where your country is located or in other countries in the region?	31	27.4	37	32.7	45	39.8			113
5.2	Is there any organization leading the regional response to crisis?	44	38.9	12	10.6	57	50.4			113
5.5	There was a specific coordination structure amongst countries of the region? (*Not sure)	24	21.2	12	10.6	77	68.1			113
		Specific website		Informal means		News		Other		
5.4	How you became aware of discussed crisis related regulations and measures? specific website for this? informal means? news? other?	55	48.7	5	4.4	41	36.3	12	10.6	113

PRESENTATION OF RECOMMENDATIONS FOR CRISIS RESPONSE

Challenges: 'Transport; Government Policy; Procedure; Capacity Building and Information Technology' categories. The majority (62%) of respondents are highlighted 'Transport' procedures. Since crises, international trade transport process delayed, up to 2-5 times higher than normal transport time.

The preventive measures during the COVID-19 pandemic related to the 'Working environment; Operational procedures; Coordination and cooperation with the relevant both public and private organization'. The private sector been involved in the adoption of these measures.

There are a number of positive impact of the implementation of regulations and measures, For instance, these measures are ***increased online transactions and online payment***.

The majority of the respondents are shared ***challenges and comments*** on further improvements.

The public awareness programme of the regional relevant regulations and measures is very low.

The public receive the crisis related regulations and measures from the dedicated, official and commercial website, social media and many other sources.

FINAL RECOMMENDATIONS:

TRANSPORT:

- To monitor ongoing transport related legal documents;
- To develop high-level cooperation and communication between trading partner countries; and
- To improve domestic transshipment and operational process.



GOVERNMENT POLICY:

- To develop technological framework for trade and transport logistic hab;
- To develop business process re-engineering and to design tailor made Single Window; and
- To introduce permanent consultant mechanism.

PROCEDURE:

- To introduce integrated RM framework;
- To eliminate face to face communication between government agencies and traders; and
- To enhance research and development capacities.

CAPACITY BUILDING:

- To develop enhancing public awareness programme;
- To develop leadership management programme for improving knowledge and skill of the senior and middle level managers; and
- To develop appropriate training modules for enhancing capacity of public and private sectors.

INFORMATION TECHNOLOGY:

- To create integrated coding system, in line with the international standards and best practices;
- To improve electronic data exchange procedures;
- To introduce pre-arrival information sharing system international, regional and national level.

PART II

MONGOLIA'S DIGITAL RESPONSE TO COVID-19 (Infrastructure, IT system and procedures)





POLICY AND REGULATION FOR ENABLING DIGITAL ENVIRONMENT

Action Plan of The Government of Mongolia for 2020-2024;

Mongolia's Five-Year Development Guidelines for 2021-2025;

Action Plan for 2021-2030 of Mongolia's Long-term Development Policy "Vision-2050"; and
"Vision-2050" Long-term Development Policy of Mongolia.

Ensure dynamic economic growth by establishing transit transportation, trade and export-oriented production facilities in parallel with transport, logistics and border infrastructure (3.7.16);

Digitalize information related to export and import markets, create opportunities to enter the export market and provide relevant policy support (3.3.23); and



- Under the E-Mongolia Digital Nation programme approximately 1,943 public services are delivered by electronically to the customer; and
- Import, export and transit activities requirement, including permission, licenses, quota, payment, national registration, and foreign trade statistic statement etc.



CUSTOMS MODERNIZATION: Information Communication Technology Development

WCO Data model
3.7v.

