



# DIGITAL TRADE GAP ASSESSMENT



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## Table of Contents

<b>1. Executive Summary .....</b>	<b>6</b>
<b>2. Introduction .....</b>	<b>8</b>
<b>3. Methodology.....</b>	<b>9</b>
<b>4. Trade Facilitation Digital Baseline .....</b>	<b>10</b>
<b>5. Country Observations .....</b>	<b>13</b>
Djibouti.....	13
Ethiopia .....	18
Kenya.....	24
Somalia.....	33
South Sudan .....	38
Regional Initiatives.....	46
<b>6. Regional Trade Data Integration.....</b>	<b>47</b>
<b>7. Gap Analysis.....</b>	<b>51</b>
Djibouti.....	52
Ethiopia .....	54
Kenya.....	57
Somalia.....	59
South Sudan .....	62
<b>8. Digital Initiatives .....</b>	<b>64</b>
Ethiopia .....	64
Kenya.....	67
Somalia.....	68
South Sudan .....	69
Priority Cross-Cutting Initiatives .....	71
<b>9. Conclusions and Next Steps .....</b>	<b>72</b>
<b>Appendix A – Stakeholders Interviewed .....</b>	<b>73</b>
<b>Appendix B – CMS and NSW Stakeholder and Functional Mapping .....</b>	<b>77</b>
Appendix B.I: Kenya Revenue Authority - Integrated Customs Management System.....	77
Appendix B.II: Kenya National Single Window - Trade Facilitation Platform .....	77
Appendix B.III: Ethiopia Electronic Single Window System .....	78

## Table of Figures

Figure 3: Djibouti Trade Systems .....	14
Figure 2: Ethiopia Trade Systems.....	18
Figure 1: Kenya Trade Systems .....	25
Figure 4: Somalia Trade Systems .....	34
Figure 5: South Sudan Trade Systems.....	39
Figure 6: HoA Data exchange model.....	50
Figure 7: iCMS integration map .....	77
Figure 8: TFP stakeholders .....	77
Figure 9: EESW stakeholders.....	78
Figure 10: EESW Integration map .....	78

## Acronyms and Abbreviations

<b>Acronym</b>	<b>Description</b>
AEO	Authorized Economic Operator
AFA	Agriculture and Food Authority
AfCFTA	African Continental Free Trade Area
AfDB	African Development Bank
AI	Artificial Intelligence
ARSO	African Organization for Standardization
ASYCUDA	Automated System for Customs Data (Customs Management System)
ASYCUDA World	Latest version of ASYCUDA
ATS	Automated Transfer System
BPR	Business Process Re-engineering
CERT	Computer Emergency Response Team (South Sudan)
CITOS	Container Intelligent Terminal Operating System
CLP	Certificate, License and Permit
CMS	Customs Management System
CODEX	Codex Alimentarius Commission
COMESA	Common Market for Eastern and Southern Africa
COO	Certificate of Origin
CSD	Central Securities Depository
DPCS	Djibouti Port Community Systems
DRIVE	De-risking, Inclusion and Value Enhancement of Pastoral Economies (project)
DVS	Directorate of Veterinary Services
EAC	East African Community
EAC-CP	EAC Centralized Platform
EA-RDIP	East Africa - Regional Digital Integration Project
ECC	Ethiopia Customs Commission
ECCSA	Ethiopian Chamber of Commerce & Sectoral Associations
ECTN	Electronic Cargo Tracking Note
ECTS	Electronic Cargo Tracking System
EDF	European Development Fund
EEA	Ethiopia Agricultural Authority
EESW	Ethiopia Electronic Single Window
EIF	European Investment Fund
ERP	Enterprise Resource Planning
EU	European Commission
EXIM	Export and Import
GIS	Geographic Information System
GOSS	Government of South Sudan
HCD	(Kenya) Horticulture Crops Directorate
HoAI	Horn of Africa Initiative
ICIPE	International Centre of Insect Physiology and Ecology (Kenya)
iCMS	Integrated Customs Management System
IFC	International Finance Corporation
IGAD	Inter-Governmental Authority on Development
IPPC	International Plant Protection Convention
ISO	International Organization for Standardization
ITC	International Trade Centre
KEBS	Kenya Bureau of Standards
KEPHIS	Kenya Plant Health Inspectorate Service

<b>Acronym</b>	<b>Description</b>
KPA	Kenya Ports Authority
KRA	Kenya Revenue Authority
KWATOS	Kilindini Waterfront Terminal Operations System
MoCI	(Somalia) Ministry of Commerce and Industry
MoTRI	(Ethiopian) Ministry of Trade and Regional Integration
NCA	National Communication Authority (South Sudan)
NIRA	National Identification & Registration Authority (Somalia)
NQI	National Quality Infrastructure
NSW	National Single Window
ODS	Ozone Depleting Substances
OSBP	One-Stop Border Post
PCPB	Pest Control Products Board
PCS	Port Community System
PGA	Partner Government Agency
PPB	(Kenya) Pharmacy and Poisons Board
PQPS	Plant Quarantine and Phytosanitary Service
RA	Revenue Authority
RCTG	Regional Customs Transit Guarantee
REC	Regional Economic Community
RECTS	Regional Electronic Cargo Tracking System
RFID	Radio Frequency Identification
RTC	Regional Training Center (South Sudan)
SCALED-UP	Somalia Capacity Advancement, Livelihoods and Entrepreneurship through Digital Uplift Project
SCT	(East Africa) Single Customs Territory
SOBS	Somali Bureau of Standards
SOMCAS	Somali Automated Customs System
SMEs	Small and Medium Enterprises
SPS	Somalia Payment Switch
SPS/TBT	Sanitary and Phytosanitary / Technical Barriers to Trade
SS	South Sudan
SSNCCIA	South Sudan National Chamber of Commerce, Industry and Agriculture
SSNBS	South Sudan National Bureau of Standards
SSRA	South Sudan Roads Authority
SSRS	South Sudan Revenue Authority
SW	Single Window
TBK	Tea Board of Kenya
TBT	Technical Barriers to Trade
TFP	Trade Facilitation Platform
TIP	Trade Information Portal
TMA	TradeMark Africa
TTTTFP	Tripartite Trade and Transport Facilitation Program
UNCTAD	United Nations Conference on Trade and Development
UNDP	United Nations Development Program
WB	World Bank
WCO	World Customs Organization
WCO-NCEN	WCO National Customs Enforcement Network
WCO-CTS	WCO Cargo Targeting System
WTO	World Trade Organization
WTO-TFA	WTO Trade Facilitation Agreement

## 1. Executive Summary

This Digital Gap Assessment has been prepared to survey the trade-related Information and Communication Technologies (ICT) landscape of the Horn of Africa Initiative (HoAI) countries (namely: Djibouti, Ethiopia, Kenya, Somalia and South Sudan) and identify areas for future technical and financial assistance to promote ICT integration as a means to facilitate trade. The assessment report is a “living document” that may be revised periodically as new information on ICT developments and regional integration for the HOAI countries progress.

The specific aim of this work is to build on Goal 8 of the HoAI Regional Trade Facilitation: Roadmap 2022-2025, which advocates member countries to: *Develop agreements on data sharing and ICT integration between Customs, Immigration, and other border agencies of HoAI countries and strengthen data and documentation exchange between border agencies in HoAI countries.*

The report begins with a brief introduction and then describes the methodology undertaken for the assignment. A determination of good practice ICT initiatives drawn from practical solutions of relevant articles of the World Trade Organization’s Trade Facilitation Agreement (WTO-TFA) follows.<sup>1</sup> Using the WTO-TFA as a baseline for digital interventions in trade, it provides a framework that emphasizes good practices in automation and standardization of processes for carrying out cross-border operations. Such a framework is complemented by a stock-take of each country’s trade-related ICT endeavors framed against these good practice recommendations.

The report then provides a model of operation for data exchange between HoAI countries that identifies which data and documents can be exchanged at regional level in order to further facilitate intra-regional trade. Such a model enables the identification of the ICT gaps, which if successfully addressed, will allow a smoother flow of information between HoAI countries, reduce delays and ultimately promote the overall efficiency of cross-border trade.

The gap assessment then reviews each country and documents the relevant ICT initiatives that have been rolled out and what remains outstanding in terms of meeting the relevant WTO-TFA commitments and the data exchange model presented. Section 7 of this report presents a summary table, reproduced below, that shows the gaps and thereafter expands on the ICT initiatives required to fill those gaps.

TFA Articles for Digitization		Djibouti	Ethiopia	Kenya	Somalia	South Sudan
<b>Article 1: Publication and Availability of Information</b>						
	Does the country have a Trade Information Portal?	No <sup>1</sup>	No	Yes	Yes	No
<b>Article 6: Formalities Connected with Importation and Exportation</b>						
	Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment and release?	Yes	Yes	Yes	Yes	No
	Is Customs data exchange in place for expediting import, export or transit?	Partial <sup>2</sup>	No	Yes <sup>3</sup>	No	No

\* All footnotes of the table detailed at Section 7.

<sup>1</sup> [https://www.wto.org/english/tratop\\_e/tradfa\\_e/tradfa\\_e.htm](https://www.wto.org/english/tratop_e/tradfa_e/tradfa_e.htm)

TFA Articles for Digitization		Djibouti	Ethiopia	Kenya	Somalia	South Sudan
<b>Article 7: Release And Clearance of Goods</b>						
Does the country allow for full pre-arrival processing of goods, including payment, assessment and clearance in advance (or immediately on presentation)?		Partial <sup>4</sup>	Partial <sup>4</sup>	Partial <sup>4</sup>	No	No
Does the country have in place a risk management information system?		No	No	Yes	No	No
Does the country, or involved agencies make use of electronic means of payment?		Partial	Partial	Yes <sup>5</sup>	No	No
<b>Article 10: Formalities Connected with Importation and Exportation</b>						
Does the country have a National Single Window?		No	Yes	Yes	No	No
Is NSW data exchange in place for expediting import, export or transit for HOA countries?		No	No	No	No	No
Does the country have a Port Community System?		Yes	N/A	No	No	N/A
Do individual agencies have their own IT system, or processing provided through the NSW?						
<i>Ministry of Agriculture – Plant Protection Agency</i>		No	Partial	Yes	No	No
- Is there international exchange of e-phytos (via IPPC Hub)		No	No	Yes	No	No
<i>Ministry of Agriculture – Animal Health Agency</i>		No	No	Yes	No	No
<i>Ministry of Health – Port / Human Health Agency</i>		No	Partial	Yes	No	No
<i>Standards Agency</i>		No	Partial	Yes	No	No
<i>Environment Agency</i>		N/A	Yes	Yes	N/A	N/A
<i>Tea/Coffee Authority/Board</i>		N/A	Yes	Yes	N/A	N/A
<i>Private Sector – Chambers of Commerce</i>		N/A	Partial	Yes	No	No
<b>Article 11: Freedom of Transit</b>						
Does the country make use of Transit module for goods movement?		Yes	Yes	Yes	No <sup>8</sup>	No
Does the country have an electronic cargo tracking system?		No	Yes <sup>6</sup>	Yes	No	No
- Is the cargo tracking system integrated / exchanging data with neighbouring countries?		No	No	Yes <sup>7</sup>	No	No

The report concludes with a prioritized list of recommendations for digital interventions to address the gaps, highlighting the key gaps for urgent action, and which also incorporates additional opportunities for digital support that will strengthen national trade systems.

The key gaps identified for the HoAI countries related to the promotion of ICT integration include:

- Establishing a Trade Information Portal (TIP) for Djibouti, Ethiopia and South Sudan;
- Need for continued support for the work of Djibouti, Ethiopia and Kenya in data-sharing operations for Customs and Single Window interoperability, encompassing customs declarations and certificates of origin exchange;
- Support to facilitate Integration of e-cargo tracking systems for Kenya and Ethiopia; and to deploy an e-cargo solution for Djibouti with scoping exercises for Somalia and South Sudan;
- Assistance to Djibouti, Somalia and South Sudan for development of Single Window blueprints;
- Support to Djibouti, Ethiopia, Somalia and South Sudan to participate in the International Plant Protection Convention (IPPC) e-phyto certificate exchange.

## 2. Introduction

The Horn of Africa Initiative (HoAI) is country-led regional enterprise launched in October 2019 to promote regional economic integration as a way to foster peace, stability and sustainable development in the region amongst five countries of the region: Djibouti, Ethiopia, Kenya, Somalia and South Sudan. The HoAI provides an open forum for the region at the level of Finance Ministers to discuss and agree on collective action to promote economic integration. It is anchored along 4 development pillars, consisting of: (i) Regional Infrastructure networks (economic corridors, energy and digital); (ii) Trade and Economic Integration; (iii) Building Resilience; and (iv) Human Capital Development.

Pillar 2 aims to promote the interconnectedness of businesses and trading environments and in doing so facilitate trade between the HoAI countries and regional growth. This is a key complement to investments in regional economic corridors. ICT can contribute significantly to achieving the trade facilitation goals. For example, the publication of regulatory information as well as customs and trade procedures on a TIP can aid clarity and increase understanding by economic operators in the requirements of moving goods across borders. Similarly, the exchange of trade data in advance of goods arrival at the borders can accelerate document processing and cargo clearance, which can in turn reduce associated logistics costs thus opening market options.

Further initiatives to facilitate trade are endorsed and supported by regional economic forums such as the East African Community (EAC), the Common Market for Eastern and Southern Africa (COMESA) and the Inter-Governmental Authority on Development (IGAD).<sup>2</sup> Both are guided by the WTO-FTA and further strengthened by the recent adoption of the African Continental Free Trade Area (AfCFTA), which echoes good practice initiatives that emphasize paperless processes, automation, and standardized practices.