Trade Portal Mongolia

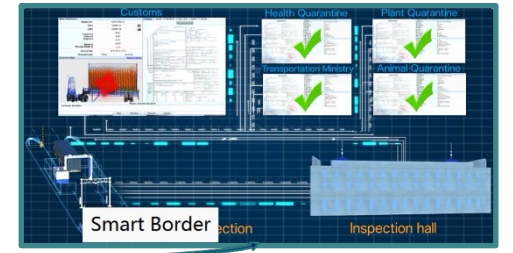
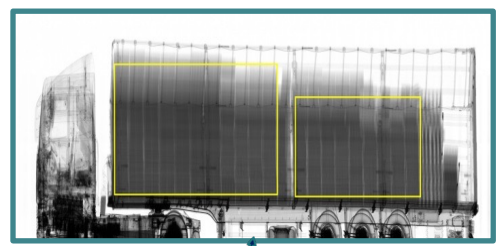
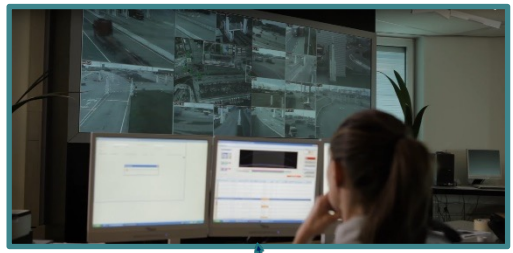
Exchange E-Manifest
between Mongolia and
China; and Exchange
Customs Declaration & X-
ray between Mongolia and
Russian Customs



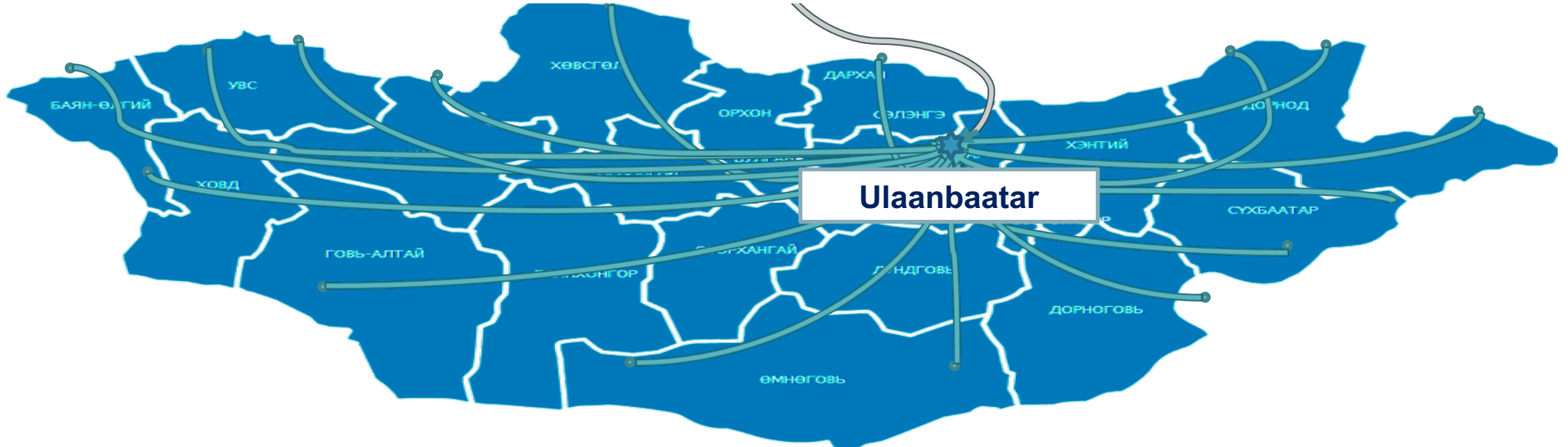
CCTV Targeting
center

Integrated National
Merchandise Registration
System

E-Clearance



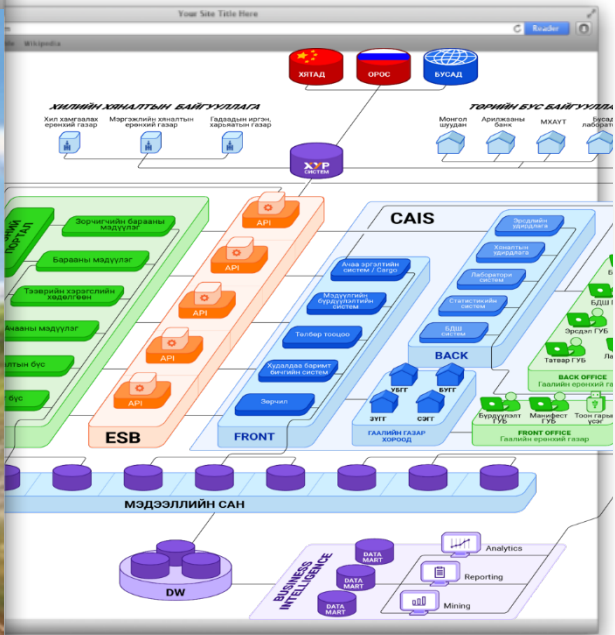
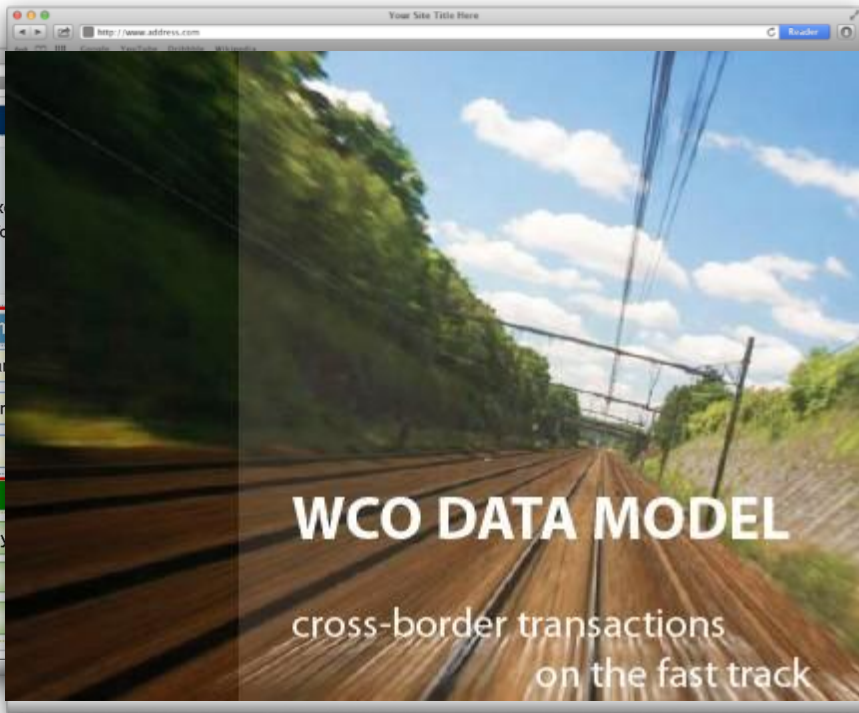
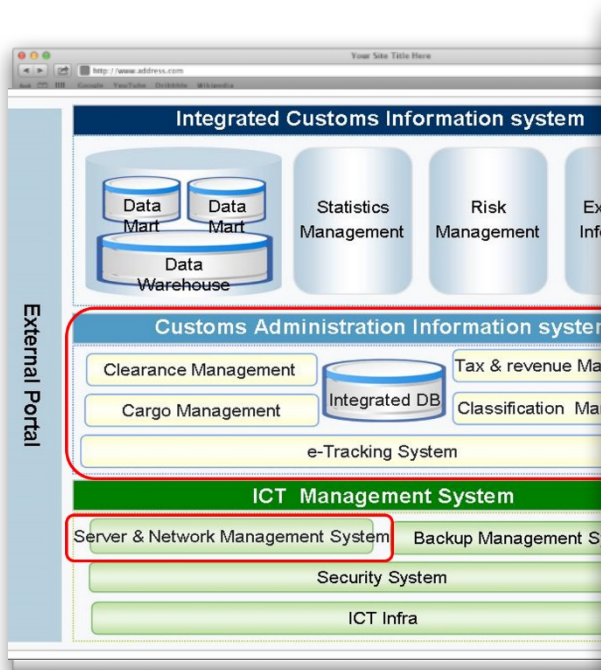
MONGOLIAN CUSTOMS GENERAL ADMINISTRATION: *Targeting center*