This Digital Gap Assessment has been prepared to survey the trade-related ICT landscape of the HoAI countries and identify areas for future technical and financial assistance to promote trade-related ICT integration between Customs and other border agencies.<sup>3</sup> As such, the report provides a prioritized list of recommendations for digital interventions to address the gaps identified and which also incorporate additional opportunities for digital support that will strengthen national trade systems.

The findings show that among HoAI member countries, Kenya is at the most advanced stage of trade automation. It has a number of the necessary building blocks in place to promote ICT integration and is presently undertaking data exchange with its EAC partners on a number of fronts. Ethiopia has a fast-emerging digital trade infrastructure led by Ethiopian Customs Commission (ECC), which operates the Ethiopia Electronic Single Window (EESW) and is both ready and willing to commence data exchange in the majority of areas proposed within this report. Djibouti has a less advanced digital trade infrastructure primarily dominated by the ASYCUDA World system of Djibouti Customs and the Djibouti Port Community System (DPCS).<sup>4</sup> Somalia has recently introduced a modern Customs Management System and a Trade Information Portal but lacks automation in its respective trade-related agencies, despite having plans to

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<sup>2</sup> All HoA countries are members of one or more of these regional economic communities.

<sup>3</sup> Goal 8 of the HoAI Regional Trade Facilitation: Roadmap 2022-2025.

<sup>4</sup> A port community system (PCS) is a digital platform that streamlines and optimizes port operations by providing a centralized hub for exchanging information, managing processes, and enhancing efficiency across shipping, logistics, and regulatory activities.



address them. South Sudan on the other hand has a very low level of trade automation, with processes of trade-related agencies still largely manual, despite the recent introduction of an e-Customs service that only partially addresses customs declaration submission.

There is therefore a need to both commence new initiatives as well as to continue and sustain the existing ones to support the HoAI countries to participate in regional ICT integration. The majority of the HoAI countries could start with certain aspects of customs and trade data exchange, building on the systems that already exist in the countries. However, for more advanced data exchange (for example, the sharing of GPS data for regional cargo tracking or on exchange of electronic phytosanitary certificates) then there is also the need to establish more foundational compatible systems to digitize information and documents to allow for their future exchange.

### **3. Methodology**

For the purposes of preparing this report the Consultants undertook the assignment in 2 phases. For the first phase, visits to Kenya, Djibouti and Ethiopia were arranged with particular focus on meeting the major stakeholders of international trade in each country. A second phase was then undertaken with a similar stakeholder visit arranged for South Sudan, while a virtual consultative session was conducted with Somalia counterparts.

In each country, a series of meetings were pre-arranged before the arrival of the Consultants. A list of all stakeholders met is provided at Appendix A. These stakeholders largely consisted of Customs authorities; Plant, Animal and Human Health Agencies; Standards Agencies; and where established, National Single Window and Port Authority systems operators. While this stakeholder list does not cover all agencies engaged in international trade processing, it provides for a representative cross-section of those agencies most involved in the processing of trade information, documents and data, and also those most often having in place digitized systems relevant for data exchange.

At each meeting, discussions began with an overview of the role played by the interviewed organization, with a particular focus on the operations concerning the processing trade-related documents and information. Thereafter, inquiries were made to assess to what extent the relevant procedures are automated. For non-automated procedures, discussions focused on current plans and ambitions to address existing gaps. In some instances, challenges faced by these agencies in their operations were explored, including the technical and financial assistance needs necessary to improve and strengthen their operations. A draft report was thereafter shared and subjected to validation by each country's stakeholders to correct any oversights and to address all relevant comments received. Such validation was conducted through submission of written comments and hosting of virtual presentations on the report covering its main findings and recommendations.

This assessment provides a snapshot of the trade environment in which the main stakeholders interviewed operate with focus on the ICT aspect. It does not intend to be a comprehensive catalogue of all systems used by all agencies but aims to provide a representative situational overview of the main systems in each country and their status viz-a-viz digitization progress and ongoing efforts aligned with international good practice guidance for trade facilitation, as highlighted in Section 4. Where relevant,

reference is made to ongoing programs and projects currently planned or underway and whether funded through government or donor partners.

#### **4. Trade Facilitation Digital Baseline**

The WTO-TFA is a landmark multilateral trade agreement aimed at streamlining and simplifying global customs procedures to facilitate the smooth flow of goods across borders. Adopted in 2013 and entered into force on 22 February 2017 after being ratified from two-thirds of WTO Members, it focuses on enhancing transparency, reducing red tape, and promoting cooperation among member countries to expedite customs clearance processes. The WTO-TFA contains three types of provisions: (1) Mandatory Measures (provisions that Member States are obliged to introduce in their legislation); (2) “Best Effort” Measures (provisions that, even if not binding, Member States are encouraged to implement); (3) Conditional Measures (provisions that Member States are urged introduce within the limit of their available resources).

Among the TFA measures, a number cover digital initiatives aimed at modernizing and simplifying customs procedures. One key aspect of such measures is the promotion of paperless trade through the use of electronic documentation and communication, and encouraging the adoption of electronic systems for the processing of documents required for import, export, or transit formalities as well as for pre-arrival processing, and electronic signatures. Adopting digital initiatives in accordance with the TFA can contribute to the overall modernization of trade procedures and enhance a country's competitiveness in the global trading system.

As such, the TFA can serve as a valuable baseline for countries looking to assess and adopt digital initiatives in the realm of international trade and customs procedures. The TFA provides a framework of best practices and standards, emphasizing the use of digital technologies to streamline and enhance trade facilitation. Countries can use the TFA as a reference point to evaluate the degree to which trade facilitation measures are being introduced and identify areas where digitalization can be leveraged to improve efficiency, reduce costs, and increase transparency.

In preparing this report, Annexes 3 and 4 of the Protocol on Trade in Goods of the AfCFTA were also considered as a baseline for digital initiatives to support trade facilitation. Annex 3 focuses on Customs Cooperation and Mutual Administrative Assistance but also contains provisions that encourage the automation of customs operations and interoperability among customs IT systems, while Annex 4 deals specifically with trade facilitation. Both Annexes aim to enhance the efficiency and effectiveness of customs procedures, reduce transaction costs, and promote the smooth flow of goods across borders among the AfCFTA State parties. They include provisions related to the simplification and harmonization of customs procedures, and the use of modern technologies to facilitate trade. However, as both Annexes basically mirror the WTO-TFA<sup>5</sup>, the latter was used as an established and more comprehensive baseline. Where applicable, references are made to corresponding articles of the relevant Annexes to AfCFTA Protocol on Trade in Goods.

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<sup>5</sup> For a comparative analysis between the Annexes 3 and 4 of the Protocol on Trade in Goods of the AfCFTA and the WTO-TFA, see “A business guide to the African Continental Free Trade Area Agreement”, International Trade Centre (ITC), Geneva, 2018. <https://intracen.org/file/afcftabusinessguidefinallorespdf>

By aligning countries' digital initiatives with the provisions of the TFA, they can ensure that their efforts are in line with international standards, promoting interoperability and facilitating cross-border trade. This approach can help countries to not only meet their obligations under the TFA but also leverage digital technologies to go beyond the minimum requirements, creating a more advanced and efficient trade environment. Relevant articles of the TFA that relate to digitization are:

#### Article 1: Publication and Availability of Information (Mandatory Measure)

This article requires member countries to publish and make available trade-related information, including laws and regulations, rates of duties and taxes, fees and charges in electronic form. It promotes the use of the internet and ideally the establishment of a Trade Information Portal (TIP), being a central repository for all of a country's trade information as means to enhance transparency and accessibility of information.

UNCEFACT Recommendation 38<sup>6</sup> provides guidance for countries embarking on implementing a TIP, clarifying that it is a singular website that *"aggregates and publishes all trade-related regulatory information originating from the government agencies that perform a control function in relation to imports, exports, transits or trans-shipments"*. The recommendation also specifies that its purpose is to allow importers, exporters or anyone involved in international trade *"to easily find, understand and comply with any legal requirements and procedures pertaining to specific goods that are necessary to comply with national obligations for clearings goods at the border as well as before or after clearance."*

*[Article 4 of Annex 4 to AfCFTA Protocol on Trade includes provisions on the publication of trade information to enhance transparency and facilitate trade among member states. This involves commitments to share relevant trade data, regulations, and procedures to promote a more informed and efficient trading environment within the African continent.]*

#### Article 6: Formalities Connected with Importation and Exportation (Mandatory Measure)

Article 6 encourages the use of electronic documentation and procedures for customs clearance, including electronic submission of customs declarations and supporting documents. It emphasizes the importance of accepting electronic payments for duties and taxes.

*[Article 6 of Annex 3 to AfCFTA Protocol on Trade in Goods on Automation of Customs Operations encourages member countries to develop or adopt interconnectivity of computerized Customs clearance]*

#### Article 7: Release And Clearance of Goods

##### 1. Pre-arrival Processing (Mandatory Measure)

Article 7(1) promotes the use of information technology to enable pre-arrival processing of goods and enabling customs authorities to conduct risk assessments electronically. It suggests implementing procedures that allow for the electronic submission of information before the arrival of goods to facilitate quicker clearance including payment, processing and treatment decision in advance and thus result in minimal delays at the border for import, export or transit.

*[Article 7 of Annex 3 to AfCFTA Protocol on Trade in Goods on Advance Exchange of Information advocates for member countries to exchange information covered by the Annex in advance of the arrival of persons,*

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<sup>6</sup> [UNCEFACT](#) Recommendation 38.

*goods and means of transport in their respective territories, which may be done manually or electronically. The same article further supports the exchange any information covered within the Annex in advance to another territory within set terms and conditions consistent with the Agreement.]*

## 2. Electronic Payment (“Best Effort” Measure)

Article 7(2) promotes transparency and the use of electronic means for payment, to the extent practicable.

*[Article 4 of Annex 4 to AfCFTA Protocol on Trade includes provisions on the publication of trade information including those on fees and charges, while Article 8 of Annex 4 refers to each State Party, to the extent practicable, adopting or maintaining procedures allowing the option of electronic payment for duties, taxes, fees, and charges.]*

### Article 10: Formalities Connected with Importation and Exportation (Mandatory Measure)

Article 10 calls for the use of information technology to reduce the time and cost of customs procedures. It encourages the development and use of single-window systems that integrate and streamline trade-related processes. The regulatory single window, or National Single Window (NSW), aims at providing a single point of contact for traders to engage with all parties involved in the clearance of goods. Such an NSW could, depending on the ICT maturity of the country, connect existing systems of agencies with the NSW to receive various regulatory applications and return issued authorizations, or deliver to agencies without information systems a first level of automation helping them to accelerate their digitization efforts. Therefore, when assessing the implementation of a country’s NSW it is also relevant to consider how each agency connects to and utilizes the NSW functionality.

*[Article 1 of Annex 4 to AfCFTA Protocol on Trade in Goods provides a definition of a Single Window while Article 18 of Annex 4 encourages AfCFTA State Parties to establish and maintain a Single Window, to the extent practicable, by using information technology. On the other hand, Article 6 of the Annex 3 to AfCFTA Protocol on Trade in Goods on Automation of Customs Operations, encourages member countries to adopt computerized Customs systems in collaboration with stakeholders and to exchange data.]*

### Article 11: Freedom of Transit (Mandatory Measure)

Article 11 recommends the use of electronic pre-notification and transit declaration procedures to facilitate the movement of goods in transit. It emphasizes the importance of information exchange and cooperation between neighboring customs authorities along transit corridors. In addition, the use of electronic cargo tracking could further facilitate the movement of goods in transit, providing visibility of the vehicles carrying goods as they move through a country, and where compatible systems exist across the borders from point of initial loading to final destination.

## 5. Country Observations

There is a significant amount of automation either in place or planned for a majority of the countries reviewed. This section of the report provides a catalogue of observations for each country against the digitization framed by the TFA articles described above.

### Djibouti

A majority of the Djibouti regulatory agencies consulted maintain manual operating procedures with the exception of Customs that make use of the latest version of ASYCUDA World, and the Port Authority that utilizes the Djibouti Port Community System (DPCS) for logistics operations.

The DPCS itself is a commercial software package supplied by Crimson Logic of Singapore, the same software platform as used by Kenya for its Trade Facilitation Platform (TFP). As such, the basic functionality of an NSW is already part of the DPCS software and the DPCS operator (a commercial subsidiary of Djibouti Ports and Free Zone Authority) has been provided the mandate through government decree to automate *all import, export and transit process* on its platform, a position that the Djibouti Customs is still determining wider implications with their legal mandate. Regardless of who is charged with introducing the NSW much needed preparatory work that would form a good practice recommendation for any NSW implementation has not yet been undertaken particularly with regards to decisions on governance, financing, legislation, and development of a fully scoped and costed project implementation plan.

The above aside, Customs has a number of ongoing reforms based on use of ASYCUDA to facilitate trade along the Djibouti corridor. As recent as March 2023 discussions were held on data exchange to agree protocols and standards with Ethiopia, but still yet there is no reciprocal exchange of data. However, Djibouti Customs are keen to continue discussions with their counterpart in Ethiopia under the support of COMESA and the EDF-II program to allow such an exchange.

Additionally for Djibouti with the digitization base relatively low, there are a number of ongoing projects specifically addressing automation. Notably, TMA aims to strengthen the Djibouti transit corridor through introduction of an electronic cargo tracking system (under procurement), a fleet/corridor vehicle monitoring system (through Djibouti Ministry of Equipment and Transport, also under procurement), support Customs systems integration between Djibouti and Ethiopia) for language harmonization (translation) of the Single Administrative Document, and promoting work for the harmonization of phytosanitary standards with the Directorate of Agriculture and Forests., amongst other physical infrastructure and capacity building initiatives. Additionally, the WB DRIVE project is also active in the country with its focus, amongst other areas of working to enable the region to commercialize livestock production in pastoralist communities.