INFORMATION TECHNOLOGY SYSTEM OF MONGOLIAN CUSTOMS

МОНГОЛЫН
ХААГАМ



WCO Data Model 2.0v

- ❑ Limited connection

WCO Data Model 3.7v

- ❑ Able to exchange information between region

Result:

- ❑ Paperless trade
- ❑ Trade facilitation
- ❑ Risk based selectivity system
- ❑ AEO

Self declarant system: Since the 1st January, 2021



Introduced simplified E-clearance system



Customs clearance supporting documents are submitted by electronically



All customs clearance stages are automated



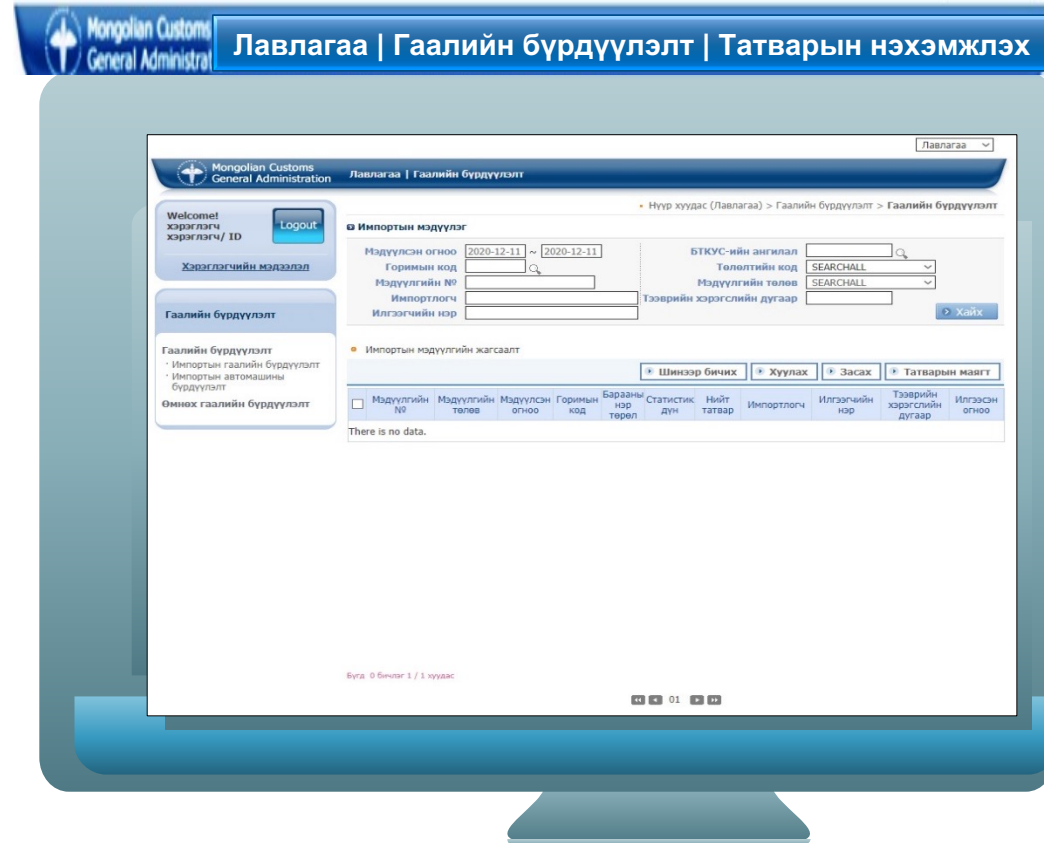
More than 3,747 individual and companies are registered to the E-clearance system (2,103 customs declaration)