A visual representation of the various systems of the trade environment in Djibouti and their interconnection is shown at figure 3 with comments below.

Figure 1: Djibouti Trade Systems



<b>Article 1: Publication and Availability of Information</b>	
	<p>Does the country have a Trade Information Portal?</p> <p>There was the intention to establish a Trade Information Portal under the Ministry of Trade through the support of COMESA Trade Facilitation Program, however due to unavailability of staff to work with the COMESA appointed solution provider (UNCTAD) no progress was made.<sup>7</sup> As a result, the funding has now been redirected with no funding currently available for the Ministry of Trade.</p> <p>In addition, Djibouti Customs has launched a new website in 2023 which includes publication of trade-related information but this does not constitute a trade portal following UNCEFACT guidance of Recommendation 38.</p>
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	<p>Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment and release?</p> <p>Djibouti Customs has implemented ASYCUDA World customs management system. The implementation includes all main modules covering manifest, declaration, transit, selectivity, and payment. To enhance the clearance of transit goods, there is consideration by Customs to deploy handheld scanners for officers to discharge their duties at vehicle side.</p> <p>Moreover, Djibouti Customs sends transit declarations of Customs destined for Ethiopia to Ethiopian Customs Authority. There is however no reciprocal receipt of transit declaration of good moving from Ethiopia to Djibouti.</p>
<b>Article 7: Release And Clearance of Goods</b>	

<sup>7</sup> UNCTAD’s trade portal solution and approach require participating countries to allocate national staff to undertake the necessary work of gathering, collating and loading content to the trade information portal.

	Does the country allow for pre-arrival processing of goods, including payment, assessment and clearance in advance (or immediately on presentation).
	The pre-arrival processing is implemented for some importers, but not fully due to need for other government agencies to be incorporated in the pre-clearance assessment process, including Plant, Animal, Human Health and Standards agencies who only receive notification of goods arrival from importers seeking their clearance.
	Does the country have in place a risk management information system that goes beyond simple selectivity.
	There is no risk management information system, only the selectivity module of ASYCUDA World being active for Customs.
	Does the country, and all involved agencies make use of electronic means of payment?
	Customs has implemented single payment functionality and collects fees for other agencies collected at the border. Electronic payments is made through integration with banks and is under pilot with 2 banks presently and is soon expected to expand for piloting with 4 banks.
<b>Article 10: Formalities Connected with Importation and Exportation</b>	
	Does the country have a National Single Window?
	There is currently no National Single Window for Djibouti. However, the basic functionality for an 'OGA processing' system of an NSW is embedded within the DPCS software solution and the DPCS operator (a commercial subsidiary of Djibouti Ports and Free Zone Authority) has been mandated through government decree of 2017 to automate <i>all import, export and transit process</i> on its platform, a position that Djibouti Customs is still determining wider implications within their legal mandate.  DPCS is at the early planning stage of how to approach a NSW implementation with intention to look into the Certificate, Licensing, Permit processes of 5 pilot agencies. Indications are that the pilot implementation of 5 agencies to be supported by TMA with USD 500k allocated, but as yet no scoping of BPR excises have commenced, there have been tentative testing of the software solution only and expectation is for the development of a concept paper on the solution for TMA to fund the proposed pilot project.
	Does the country have a Port Community System?
	Djibouti Port Community Systems (DPCS) is a subsidiary of Djibouti Ports & Free Zones Authority (DPFZA) mandated to provide and operate the port community System. DPCS coordinates the different processes linked to importing/exporting through the ports, airports, and corridor by leveraging on technology to simplify, connect and streamline those processes.  Amongst other features, PCS (a cloud-based system) provides cargo management, gate appointment system, corridor services, integrated online payment and is partially integrated with ASYCUDA World for manifest exchange. DPCS recently completed the development of a BI tool that is being rolled out. PCS is integrated with external systems, such as payment gateway with banks, while further integration with Customs is pending.
	Do individual agencies have their own IT system, or is processing provided through the NSW?

<p><b><u>Ministry of Agriculture, Livestock and Fisheries – Plant Protection Agency</u></b></p> <p>The Directorate of Agriculture is mandated to promote and regulate the agriculture sector and specifically for plant protection. The Directorate processes all phytosanitary certificates (mainly for re-exports) centrally based on a manual system with hardcopy documents issued. The Directorate operates under the law of 1952 which does not include provision for issue of import permits. The Directorate has no laboratory and does not undertake tests for pests with referral to the national laboratory where required, but this is below the required capacity needed.</p> <p>A strategy for the Directorate has been developed and with focus primarily on updating the law and building capacity of staff. While TMA is promoting work for the harmonization of phytosanitary standards and other technical measures governing trade.</p>
<p><b><u>Ministry of Agriculture, Livestock and Fisheries – Animal Health Agency</u></b></p> <p>The Livestock Lead Executive is mandated to regulate importation and export of live animals and animal products of the livestock sector.</p> <p>All processes of the Directorate including those for issuing import permits and export sanitary health certificates remain manual along with payments which are made to the EAA bank account.</p> <p>The Directorate is receiving support from the World Bank’s DRIVE project<sup>8</sup> which includes updating infrastructures and trade facilitation activities.</p>
<p><b><u>Ministry of Interior</u></b></p> <p>The Ministry has no direct role in trade facilitation save for handling immigration matters.</p> <p>The Ministry reported of plans by the Djiboutian government to implement a biometric border pass system for small traders and has bi-lateral agreement in place with Ethiopia and Somalia.</p>
<p><b><u>Standards Agency</u></b></p> <p>Established under the Djibouti Law No. 100/An/20/8 of 2021, the Djiboutian Agency for Standards and Quality (ADN) is an institution under the Ministry of Commerce. ADN is the national reference body for the development of standards.</p> <p>ADN is newly established and is focusing on smaller subset of goods of food and electricity as priority sectors and works closely with the National Laboratory Analysis (LANA).</p> <p>ADN has no automated systems in operation, although is considering implementing a system to process and issue digital certificates with traceability functionality. Other areas of consideration include harmonization of standards and adopt mutual recognition agreements, development of a portal/platform to communicate between various standards organizations.</p>

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<sup>8</sup> The De-risking, Inclusion, and Value Enhancement of Pastoral Economies in the Horn of Africa (DRIVE) Project is working to enable Ethiopia, Djibouti, Kenya and Somalia to adapt to the impacts of climate change, commercialize livestock production in pastoralist communities, and ensure inclusion of the marginalized and vulnerable groups such as women in the sector. <https://projects.worldbank.org/en/projects-operations/project-detail/P176517>



	Being newly established, ADN requires technical and financial support in operationalization of its mandate. Such include connectivity to ASYCUDA World for viewing products of interest, development of a certification system, setting up of a National Enquiry Point, building capacity internally and that of the manufacturers in standards conformity.
<b>Article 11: Freedom of Transit</b>	
	Does the country make use of a Transit module for goods movement?
	Djibouti Customs is responsible for the Djibouti/Ethiopia Corridor and has transit agreement with Ethiopia since 2008. Customs also makes full use of the ASYCUDA World Transit module, generating T1 documents at place of loading and cancelling those T1s as the consignment crosses the border, and equally in reverse for goods from Ethiopia bound for the port.
	Does the country have an electronic cargo tracking system?
	Implementation of a cargo tracking system is at the stage of procurement with the support of TMA.
<b>Other observations</b>	
	<p><b><u>TradeMark Africa (TMA)</u></b></p> <p>TMA is promoting regional economic integration in the HoA through the development of the Djibouti corridor (EU funded).</p> <p>The below trade facilitation initiatives that are being funded/or considered for funding by TMA for Djibouti:</p> <ol style="list-style-type: none"> <li>i. Procurement and rollout of an ECTS on the Djibouti Corridor.</li> <li>ii. Interoperability of information and communication systems between the Port of Djibouti, Djibouti and Ethiopian customs and other users of information systems (carriers, freight forwarders).</li> <li>iii. Integration of DPCS with other partner government agencies (as foundation for an NW) with the initiative at concept note preparation note by DPCS.</li> <li>iv. Data integration framework for customs integration between Djibouti's and Ethiopia's customs management systems; with the integration implementation expected in 2024.</li> <li>v. Harmonization of SAD in a common language to support data exchange for Ethiopia and Djibouti</li> <li>vi. Establishment of an OSBP at Galafi for Djibouti plus minor infrastructure upgrade on Ethiopia side.</li> <li>vii. Harmonization of national regulations with the commitments entered into by the two countries under international trade agreements: the COMESA-Tripartite Agreement-SADC, AfCFTA and the WTO –TFA.</li> <li>viii. Harmonization of standards for sanitary and phytosanitary standards (SPS) and other technical measures governing trade.</li> <li>ix. Digitization of business procedures and risk management including automation of Certificate of Origin and ePhyto system for Ethiopia; development of a Knowledge Management System with e-learning platform; fleet management system for tracking of trucks, integration of Djibouti and Ethiopian fleet management systems.</li> <li>x. Establishment of private sector logistics platforms in Djibouti and Ethiopia.</li> </ol>

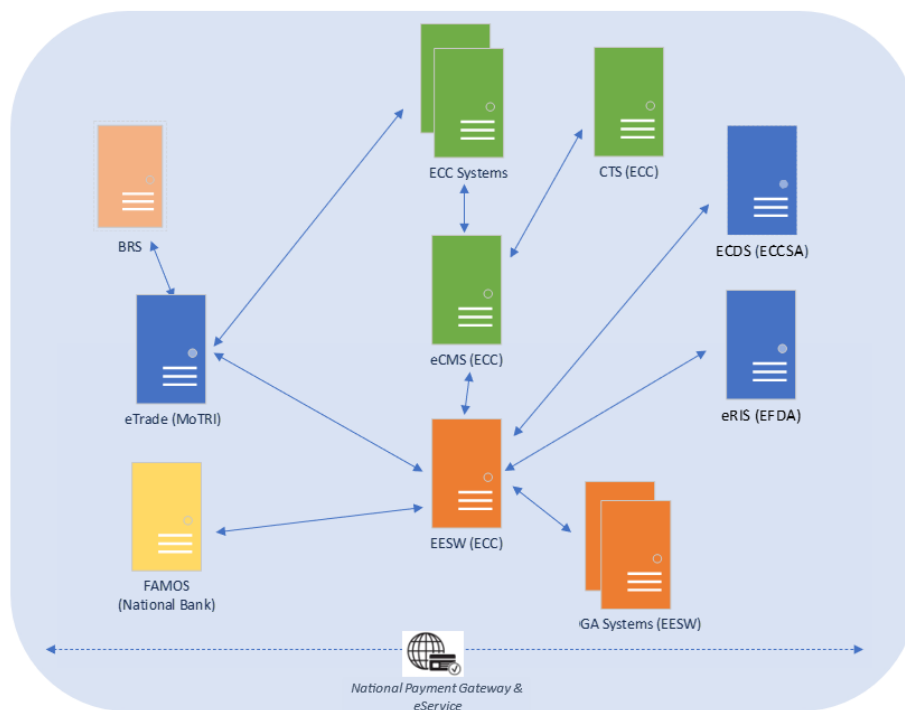
## Ethiopia

Ethiopia has a maturing electronic NSW, with 16 trade regulatory agencies connected with a total of 58 Licenses, Certificates or Permits automated on the platform. A further 22 parties are to connect under a phase 2 implementation financed by the Government. Work remains and is in-progress for establishing full range of electronic payment options in the NSW and to encompass digitization of phytosanitary certificates and COMESA COO exchange, together with rollout to remaining government agencies that are a lesser priority than those already connected.

Of interest, Ethiopia Customs is planning the launch of an electronic cargo tracking system to monitor movement of transit cargo in its territory. Customs administration desires to expand tracking across and into regional neighbors' territories. Moreover, Ethiopia Customs met early December in Addis Ababa with KRA to discuss the possibility of data exchange through the auspices of COMESA EDF-II (EU funded) program. They also planned to meet a delegation from Djibouti Customs to discuss the same. However, EDF-II funding for this initiative is shortly to end in March 2024 with, as yet no extension of funding confirmed leaving these initiatives uncertain of future progress.

A visual representation of the various systems of the trade environment in Ethiopia and their interconnection is shown at figure 2 with comments below.

Figure 2: Ethiopia Trade Systems



Note: Ethiopia has a number of on-going integration activities under development including the following:

- National Identification system
- E-Payment system
- Ethiopia Pharmaceutical
- Core-banking systems of Banks

<b>Article 1: Publication and Availability of Information</b>	
	Does the country have a Trade Information Portal?
	Ethiopia does not have a TIP. The Ministry of Trade and Regional Integration (MoTRI) took steps towards implementing such a tool, but the project has been rescoped and there is currently no financing available, although great desire to introduce it exists.
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment and release?
	<p>In 2017, the ECC replaced the prior ASYCUDA CMS with the Webb Fontaine “electronic Customs Management System” (eCMS), which also provides a front-end Customs Trade Portal containing detailed information on tariffs, taxes and documentation related to customs formalities. The ECC, placed under Ministry of Revenues, is responsible for the implementation and operation of both Ethiopian Electronic Single Window (EESW) and eCMS.</p> <p>The eCMS has full CMS functionality from receiving and managing manifests, declarations, duty assessment, electronic payment through to release for imports, exports and transit goods. The system incorporates electronic payments through the Ethiopia Telkom payment gateway, in addition to risk management and selectivity modules. It also supports pre-clearance approval processing.</p> <p>Under the auspices of the COMESA EDF-II (EU funding) work is ongoing to allow the exchange of data between Ethiopia and Djibouti CMSs. An initial meeting was held between the two Customs administrations in December. However, the EDF-II program is due to end in March 2024 and any further financial support is uncertain.</p> <p>ECC’s also has its ongoing ECUPASS project which amongst other initiatives aims to integrate all national and regional logistics and customs actors into a single sign on solution, together with a national track and trace solution interconnected with various systems.</p> <p>Enhancement of barcode readers deployment to all locations is also in progress.</p>
<b>Article 7: Release And Clearance of Goods.</b>	
	Does the country allow for pre-arrival processing of goods, including payment, assessment and clearance in advance (or immediately on presentation)?
	Pre-clearance approval processing is implemented, but only for Customs but not for other agencies, however, with no advance visibility of declarations/consignments on route to the border.
	Does the country have in place a risk management information system that goes beyond simple selectivity?
	There is no implementation of a risk management information system besides selectivity as part of the iCMS.
	Does the country, and all involved agencies make use of electronic means of payment?
	Electronic payment facilities are available to eCMS and EESW through integration with the Telebirr system of Ethio telecom. The eCMS allows the payment of customs related duties

	<p>and taxes while ECMS allows payment of agency related certificate/permit processing fees. The EESW has ambitions and work is underway to expand electronic payment options allowing (card, mobile money, banks etc.) and to extend to the facility to those agencies not yet using.</p>
<p><b>Article 10: Formalities Connected with Importation and Exportation</b></p>	
	<p><b>Does the country have a National Single Window?</b></p> <p>The ECC has implemented Ethiopia’s Electronic Single Window (EESW) system based on the Korean CUPIA solution (see Appendix B.III for more details of functionality). The EESW connects 16 major cross-border regulatory agencies and several non-governmental agencies, plus all the 17 national banks and 11 insurance companies in Ethiopia.</p> <p>The EESW offers a centralized regulatory system for Cross Border Regulatory Agencies (CBRA) permitting (application, processing, and issuance) for those agencies with no automated systems. However, at the moment not all the processes of the agencies linked to the EESW are automated. Additionally, the Ethiopian Food and Drug Administration is connected to the EESW via their in-house information systems, but only for a sub-set of its trade authorizations. The EESW services are currently offered free of charge to the public, but Customs are considering the introduction of a fee to cover the costs of the system.</p> <p>A legal basis for the Single Window was introduced in 2014 with the Customs Proclamation No. 859, that at Article 78, para 3, mandates Customs to facilitate the use of its electronic information exchange system by the relevant government agencies and financial institutions to enable the provision of single window service with respect to the importation and exportation of goods.</p> <p>Enhancements of the EESW to support trade are under consideration and include regional integration through the exchange of the COMESA certificate of origin with the COMESA regional platform. There are also discussions in progress for the integration between Kenya’s TFP and EESW (see Customs section), and the integration between EESW and Djibouti’s PCS.</p> <p>ePhyto connectivity to the IPPC ePhyto hub is of interest. However, the EESW is not yet processing phytosanitary certifies (see Plant Protection section which is a pre-requisite to allow generation of the e-phyto).</p>
	<p><b>Does the country have a Port Community System?</b></p>
	<p>Ethiopia does not have a PCS. However, there is intention under the WB funded Modjo Dry Ports project of developing a PCS that will integrate all involved stakeholders of the 4 dry ports.</p>
	<p><b>Do individual agencies have their own IT system, or is processing provided through the NSW?</b></p>
	<p><b><i>Ministry of Agriculture - Ethiopia Agricultural Authority (EAA) – Plant Protection Agency</i></b></p> <p>EAA is a recently (2021) created government agency responsible for regulating and promoting the country's agricultural sector. The Directorates under EAA are Plant Quarantine and Phytosanitary Service (PQPS), Seed Control, Pesticides and Fertilizer, Animal Health Agency and laboratory services.</p>

<p>Being a new entity, EAA is facing challenges in terms of funding and organization set up. Import permits processing for plant and plant products is automated under the EESW. However, the export phytosanitary certificate remains manual, with reliance on hardcopy certificates. There is the intention to automate phytosanitary certificates with the support of Trademark Africa, although there is uncertainty about the full scope of the system to be developed, the timeline for its implementation and on whether it will include the exchange of e-phyto with the IPPC HUB.</p>
<p><b><u>Ministry of Agriculture – Ethiopia Agricultural Authority (EAA) - Animal Health Agency</u></b></p> <p>All services at the Livestock Quarantine under the Lead Executive are manual. The Lead Executive is currently at the early stages of automation with analysis undertaken to digitize import permits and export sanitary certificates through the EESW and had started the service but due to some procedural matters surrounding inspections fees the service has been suspended pending resolution.</p> <p>Separately, the Directorate is receiving support from the World Bank DRIVE project with focus currently on updating infrastructure related to export of livestock and on activities related to trade facilitation that may move on in later stages of the project to look at digitization matters. The Directorate is in urgent need of ICT equipment including computers, printers, copiers to operate at a basic level and to begin utilizing the EESW for their operations as a first step to automation.</p>
<p><b><u>Ministry of Health – Ethiopian Food and Drug Authority (EFDA) – Port/Human Health Agency</u></b></p> <p>The Ethiopian Food and Drug Authority (EFDA) is the national regulatory body established in 2021 with the mandate to regulate the safety and quality of food, the safety, quality, and efficacy of medicines, the safety, quality, and functionality of medical devices, the safety of cosmetics and other health products, and alcohol and tobacco products.</p> <p>EFDA has implemented an integrated Electronic Regulatory Information System (eRIS) that has been integrated with the EESW. The system facilitates registration/application, processing, and issuance of licensing of products, import and export CLPs amongst others such as food export certificate, certificate of competence, free sales certificate, health certificate. Automation of the inspection process under EESW is operational. Payments for the CLPs are manual; made through the bank. The system is not linked to other external (outside Ethiopia) systems.</p> <p>Automation of the port clearance process in eRIS is in progress with intent to integrate with the EESW providing the single porta/user interface. Implementation of electronic payments for the CLPs issued through eRIS is also under development.</p>
<p><b><u>Standards Agency</u></b></p> <p>The Ethiopian Standards Agency (ESA) is one of four national standards bodies under the MoTRI that form the National Quality Infrastructure. Others are the Ethiopian National Accreditation Service (EAS), the Ethiopian Conformity Assessment Enterprise (ECAE) and the National Metrology Institute of Ethiopia (NMIE). The standards bodies are looking towards automating their processes through the WB National Quality Infrastructure (NQI) Project supporting all four standards bodies which has been ongoing for 4 years, with 1 year remaining.</p>

	<p>The ESA is responsible for standards development, training, and technical support and dissemination; and is the National TBT enquiry point, all processes are manual. The EAS certifies products and service providers for the conformity to the Ethiopian and other standards; whereas the ECAE issues certificates for products (imported or locally produced) that meet Ethiopian standards; and NMIE offers metrology related services.</p> <p>The ESA seeks to operationalize the national TBT enquiry point through acquisition of equipment, capacity building and automation of the center as established. Development of capacity support harmonization of standards (local, regional and global), the capacity to implement developed standards, awareness creation within the agencies, and mainstreaming of the standards in legal frameworks is lacking. ESA seeks support (funding and technical assistance) to complete pending projects under the NQI project.</p>
	<p><b><u>Ministry of Transport and Logistics (MoTL)</u></b></p> <p>The MoTL is responsible for managing the execution, direction, and coordination of transportation and logistics policies and strategies within the country. To this end, it has implemented an Operator Management System (OMS) that supports the planning and implementation functions of the Ministry. Some of the services offered on OMS include the issuance of various cross border permits for freight trucks and their drivers, public transport vehicles and their drivers.</p> <p>The Ministry had conducted a gap analysis on trade logistics and a report submitted through the European Union (EU)-funded Tripartite Trade and Transport Facilitation Program (TTTFP)<sup>9</sup> addressing improvements in;</p> <ul style="list-style-type: none"> <li>i. Cross Border Transport;</li> <li>ii. Load Management; including harmonization of rules and regulations, establishment of a common management system, and development of specifications of a national system;</li> <li>iii. Development of a national system (TRANSIP) that will offer amongst other services; driver licensing, penalty management, cross border operator registration and will be integrated with TRIPS (regional platform to exchange information across borders).</li> </ul> <p>In addition, TMA is supporting the development of a Fleet Management System that will integrate existing private sector fleet monitoring system and provide a dashboard to monitor trucks, establishment of a fleet monitoring center, and the integration of the system with the Operator Management System, TRANSIP.</p> <p>The MoTL is also evaluating adoption and customization of the Tripartite Transport Registers and Information Platform System (TRIPS), an IT system for the registration of cross-border transport operators using the Tripartite corridors based on their capability to meet specific standards and quality regulation criteria detailed in the Multilateral Cross-Border Road Transport Agreement (MCBRTA), an agreement developed within the TTTFP program which aims at harmonizing the transport regulations governing transport of cargo in countries member of the EAC, COMESA and SADC regions.</p>

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<sup>9</sup> Tripartite Trade and Transport Facilitation Program: <https://tttfp.org>

	<p>There is a desire for an integrated Logistics Management System to automate the movement of goods from the warehouse to port of export with traceability functionality and integrated with other systems.</p> <p>Also in progress is TRANSIP, a 7-year incomplete project experiencing project management challenges with specific requirements for technical support and resourcing on IT project management, IT project procurement. Institutional capacity strengthening to drive adoption of the reforms through change management activities including support and sustainability of the system.</p>
	<p><b><u>Ministry of Trade, and Regional Integration (MoTRI) – Directorate of Trade</u></b></p> <p>The Directorate of Trade of the MoTRI is responsible for policy formulation, planning and implementation of the trade sector. It issues trade licenses for export/import and domestic trade licenses and as a matter of policy, it oversees the process of commercial banks issuing necessary permits to export goods having complied with foreign currency regulations of National Bank of Ethiopia.</p> <p>Business registration and licensing processes are automated through the mobile enabled e-Trade Online Registration &amp; License System (3 years old). Electronic payments are made for licenses issued through integration with the banks (national payment gateway switch for banks). The system is integrated with the EESW, Tax, and Business Registration Services systems.</p> <p>A contract administration system is under development and at the testing phase that will support contract registration and export permitting, and will be integrated with the licensing system. Integration with other systems such as eCMS, EESW, Ethiopian Airlines, Revenue, and National organizations is planned.</p>
	<p><b><u>Environment Agency</u></b></p> <p>The Ethiopian Environment Protection Authority (EEPA) EEPA is the national institution responsible to ensure the realization of the environmental rights, goals, objectives, and basic principles of the Environment Policy of Ethiopia. This includes amongst others the regulation of solid, hazardous waste, ozone depleting substances (ODS), industrial chemicals, plastics packaging.</p> <p>The EEPA is not involved in the clearance and inspection of goods at the port of entry/exit. However, it has implemented partial automation of its services offered through the government eService/Citizen services platform. There are no charges for the issuance of import permits for ODS, registration and administration of industrial chemicals, import and manufacturing licensing for electric and electrical equipment, import and permitting for manufacturing of industrial chemicals. Import permitting of plastics packaging is manual with the import of hazardous waste prohibited.</p> <p>The application and processing of export certificates for non- genetically modified organism is automated under the eService platform; however, the certificates are issued in hardcopy.</p>
	<p><b><u>Private Sector – Chamber of Commerce</u></b></p> <p>The Ethiopian Chamber of Commerce &amp; Sectoral Associations (ECCSA) is an autonomous, private sector institution and a member of the International Chambers of Commerce that collaborates with the Pan-African Chamber of Commerce and Industry (PACCI). ECCSA has</p>

	<p>eighteen members including nine Regional Chambers of Commerce and Sectoral Associations, two City Chambers of Commerce and Sectoral Associations, one National Chamber of Sectoral Association and six Sectoral Associations organized at national level.</p> <p>As part of its trade role, ECCSA authenticates commercial export documents at a fee and when requested.</p> <p>The ECCSA also processes and issues through the EESW platform both the Ethiopian non-preferential Certificate of Origin (COO) and the COMESA COO. However, due to capacity and connectivity challenges of the exporters, a majority of COO applications are submitted and issued manually (estimated at more than 95% of all COO applications).</p> <p>ECCSA is piloting the Ethiopian Chamber Digital Service (ECDS) system to automate the authentication of the commercial export documents with ability to receive payment confirmation from the bank; with a consideration for integration with the EESW under discussion.</p>
<b>Article 11: Freedom of Transit</b>	
	<p>Does the country make use of a Transit module for goods movement?</p> <p>Yes, transit management is part of eCMS system.</p> <p>Additionally, interoperability between COMESA and ECMS to exchange Regional Customs Transit Guarantee (RCTG)<sup>10</sup> information has been developed and tested successfully. However, it requires Djibouti to also participate with work ongoing for them to interface their system with COMESA to make a full-fledged RCTG information exchange through Ethiopia-Djibouti corridor.</p> <p>Does the country have an electronic cargo tracking system?</p> <p>ECC is soon to operationalize its Electronic Cargo Tracking System. This has been a national development of a bespoke software solution for Ethiopia's needs. There is desire but not action as yet to exchange vehicle / consignment movement information with neighboring countries to have visibility of vehicle from point of origin/loading right through to destination, whether in Ethiopia or beyond.</p>

## Kenya

Kenya appears the most advanced in its digitization efforts having in place not only the most comprehensive National Single Window (NSW) through established parastatal operator Kenya Trade Network Agency (KenTrade), but also in the automation of the agencies consulted, most of whom already have information systems that are integrated with the Single Window for exchange of applications and issued authorizations and electronic payments.