BENEFIT



Decreased face to face relations and customs clearance time and cost

<http://portal.ecustoms.mn>

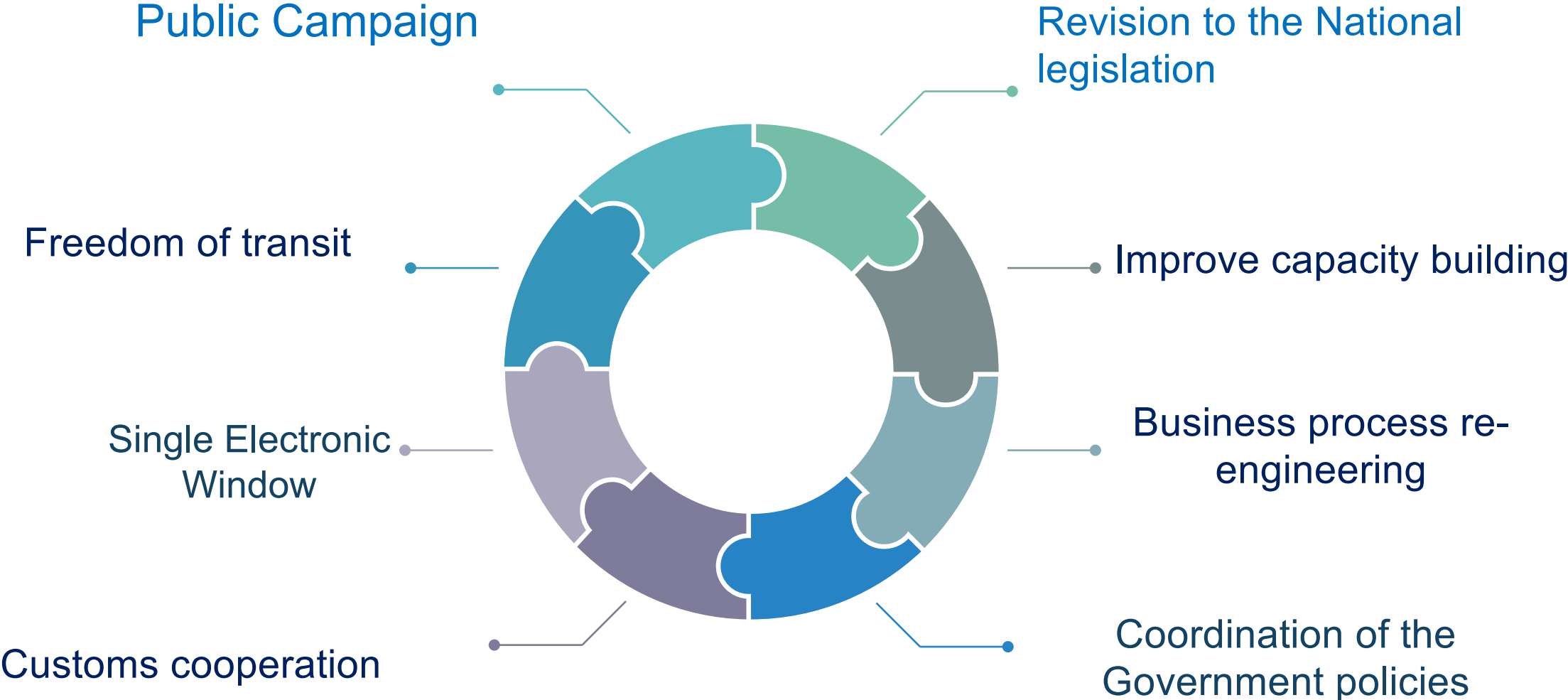




PART III

FURTHERMORE

Furthermore



**Thank you for your kind
attention**