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<sup>10</sup> The objective of the RCTG Carnet is to reduce the cost of moving goods in transit in the COMESA region and thus contribute to enhancing the trade competitiveness in the countries implementing the scheme, especially landlocked countries. In addition, it aims at addressing problems such as: a) tied-up monetary and financial assets as collateral requirement; b) long vehicle turn-around time; c) frequent inspection of transit goods by administrative authorities in the transit countries; and d) delays in acquittal/cancellation of guarantees. <http://rctg-mis.comesa.int/index.php>

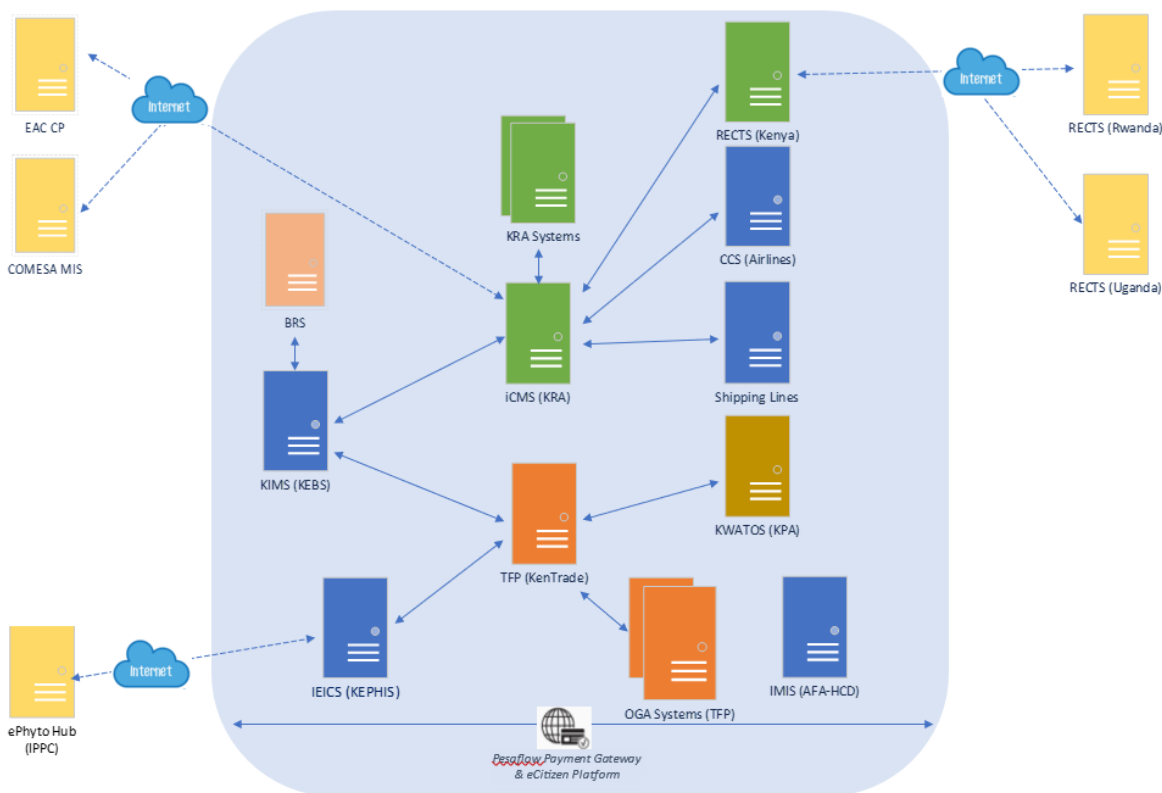


The Kenya Revenue Authority (KRA), amongst various initiatives, is already engaged in activities for data sharing of declarations and certificates of origin (COO) with EAC Partner States, as well as in the operation of a regional electronic cargo tracking system along the Northern Corridor.

However, there are presently no data sharing activities with HoAI countries but there is a growing appetite for such advances, especially with Ethiopia. Both Animal and Plant health agencies are also well automated, with the Kenya Plant Health Inspectorate Service (KEPHIS) exchanging electronic phytosanitary certificates through the e-phyto HUB<sup>11</sup> via its in-house developed system. However, such certificates are not currently shared with other HoAI countries, who still rely on the exchange of paper-based phytosanitary certificates.

A visual representation of the various systems of the trade environment in Kenya and their interconnection is shown at figure 1 with comments below.

Figure 3: Kenya Trade Systems



<b>Article 1: Publication and Availability of Information</b>	
	Does the country have a Trade Information Portal (TIP)?
	Kenya launched its TIP in 2017. It has progressively been mapping commodity procedures and has currently documented both import and export procedures for 125 commodities

<sup>11</sup> IPPC ePhyto Solution: <https://www.ephytoexchange.org>

	<p>with details ranging from regulatory procedures, relevant forms, requirements, time, and general contact information.</p> <p>KenTrade is responsible for the implementation, administration and operation of the TIP. As part of the enhancement of the TIP, KenTrade has the following activities planned but are facing funding challenges to action:</p> <ol style="list-style-type: none"> <li>a. Simplification of export and import procedures for various commodities;</li> <li>b. Publication of the simplified procedures;</li> <li>c. Documentation and publication of export and import procedures for various commodities.</li> </ol> <p><a href="https://infotradekenya.go.ke/">https://infotradekenya.go.ke/</a></p>
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**Article 6: Formalities Connected with Importation and Exportation**

	<p>Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment, and release?</p>
	<p>Kenya Revenue Authority (KRA) operates an integrated customs management system (iCMS) covering all customs procedures (see Appendix B.I). Electronic payment of duties and charges are made through an integration of the iCMS with the Pesaflo payment gateway.</p> <p>KRA is leveraging on technology and implements systems that simplify tax operations. Key systems implemented at KRA include, Integrated Tax Management System (iTax), Integrated Customs Management System (iCMS), Regional Electronic Cargo Tracking System (RECTS), Enterprise Resource Planning (ERP), Scanner Management System (iScan), integration with Pesaflo payment gateway. iCMS itself is integrated with numerous inhouse, national and regional systems including iScan, TFP, iTax, KWATOS, ERP, RECTS, COMESA RCTG MIS, EAC-CP.</p> <p>KRA is also piloting a Trade Logistics Information Pipeline (TLIP) system<sup>12</sup> for data exchange with Netherlands, and have signed an MoU with India and pursuing arrangements with EU, UK, China, and Indonesia. Other system implementations ongoing or under consideration include smart gates that will complement the RECTS, in-motion container recognition, WCO-CTS<sup>13</sup> and WCO-nCEN<sup>14</sup>, automation of Simplified Trade Regime (STR) using mobile enabled application for traders.</p> <p>Opportunities for further enhancement of the existing systems and new deployments include data exchange of iCMS with the Ethiopian customs system, and installation of smart gates at the Moyale OSBP.</p>

**Article 7: Release And Clearance of Goods**

	<p>Does the country allow for pre-arrival processing of goods, including payment, assessment, and clearance in advance (or immediately on presentation).</p>
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<sup>12</sup> Automated solution to support exchange of export data and certificate of origin between Kenya and other trading partners.

<sup>13</sup> The [WCO-CTS](#) is a risk assessment and targeting solution for cargo manifests developed by the WCO.

<sup>14</sup> The [WCO-nCEN](#) is a system developed by the WCO to assist Customs administrations in collecting and storing information on seizures, with notices, bulletins and analytical reports documenting how fraud and other illicit transactions are commonly carried out by traders. .

	<p>The pre-arrival processing is implemented but not fully operational due to need for other government agencies to be incorporated in the pre-clearance assessment process. KRA is engaging other government agencies for them to also adopt the process.</p>
	<p>Does the country have in place a risk management information system that goes beyond simple selectivity.</p>
	<p>KRA has a risk management information system and further consideration is for implementation of an Artificial Intelligence based features, relying on big data analysis from various national information sources.</p> <p>Moreover, KenTrade has adopted a Risk Management module within the TFP to assist agencies in profiling consignments and conducting target-based interventions to facilitate faster cargo clearance. 23 Agencies are trained to use this facility but there is need to integrate with 4 agency systems (KEBS, PPB, KEPHIS, and AFA Directorates) so that they can benefit.</p>
	<p>Does the country, and all involved agencies make use of electronic means of payment?</p>
	<p>Payments for all government services in Kenya are made through the government Pesaflo payment system.</p>

**Article 10: Formalities Connected with Importation and Exportation**

	<p>Does the country have a National Single Window?</p>
	<p>The Kenya NSW, which is based upon the Crimson Logic software solution, has recently been upgraded in 2022 with expanded functionality and is now re-termed “Trade Facilitation Platform” (TFP). To date, 41 agencies are connected for processing all types of LCPOs, plus coordination of clearance operations at the border between involved agencies (see Appendix B.II). More recent improvements include the introduction of a Business Intelligence and Analytics tool for next level of reporting and data visualization with analysis for 22 government agencies data.</p> <p>The TFP is fully automated and provides a full paperless experience from client users; from point of preparation and submission of applications and documents, payment through integration with the government Pesaflo payment system, and thereafter exchange with the Customs iCMS.</p> <p>The TFP operator is KenTrade, a State Corporation under the National Treasury and Economic Planning, and besides offices in Nairobi and Mombasa has customer support offices at the key border points. Drawing its mandate from the National Electronic Single Window Act 2022, KenTrade is mandated with establishment, implementation, and management of the National Electronic Single Window System and to facilitate trade.</p> <p>The first version of the system (Kenya TradeNet System) was launched in May 2014 and later upgraded in 2022. The TFP has currently over 18,500 registered users from 46 stakeholder organizations (40 government agencies and 6 industry associations – over 8,545 active organizations) and over 5.5million permits issued by government agencies through the system. Over 1,205 types of permits from various government agencies are configured in the system. The TFP has 26 modules implemented including: maritime single window, cargo clearance, dynamic risk management. The system offers data exchange with government</p>

<p>agencies own systems and offers workflow processes for agencies that do not have automated systems.</p> <p>KenTrade strategically continues to upgrade its systems and deploy new functionalities under the TFP to facilitate trade. These efforts include the development of a Digital Logistics Marketplace system, mapping and Business Process Re-engineering (BPR) for additional Export/Import processes and publication on the TIP, implementation of NSW regulations to be published in 2024 that may include charging transactional fees for services a means to financial sustainability.</p>
<p>Does the country have a Port Community System?</p>
<p>Kenya has not developed any open electronic platform enabling secure exchange of information between public and private stakeholders operating at seaports. However, a Container Terminal Operating System (CoTOS) has been adopted by the Kenya Port Authority (KPA) at the Mombasa port to optimize container movement and storage within the terminal. KPA has also implemented the Kilindini Waterfront Terminal Operations System (KWATOS) and the Container Intelligent Terminal Operating System (CiTOS) at the Nairobi Inland Container Depot (ICD). Further details can be found under the Kenya Port Authority review below.</p>
<p>Do individual agencies have their own IT system, or is processing provided through the NSW?</p>
<p><b><u>Ministry of Agriculture and Livestock Development – Plant Protection Agency</u></b></p> <p>Established under the Kenya Plant Health Inspectorate Service Act 2012, KEPHIS is the government parastatal responsible in assuring the quality of agricultural inputs and produce to prevent adverse impacts on the economy, the environment, and human health.</p> <p>KEPHIS operates an off-premises (cloud infrastructure) integrated export and import certification system (IEICS) for the application, processing, and issuance of import permit/export certificate (phytosanitary). The IEICS is integrated with the TFP and Pesaflo payment gateway with the integration with IPPC’s ePhyto Hub in progress – IEICS is receiving ePhytos from other countries with the functionality of sending of ePhytos to export destinations via the Hub is expected to be operational by 2023. KEPHIS uses the TFP for cargo clearance at the ports of entry/exit.</p> <p>Other independent systems implemented include the seed certification and plant variety protection system (SC &amp; PVP Management System - SCS), a web-based database system containing information to help effectively report and manage pests (Pest Information Management System- PIMS), Laboratory Information Management System (LIMS), ERP (Microsoft Dynamics/Navision).</p> <p>The integration between SCS and the Pesaflo payment gateway is in progress. Enhancement of the IEICS to integrate with the other existing systems (LIMS, PIMS and SCS) is under consideration with the integration of ERP with other systems in progress. Planned enhancements to the IEICS include automation of pest surveillance, pest risk surveys, pest forecasting and pest risk analysis. Opportunity to integrate the LIMS and PCPB systems for analytical residual analysis and information sharing between the two institutions is foreseen.</p>
<p><b><u>Ministry of Agriculture and Livestock Development – Animal Health Agency</u></b></p>

	<p>The Directorate of Veterinary Services (DVS) is a directorate under the Ministry of Agriculture and Livestock Development. Amongst other trade mandates, DVS regulates international trade in animals and animal products through the Animal Diseases Act, the Meat Control Act, and the Hides, Skins and Leather Industry Act.</p> <p>DVS' international trade processes are conducted entirely on the TFP and include the application, processing, and approval of international trade documents (import permit, international veterinary health certificate and transit permit), all payments are made via the TFP through the Pesaflo payment gateway and cargo clearance. Other systems in operation include the Animal Disease surveillance and early warning system (Kenya Animal Bio-surveillance System - KABS).</p> <p>The Animal Identification &amp; Traceability (ANITRAC system) is under development and implementation of the TFP's risk management module is ongoing.</p>
	<p><b><u>Ministry of Health – Port / Human Health Agency</u></b></p> <p>A division within the Department of Public Health, Port Health Services (PHS) is mandated to prevent and guard against the introduction or spread of infectious diseases through our ports of entry/exit. Port Health Services are regulated by the International Health Regulation (IHR 2005) and the Public Health Act CAP 242 &amp; 242 Laws of Kenya) that coordinate health services between countries. In collaboration with other Government agencies, they inspect the import and export of food (plant and meat products), chemicals, detergents, food supplements, fruits, and vegetables.</p> <p>PHS uses the TFP for the entirety of its import/export permit application, processing, payment, as well as clearance of goods.</p>
	<p><b><u>Standards Agency</u></b></p> <p>Established under the Standards Act, the Kenya Bureau of Standards is a government agency mandated with the development of standards and quality control, standards development, metrology, standards conformity assessment, training, and certification services. KEBS participates in the development and implementation of regional SMCA activities such as the harmonization of standards, measurements, and conformity assessment regimes for regional integration. KEBS operates the National Enquiry Point in support of the WTO Agreement on Technical Barriers to Trade (TBT).</p> <p>KEBS has implemented the KEBS Integrated Management System (KIMS) to support its technical and cross border trade operations, Laboratory Information Management System (LIMS), CRM, Enterprise Content Management System, ERP for back-office business operations and has deployed other systems to support its on-premises systems infrastructure and platform.</p> <p>KIMS is integrated with internal systems of KEBS Website, Verification Channels, and externally with TFP, Pesaflo payment gateway (through the ERP), Banks, KRA iCMS, External Laboratories, Business Registration Services (BRS) systems.</p> <p>As part of its digital transformation agenda, KEBS are considering the upgrading of current infrastructure, enhancement of information security management, implementation of high availability infrastructure through a secondary site.</p>

	<p>Regional sharing of data to support trade is a challenge and is an opportunity to enhance trade.</p> <p><b><u>Environment Agency</u></b></p> <p>The National Environment Management Authority (NEMA) is established under the Environmental Management and Co-ordination Act No. 8 of 1999 (EMCA) as the principal instrument of Government for the implementation of all policies relating to environment. A Semi-Autonomous Government Agency in the Ministry of Environment, Climate Change and Forestry, NEMA exercises general supervision and coordination over all matters relating to the environment and to be the principal instrument of the Government of Kenya in the implementation of all policies relating to the environment.</p> <p>NEMA’s international trade processes are conducted on the TFP and include facilitating the application, processing, and approval of international trade documents (import/export permit and licenses for Ozone Depleting Substances – ODS/Controlled Substances, Hazardous waste transit clearance, waste export permit), payments through the Pesaflo payment gateway and ODS &amp; export goods clearance.</p> <p>Other systems implemented at NEMA include the EIA system and the licensing management system (NLMS).</p> <p>Despite operational of the deployed automated systems, existence of manual systems/hardcopy paperwork at the end of the automated processes was reported for signing of the output documents and represents a potential area for NEMA/KenTrade review.</p>
	<p><b><u>Port Authority</u></b></p> <p>Kenya Ports Authority (KPA) is a state corporation under the Ministry of Roads and Transport and established under the Kenya Ports Authority with a mandate to manage and operate all scheduled seaports and inland waterways along Kenya’s coastline, and inland dry ports.</p> <p>KPA has implemented the Kilindini Waterfront Terminal Operations System (KWATOS based on the COTOS toll system), and the Container Intelligent Terminal Operating System (CITOS). The CITOS is installed at the Nairobi Inland Container Depot – Embakasi for rail, yard and gates (smart gates) operations. KWATOS is public facing and is installed on all facilities for port operations including documentation management. Other systems in operation include an online customer portal which delivers ease of use and convenience for our customers.</p> <p>KWATOS is integrated with CITOS, TFP, iCMS, an ERP, and shipping line systems.</p> <p>KPA are in the process of upgrading or procuring a new terminal operating system and replacing CITOS with KWATOS. There are plans to automate and upgrade additional lanes in Inland Container Depot and Mombasa port. Other initiatives include the implementation of pre-arrival processing (currently under piloting at Inland Container Depot and Mombasa port), real-time scanner integration, and the implementation of a truck booking system for the management of trucks calling to the port.</p>
	<p><b><u>Ministry of Agriculture and Livestock Development – Tea Board of Kenya</u></b></p> <p>The Tea Board of Kenya (TBK) is a State Corporation established under the Tea Act 2020 of the laws of Kenya with a core mandate of regulating, developing, and promoting the tea</p>

	<p>industry. TBK regulates the Mombasa tea Auction that caters for sale of teas from Kenya and the region.</p> <p>The regulation, registration, and licensing processes of tea and stakeholders is automated through the AFA-TBK IMIS; including the management of inspections, licensing of factories, application, processing and issuance of export/import permits, tea consignment release order. The Tea auction is partially automated and under development.</p> <p>The system is integrated with the Customs' iCMS, TFP, the Pesaflo payment gateway for payments for all CLPs issued from the system, and the internal ERP (Microsoft Dynamics/Navision 2016) systems.</p> <p>Despite the AFA-TBK IMIS integration with the TFP the export process is completed in two systems - TFP generates the export permit while AFA-TBK IMIS issues the release order. Infrastructure, capacity, and inter-system communication/integration challenges are reported leading to delays and high turn-around times.</p> <p>Future enhancements of the system include ambitions to develop a single system to complete the export permitting process, with harmonization of documents and leading to issuance of one document to fulfil all regulatory needs. The Tea Board also sees opportunity to automate the Mombasa tea auction system to allow the auction of tea online without need to physically transport total consignment to Mombasa as is the current requirement.</p>
	<p><b><u>Ministry of Agriculture and Livestock Development: Agriculture and Food Authority – Coffee Directorate (AFA-CD)</u></b></p> <p>A directorate under the Agriculture and Food Authority (AFA), the AFA-CD operates by the provisions of the Kenya Constitution (2010), AFA Act (Act No. 13 of 2013), Crops Act (Act 16 of 2013) and other relevant laws and regulations as well as partnerships with other public and private institutions. The directorate is mandated to develop, regulate, and promote the Coffee Sub sector in Kenya and ensures adherence to the coffee standards, the industry code of practice and the Crops (Coffee) (General) Regulations 2019. AFA-CD regulates the movement of coffee within Kenya and its delivery to the port for export.</p> <p>The AFA-CD IMIS offers automated application and processing for registration, licensing and permits issuing with payments made through an integration with the Pesaflo payment gateway. The International Coffee Organization (ICO) Certificate of Origin is issued through the TFP. The surveillance and inspections processes are manual. Internal administrative processes (HR, Procurement and Finance) are automated through an ERP system (Microsoft Dynamics 2016). The ERP and AFA-CD IMIS are not integrated.</p> <p>ICT infrastructure and AFA-CD IMIS challenges are reported; and include poor network connectivity between HQ and the regional offices, outdated equipment (computers and printers) and technology, and server hardware and systems instability.</p> <p>AFA-CD are considering upgrading/enhancing the AFA-CD IMIS module with the implementation of additional processes, automation of the coffee supply chain to offer traceability of coffee produce and payments by producer/grower/consumer functionality, integration with TFP and the deployment of a coffee census database.</p>
	<p><b><u>Ministry of Agriculture and Livestock Development: Agriculture and Food Authority – Horticulture Crops Directorate (AFA-HCD)</u></b></p>

	<p>AFA-HCD was established under and draws its mandate from the Agriculture and Food Authority Act No. 13 of 2013 and Crops Act No. 16 of 2013. AFA-HCD is mandated with the development (in collaboration with county governments), regulation, and promotion of horticulture industry; and the implementation of Kenya Standard 1758 (KS1758) on Horticulture Industry-Code of Practice. AFA-HCD is a Directorate under the Agriculture and Food Authority (AFA).</p> <p>AFA has implemented a web-based platform; Integrated Information Management System (IMIS), with operational modules for each of its Directorates which is hosted internally at AFA headquarters.</p> <p>The AFA-HCD IMIS offers automated application and processing for registration, licensing and permits issuing; and a partial automation of inspections processes including scheduled inspections, field inspections.</p> <p>Recent systems deployment includes the web-based National Horticulture Traceability System (NHTS), and implemented a stand-alone KS1758 standard system (National Horticulture Standard).</p> <p>AFA-HCD IMIS is integrated with the TFP with payments for all certificates and permits issued from the system made through Pesaflo payment gateway. The NHTS is integrated with AFA-HCD IMIS for licensing verification.</p> <p>Challenges in the operations of the systems at AFA-HCD include old technology and instability of the AFA-IMIS, integration challenges between AFA-IMIS and TFP; and the lack of traceability functionality hence not meeting international market requirements especially where horticulture produce are required to demonstrate the source of produce. An increase in international notification on consignments occasioned by Kenyan horticulture produce leaving the Country without pre-requisite permits or documentations has been observed and thereby rendering exports from Kenya risky to rejection at destination.</p> <p>To address the challenges and enhance the execution of its mandate, AFA-HCD is considering moving its servers from on-site to the servers to a national data center; enhancement of NHTS to include all products under AFA-HCD, incorporate risk management and GIS functionality and ultimately replace AFA-IMIS with the enhanced NHTS, and to integrate with relevant government agencies (KEPHIS, KRA, TFP), input suppliers and government farmer registration system. Other initiatives include the development of a comprehensive registration and licensing portal, a domestic market traceability capability, and an inter-region import traceability module that will provide traceability from the source outside Kenya (tracing fresh produce back to its farm of origin, including remote sensing via GIS, geo-location data).</p>
	<p><b><u>Private Sector – Chambers of Commerce</u></b></p> <p>The Kenya National Chamber of Commerce and Industry (KNCCI) is a membership-based trade support not-for-profit private company limited KNCCI working to protect commercial and industrial interests of Kenyan business community by advocating for the creation of a favorable commercial, trade and investment environment that supports enterprise expansion. The membership of KNCCI constitutes small, micro enterprises (MSEs), medium and large enterprises.</p>



	Application, processing, and issuance of export Certificates of Origin under the purvey of the KNCCI has been automated through the Chamber Management Information System CMIS system which is integrated with TFP.
<b>Article 11: Freedom of Transit</b>	
	Does the country make use of a Transit module for goods movement?
	Yes, transit management is part of iCMS system.
	Does the country have an electronic cargo tracking system?
	Kenya operates a Regional Electronic Cargo Tracking System (RECTS) on the northern corridor linking Kenya and the Great lakes (Uganda, Burundi, Rwanda, and Eastern DRC). Full operations of the RECTS is affected by the availability of electronic seals with only 60% coverage and absence of visibility of transport moving across the Norther borders.  RECTS facilitates end-to-end monitoring of transits along the Northern Corridor and has greatly improved cargo security and helped fast- track the movement of goods along the Northern Corridor.

**Somalia**

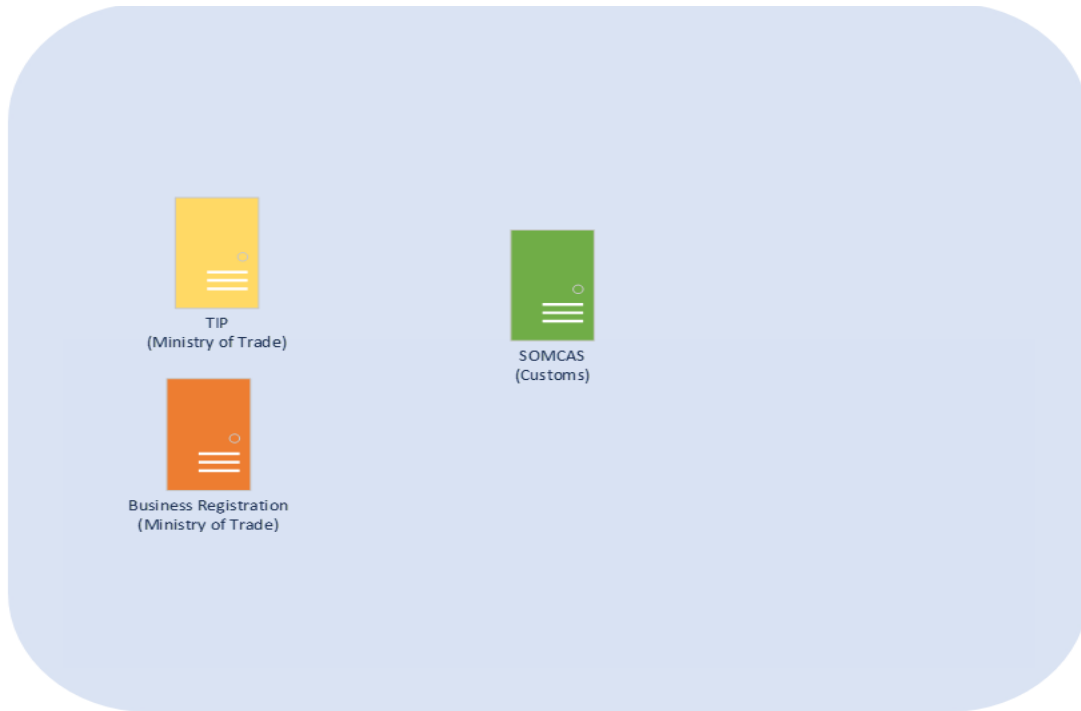
Somalia has a limited trade-related digital systems infrastructure. Customs has recently installed a new Customs management system, the Somalia Customs Automated Systems (SOMCAS) and there are plans to expand this system from the main sea and airport to land borders, and also functionally expand the system with the implementation of a Transit module, plus also automating the issue of Certificates of Origin. The Ministry of Commerce and Industry has also introduced a business registration system and a comprehensive Trade Information Portal. Besides these 3 systems, no other trade-related automated operations were found.

Nevertheless, through the support of the East Africa Regional Digital Integration Project (EA-RDIP), national IT infrastructure is being built under the guidance of the Ministry of Communications and Technology. While the Central Bank also has an ongoing project to introduce an electronic payment gateway. Both initiatives will drive the development of agency automation as and when Somalia advances its trade digitization agenda.

The DRIVE project is also soon to commence preliminary activities to support the development and introduction of a National Single Window. While this initiative is at the very start of activities with an initial assessment to begin within 2024, there would be great opportunity through an NSW to introduce a first level of automation for the trade agencies certificate, permit and licensing operations, gradually building their capacities and infrastructure to later support more wide-scale automation.

A visual representation of the various systems of the trade environment in Somalia is shown at figure 4.

Figure 4: Somalia Trade Systems



<b>Article 1: Publication and Availability of Information</b>	
	Does the country have a Trade Information Portal?
	Somalia launched its Trade Information Portal ( <a href="https://stip.gov.so/">https://stip.gov.so/</a> ) in 2021 through the support of the World Bank/International Finance Corporation. It provides a comprehensive repository for all trade related legislation and procedures tied to the Somalia national tariff where rates of duty and taxes can be calculated. Managed by Ministry of Commerce and Industry, the portal also provides facilities for publishing trade news, events and announcements amongst other features.
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment and release?
	Somalia Customs introduced an automated customs management system in 2022, the Somali Automated Customs System or SOMCAS). Funded by the United Kingdom and delivered by a Pakistan technology firm InfoTech, it is operating at Mogadishu headquarters, at the air and sea ports of Mogadishu and at the port of Kismayo, with rollout planned at further ports and land borders. There are future plans to rollout SOMCAS to land borders, although this would require an investment in both physical and IT infrastructure not just for customs but also immigration and other agencies.
	SOMCAS includes all major functionality expected of a CMS, including declaration processing, manifest cross-off (for air and sea cargo), risk management/selectivity. SOMCAS does not have any electronic payment facilities as yet with need for manual payment to be

	made at the central bank counters at the port office locations, with evidence of payment brought to Customs.
	Is Customs data exchange in place for expediting import, export or transit?
	Customs is aware of regional initiatives for the exchange of customs data but is not yet ready to embark on such an initiative with SOMCAS still being rolled out.

**Article 7: Release And Clearance of Goods**

	Does the country allow for pre-arrival processing of goods, including payment, assessment and clearance in advance (or immediately on presentation).
	Advance payment processing is available and used for certain consignments sailing from Dubai. Manifests are submitted in advance of arrival, and declarations can then be lodged with duties and tax payment made before arrival of the goods. However, clearance processing only begins at time of goods landing.
	Does the country have in place a risk management information system that goes beyond simple selectivity.
	There is no risk management information system. SOMCAS does, however, provide a selectivity module. Although, it was noted that currently 80-90% of import consignments are physically inspected.
	Does the country, and all involved agencies make use of electronic means of payment?
	All payments for duties and taxes remain manual with future intention of introducing electronic payment in SOMCAS.  Of note, the Central Bank of Somalia is in the process of implementing a payment gateway – the Somalia Payment Switch (SPS) - through the support of the World Bank, and is due to launch a first stage of operations for inter-account mobile money transfers in May 2024. Full e-payment facilities will be available through later stages of the project.

**Article 10: Formalities Connected with Importation and Exportation**

	Does the country have a National Single Window?
	There is currently no NSW for Somalia. However, the DRIVE project is preparing to advertise for a consultant to undertake a detailed assessment of the computing requirements at all involved agencies as a first stage to preparing a roadmap for NSW introduction that it will further support. The roadmap, or blueprint for the NSW will address not only technical matters but also those of governance, operational, legal and finance requirements. This work to introduce a NSW will likely be several years in the making.
	Does the country have a Port Community System?
	Somalia does not have a Port Community System, all systems operated by the Ports Authority are manual with no automated systems. The Ports Authority greatly desires to automate their operations at its 5 deep ports with need for an overall program of reform and rehabilitation dealing with not only IT but also physical infrastructure and capacity building, but no funding is as yet identified. There are currently delays and incremental costs impacting negatively on import clearances primarily.

	<p>The Ports Authority has outsourced terminal operations to a Turkish firm, and they may have in place automated systems for discharging containers, but this is a closed system with no access or visibility by the Ports Authority.</p> <p>The Ports Authority is also interested to pursue establishment of inland dry-ports, which they recognize would be a significant undertaking that would need the active participation of other border stakeholders including Customs, Port Health, National Standards and the Agricultural agencies.</p>
	<p>Do individual agencies have their own IT system, or is processing provided through the NSW?</p>
	<p><b><i>Ministry of Agriculture and Irrigation – Plant Protection Agency</i></b></p> <p>The Department of Plant Protection and Research is responsible for the protection of agricultural resources of Somalia from dangerous plant pests and diseases as well as conducting agricultural research. The Department is specifically charged with the management and control of transboundary pests, diseases, and invasive species. As such it handles the issue of export Phytosanitary Certificates and Import Permits for plant and plant products.</p> <p>The certificate and permit approval processes remain manual and centrally controlled at the Department’s head office in Mogadishu. Applications and collection of certificates and permits are made in person at the head office with payment made by mobile money transfers.</p> <p>The Department wishes to automate a full range of its operations including those for processing of export Phytosanitary Certificates and Import Permits, with the introduction of a fully integrated phytosanitary system and kitting of border officers not just with ICT equipment but also more phytosanitary testing and inspection equipment. However, the Ministry does not have the required funding nor is there a donor project supporting as yet.</p>
	<p><b><i>Ministry Of Livestock, Forestry and Range – Animal Health Agency</i></b></p> <p>The Ministry of Livestock, Forestry and Range is responsible for all aspects of livestock health conditions, including protecting pasture land from degradation and deforestation. The Ministry is charged with the control of animal health and disease, livestock marketing and trade facilitation through control of the import and export of all live animals and animal-based products.</p> <p>The Department of Animal Health issues Export Sanitary Health Certificates and Import Permits for animals and animal products by the public port veterinary officers at the Federal Ministry with the engagement of the Federal Member States. The required tasks of this process are completed by accredited public veterinarians who certify animal health status and issue the permits and certificates in Mogadishu, Kismayo, Bosaso, and Berbera ports, as well as at borders. There are no charges or fees involved for the issue of the permits and certificates.</p> <p>Currently, all such processing is manual but there are intentions and plans to automate the processes but with no donor providing support currently. The Ministry also noted that the existing veterinary laws in the country are agnostic to information technology and systems, but there is significant political support for electronic government services and strong willingness to automate.</p>

	<p><b><u>Somali Bureau of Standards</u></b></p> <p>The Somali Bureau of Standards (SOBS) is an independent national agency, established by the Somali Standards and Quality Control Act and become operational in 2021. The main objectives of SOBS are to establish robust quality infrastructure for Somalia (standards, metrology, accreditation and conformity assessment); protect the safety of consumers from harmful and substandard products imported to Somalia; promote export through standards harmonization; and, support standardization of local production.</p> <p>Currently SOBS is performing conformity assessment (inspection of all imported goods within their mandate, but especially for food and electrical products; delivering export certification, market surveillance and metrology services. SOBS is at the planning stage only to start calibration services, while there is as yet no accreditation services.</p> <p>SOBS relies on Bureau Veritas (an international firm) for conducting its conformity assessment services, which are done as pre-shipment inspection in the country of origin before shipping. As capacity and infrastructure of SOBS grow in country it aims to eventually provide this service itself in Somalia.</p> <p>SOBS is also working towards agreements with Ethiopia and Uganda on mutual standards recognition. Additionally, once Somalia becomes a full member of the EAC it will no longer need to inspect the quality of goods originating from member countries.</p> <p>SOBS has no automated systems in operation, although it has desire to automate all facets of its operations. SOBS has written to the Ministry of Finance to request funding through government sources or donor projects.</p>
<b>Article 11: Freedom of Transit</b>	
	<p>Does the country make use of a Transit module for goods movement?</p> <p>SOMCAS includes a transit module, but it is not yet implemented with focus of Customs for the time being on further rollout of the system to border posts.</p> <p>Does the country have an electronic cargo tracking system?</p> <p>There is no electronic cargo tracking system at present. Plans to introduce are under consideration.</p>
<b>Other observations</b>	
	<p><b><u>Central Bank of Somalia</u></b></p> <p>The Central Bank of Somalia is at a first phase of a multi-phased digitization project. At the current phase the Central Bank is to launch in May a facility to support interbank mobile money account transfers. The ambition is to then to provide a full electronic payment switch offering a range of payment modalities for the public and private sector.</p> <p>The project is funded by the World Bank’s Somalia Capacity Advancement, Livelihoods and Entrepreneurship through Digital Uplift Project (SCALED-UP). The overall project aims to support progress towards increased access to basic digital financial and government services targeting entrepreneurship and employment, particularly for women. It includes 3 components: (i) Strengthening Institutions, (ii) Enabling Financial and Digital Services, and (iii) Project Management.</p>

	<p>The project would appear particularly timely as while other areas of Somalia’s trade environment begin to automate, it will allow them to take advantage of the electronic payment options soon to be available.</p>
	<p><b><u>Ministry of Commerce and Industry</u></b></p> <p>The Ministry of Commerce and Industry is responsible for regulatory policies and establishing a framework for trade in Somalia. It handles company registrations through operation of the Somali online business registration system (introduced through World Bank/International Finance Corporation (IFC) support). The Ministry does not control the import and export sector at a consignment/product level.</p> <p>The Ministry also manages the Somalia Trade Information Portal, introduced through IFC support in 2022, and has further ambitions to implement a National Single Window that DRIVE is to support, although this is at the very preliminary stages of assessment.</p> <p>The Ministry has further ambitions to develop a digital platform for small and medium enterprises (SMEs) - the Somalia online support center - to allow information sharing between government agencies and the private sector, specifically to build information and capacity of the sector with training/e-learning, on how to start business, access financing etc.</p>
	<p><b><u>Ministry of Communications and Technology</u></b></p> <p>The Ministry has the mandate to oversee implementation of national IT policies and strategies. In this role it has developed an e-government strategy for digital services that covers an interoperability framework for future systems development by the different government agencies.</p> <p>The Ministry has a working National Data Centre covering production site with construction of a disaster recovery site under tender with all financed through the World Bank funded East Africa - Regional Digital Integration Project (EA-RDIP).</p> <p>The Ministry is currently working with the National Identification &amp; Registration Authority (NIRA) on the development of a national digital Identification system which they envisage to be the entry point for all future government systems.</p> <p>At a policy level the Ministry is working towards preparation of an e-transaction law, including a section on e-signatures which would prove particularly timely if this is enacted before the NSW is implemented.</p>
	<p><b><u>Private Sector – Chamber of Commerce</u></b></p> <p>The Chamber of Commerce of Somalia is issuing non-preferential certificates of origin. All such COOs are issued manually; however, Customs are in the process of transitioning to use an automated COO system as a specific module of SOMCAS.</p>

## South Sudan

South Sudan is a member of the World Customs Organization (WCO) since 2012, and a member of the EAC since 2016. The country has an observer status at the WTO, being still at the early stages of accession to such an organization. Despite these advances in joining global and regional forums, the country falls

behind the other HoAI member countries in terms of legal and regulatory framework, physical infrastructure (including power and internet), and use of information technology.

The lack of legal and regulatory framework in most of the government agencies has seen conflicting and overlapping roles, creating a lack of coordination amongst involved government agencies. This situation is further exacerbated by the lack of information technology and automation to improve operational efficiencies and which is then further limited by lack of a stable power supply and internet connectivity. Operations of regulatory agencies are therefore predominantly manual with partial exception of Customs that make use of a locally developed e-Customs system, which automates some aspects of the Customs function, and the Government of South Sudan (GoSS) eService platform that provides certain domestic services online.

Notably, the physical infrastructure to facilitate trade is either inadequate or lacking. For example, there are no inspection sheds or weighbridges at the border crossing points, with the exception of Nimule One-Stop Border Post (OSBP) at border with Uganda. However, the Nimule OSBP is not operational on the South Sudan side and lacks utilities such as internet and electricity to function, and so goods are provided conditional release and are thereafter supported by inland inspection at destination with Customs and security officers escorting vehicles to importers premises. Measures, such as an electronic cargo permit, introduced to better manage the risks associated with transiting goods, places an additional barrier to trade which could be mitigated with improved infrastructure and IT solutions if the on-the-ground conditions allowed.

A visual representation of the various systems of the trade environment in South Sudan and their interconnection is shown at figure 5 below.

Figure 5: South Sudan Trade Systems



<b>Article 1: Publication and Availability of Information</b>	
	Does the country have a Trade Information Portal?
	South Sudan does not have a trade information portal but would be interested to implement one to highlight the regulatory overlap on trade procedures amongst government agencies, and to thereafter look towards an engagement to clarify and streamline procedures.
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment and release?
	The South Sudan Revenue Authority (SSRS) – Customs Department has implemented a locally developed e-Customs system (launched in 2021). However, the implementation does not meet the full functionalities and requirements of customs operations and represents more a semi-automated system, with online declaration submission but then manual processing. The specifications for a full-fledged customs management system were developed but the e-Customs solution implemented does not meet those specifications with only declaration processing partially covered. The system lacks the main modules covering manifest, transit, selectivity, and electronic payment. There is a desire to implement a full-fledged customs management system that would meet the needs of a modern customs operations.
<b>Article 7: Release And Clearance of Goods</b>	
	Does the country allow for pre-arrival processing of goods, including payment, assessment and clearance in advance (or immediately on presentation).
	Pre-arrival processing of goods by Customs at Juba airport and Nimule border post is under consideration. However, without a fully automated Customs management system that introduces electronic submission, electronic processing with risk management, and advance payment, assessment and clearance it will prove unrealistic to introduce.
	Does the country have in place a risk management information system that goes beyond simple selectivity.
	There is no risk management information system, nor is there a selectivity module of e-Customs system in place. Customs conducts 100% physical inspection on all goods arriving at the border (although this can be done inland).
	Does the country, and all involved agencies make use of electronic means of payment?
	Payments for customs duty and for all agency related fees are made manually.
<b>Article 10: Formalities Connected with Importation and Exportation</b>	
	Does the country have a National Single Window?
	Whereas Customs and the Ministry of Commerce and Industry are aware of National Single Windows, there has been no attempt to implement one citing other priorities, infrastructural challenges, a low level of automation in the government agencies, and a lack of funding.



Does the country have a Port Community System?
South Sudan has no port community system.
Do individual agencies have their own IT system, or is processing provided through the NSW?
<p><b><u>South Sudan Revenue Authority (SSRA) - Customs</u></b></p> <p>The SSRA (formerly the National Revenue Authority) was established in 2016 under the National Revenue Authority Act, 2016. Its core functions include non-oil revenue collection, border control and trade facilitation. Its divisions, amongst others, are domestic tax, customs, corporate services, internal affairs, and internal audit.</p> <p>The Customs Division of SSRA is mandated by the Customs Service Act (2013) to undertake the Authority's functions relating to control of importation and exportation of goods and trade facilitation. The implementation of an EAC Customs Management Act 2004 that would introduce regulations concerning implementation and operations of regional Customs/Trade initiatives such as Rules of Origin, Approved Economic Operator program, among other areas is not complete.</p> <p>The SSRA launched an e-Tax portal in 2022 which enables taxpayers to access SSRA domestic tax services online including application for Taxpayer Identification Number, and payment of both businesses and individuals' taxes and issuance of Tax Clearance Certificate through the government e-Services portal. The system also has a module - e-Customs - deployed at Juba Airport and Nimule border only, that allows traders to submit customs declarations electronically, have duties and taxes calculated automatically but all customs processing, including those at Juba airport and Nimule, remain manual at border crossing location.</p> <p>The e-Customs module is accessed through the e-Services platform, and beside the declaration functionality also allows for application and renewal of Clearing Agents License.</p> <p>Customs operations experience numerous challenges due to manual operations, inadequate resources and technical capacity, lack of enabling infrastructure (scanners, weighing scale, equipment, and physical infrastructure), and also suffers from more operational challenges such as invoice under-valuation. A Uganda-based company, Invesco Uganda Limited, has been contracted to provide valuation of goods at a service fee of USD350 for all commercial goods entering or leaving through the Nimule border.</p> <p>The Customs declaration is digitized under the e-Customs system, a facility accessed through an e-government platform called GoSS e-Services. This service contains Customs declaration, tax tariff and duties calculation and payment, consignment inspection and clearance functions. The clearing agents license application for new, renewal, replacement and reregistration of clearing agents license is also automated and available through the e-Services platform.</p> <p>Additionally, the EU-WCO Rules of Origin Africa Program (funded by the European Union, the World Customs Organization (WCO)), in partnership with the Regional Training Center (RTC) is working to equip South Sudan Customs officials and relevant stakeholders with extended knowledge for efficient implementation and application of rules of origin.</p>
<p><b><u>Ministry of Trade and Industry</u></b></p> <p>In December 2023, the Ministry launched the National Export and Investment Strategy 2024-2028 supported by International Trade Centre (ITC) and financed by African Export-</p>

Import Bank (AFREXIM) Bank. This cross-sector strategy focuses on identifying necessary developments to modernize and reform South Sudan operations in the trade sector, including streamlining customs procedures, improving transportation infrastructure and logistics services under the trade facilitation component

The Directorate of External Trade regulates the importation and exportation of goods through the Import and Export Act (2012). This Act provides a legal framework for the licensing of imports and exports. The Directorate has presence at the busiest borders of Nimule (Uganda), Nadapal (Kenya), Juba Airport and Seretenya (Uganda) which account for an estimated 90% of all cross-border trade.

The issuance of export and import licenses is done manually and centralized at the Juba head office with trade officers at the borders ensuring the licensing is enforced. An attempt to automate the import and export licensing procedures failed due to non-performance of the contracted system implementor.

Other observations on general operation of the Ministry and its function are:

- Business registration services are manual.
- The Ministry lacks an eCommerce strategy.
- Lack of sustainability saw the implementation of an eCommerce Portal/Digital Market Platform funded by the United Nations Development Program (UNDP) and the European Investment Fund (EIF) stall.

#### **Ministry of Agriculture and Food Security – Plant Protection: Plant Quarantine**

The Plant Protection Directorate is mandated with the management of plant protection and pest control in the country. The Directorate has three departments: Department of Plant Quarantine and Store Pest Control, Department of Field Pest Surveillance and Control, and Department of Pesticides.

The Department of Plant Quarantine issues import and export permits to regulate plants and plant products. The Department also issues export phytosanitary certificates but very few exports are recorded. Operations of the Department are fully manual, with all permits and phytosanitary certificates issued centrally at the head office in Juba only.

The Department does not have officers at the border (due to limited budget, lack of infrastructure and capacity) and South Sudan National Bureau of Standards (SSNBS) conducts inspections on its behalf.

The Plant Quarantine Department is collaborating with Kenya's standard body KEPHIS on capacity building while the Store Pest Control unit is collaborating with Kenya's International Centre of Insect Physiology and Ecology (ICIPE).

Areas of improvement/enhancement identified are capacity and capacity building, revision of the legal and regulatory framework (plant protection policy, chemicals and phytosanitary bills), ICT infrastructure and equipment, stability of power, and appointing staff at the key border posts (Kaya, Nadapal, Nimule, Kaji Keji and Juba Airport).

#### **Ministry of Livestock and Fisheries – Marketing and Investments**

The Marketing and Investments Directorate of the Ministry of Livestock and Fisheries facilitates trade in animal and fisheries by ensuring that they are healthy and conform to standards (local, regional and destination country). The Directorate's key priorities are

Livestock infrastructure development, enhancing food security, development of auction yards and supporting economic growth.

The Directorate promotes regional trade in livestock and fisheries, registers traders and certifies livestock and fisheries shipments at Nimule and Juba only. The Directorate issues import permits and sanitary health certificates for the export of livestock and fisheries, with operations all being manual.

The Directorate is reportedly under resourced but has deployed officers at Nimule border (6 staff) and Juba airport (2 staff) for goods inspection and export data collection, and permit/certificate issue. The Directorate operates a central laboratory (the only one in South Sudan) for livestock testing and analysis but which requires upgrading. In some cases, livestock tests are conducted in South Africa and Uganda and analysis reports accompany the import consignments.

**Ministry of Health – Port Health/International Health and Coordination Directorate**

Port Health monitors importations of food, animal/animal based human food stuff, medical devices and drugs, conducts human disease surveillance, enforces International Health Regulations and safety, and regulates movement of travelers.

Port Health Officers inspect goods at the borders and have laboratories at Nadapal and Nimule borders for testing of food. At Juba International airport they use airport passenger scanners and physical inspection in carrying out their duties. All processes and procedures at Port Health are manual.

Port Health have identified ICT infrastructure as key requirements to support automation for modern health related interventions. Other requirements include logistics/vehicles, resourcing/capacity and technical capacity building, physical infrastructure, internal, external and cross-border coordination, collaboration and communication. MoH is developing a national platform for healthcare providers - South Sudan Care Connect digital app/system (iConnect) that will enable the scheduling of consultation slots for patients and create professional group discussions, it is expected to launch in April 2024. Kobo Collect system is used in Ministry to collect health data.

**Bank of South Sudan**

Established under the Bank of South Sudan Act 2011, the Bank of South Sudan (BoSS) is the central bank of the Republic of South Sudan. The Bank operates a manual national payment system and has developed a national payments system bill which is under review by the Ministry of Justice.

BoSS signed a tripartite agreement with EAC and AfDB for the modernization of the banking system.<sup>15</sup> In 2022 with the support of EAC, the Department of Payment Systems developed specifications of an Automated Transfer System (ATS) that would automate clearing house, real-time gross settlement, Central Securities Depository (CSD) and integrate with EAC payment and settlement system. This work was subsequently tendered and a contract signed in December 2023.

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<sup>15</sup> The project involves support to the Republic of South Sudan (RSS) to modernize payment systems to improve financial services at national level and eventual integration within the EAC partner states. It is part of the EAC Payment and Settlement Systems Integration project (EAC-PSSIP)

Currently, there is no electronic payment gateway, however a proof of concept for a bank-to-bank payment switch is under development.

The bank desires enhancement of ICT infrastructure with ability for connectivity with international banking and other stakeholder systems such the SWIFT system, EAC payments and settlement system.

#### **Ministry of ICT and Postal Services**

The Ministry is supported by the World Bank (WB) funded Digital Economy for Africa project and recently issued a tender for a national fiber optic project. South Sudan has a limited internet capacity served through a fiber optic cable link with Uganda and has no stable backup link.

The WB supported project includes the development of two data centers, two internet exchange points, and financial digital market. WB is also supporting the GoSS in the development of data protection policy and setting up a data protection office, and provision of software for the Computer Emergency Response Team (CERT).

The GoSS has a 15-year arrangement under a Public-Private Partnership (PPP) model for the development and operation of an e-Government Portal that offers several government services online including the e-Customs and e-Tax already described, Petroleum services, and eVisa. The e-Government portal is overseen by the Ministry of ICT and Postal Services.

#### **National Communication Authority**

Established by National Communication Act 2012, the National Communication Authority (NCA)<sup>16</sup>, is the government agency under the Ministry of ICT and Postal services mandated to regulate the Telecommunication and ICT sector of the Republic of South Sudan. This includes regulating the import of telecommunication equipment and devices are imported, traded and operational in the country, all such controls remain manual.

#### **Ministry of Roads and Bridges - South Sudan Roads Authority**

The Ministry is responsible for the development and management of South Sudan's roads and bridges infrastructure. The road network comprises of paved and earth roads with Juba – Nimule being the only paved trunk road but requires maintenance. South Sudan Roads Authority (SSRA) issues temporary road licenses/permits.

There main corridors linking South Sudan are (i) Juba – Nimule (Uganda) - Port of Mombasa (Kenya), and (ii) Juba – Nadapal (Kenya) – Port of Mombasa (Kenya) through the Northern Corridor. Other corridors planned are South Sudan – Djibouti<sup>17</sup> through Ethiopia, South Sudan – Sudan through Ethiopia, and the Lamu Port-South Sudan-Ethiopia. Upgrading of the Juba-Nadapal road is funded by the World Bank. River transport is under consideration as an alternative trading route.

Axle load regulations and control are not operational in South Sudan pending the legal framework and alignment to the EAC vehicle load control regulations (2018). Funded by the Japanese Government, the Ministry is collaborating with its Kenyan counterparts to

<sup>16</sup> The Consultants did not hold consultations with the National Communication Authority.

<sup>17</sup> Design funded by African Development Bank (AfDB) and The Intergovernmental Authority on Development (IGAD)

benchmark on axle weighbridge management and operations. Insecurity and multiple check points along the trade corridors delay the movement of cargo.

**South Sudan National Bureau of Standards**

South Sudan National Bureau of Standards (SSNBS) is a government institution and the standards body for South Sudan that draws its mandate from the National Bureau of Standards Act (2012), the Weights and Measures Act (2012) and supporting regulations. The Bureau's key functions are conformity assessment, inspection and quality assurance, market surveillance, testing and laboratory services, accreditation, standards development, certification and metrology. SSNBS is a member of the East African standards committee and has membership to African Organization for Standardization (ARSO), International Organization for Standardization (ISO), Codex Alimentarius Commission (CODEX).

SSNBS has an agreement with the Kenya Bureau of Standards on capacity building for its staff covering technical aspects of quality assurance, testing and certification; and conducts peer assessments in certification with Uganda Bureau of Standards. SSNBS has adopted harmonized standards of Kenya and EAC. Mutual recognition of standards is implemented under the regional standards framework.

SSNBS has deployed inspection officers at Nimule, Kaya and Nadapal borders. Current operations at the Bureau are manual. The Bureau is at the planning stage for the implementation of a comprehensive SSNBS management information system, while the development of a web portal is ongoing with the functionality to connect to the EAC information sharing portal for standards reference. The establishment of a National SPS/TBT committee is awaiting submission of memo to parliament. International Trade Centre (ITC)/UNIDO are supporting SSNBS in drafting a National Quality Infrastructure policy.

SSNBS identified opportunities for improving its trade facilitation role through enhancements in its ICT infrastructure (internet, equipment and systems), technical capacity and capacity building, implementation of the National Quality Infrastructure (NQI) policy, technical infrastructure (such as laboratory) at the HQ and borders, and public awareness campaign on standards. SSNBS desires to lead the development of the Standards for Gum-Arabica for adoption by EAC countries. The systems desired for implementation are online standards catalogue, and SSNBS Management Information System.

**South Sudan National Chamber of Commerce, Industry and Agriculture**

South Sudan National Chamber of Commerce, Industry and Agriculture<sup>18</sup> (SSNCCIA) is the private sector apex body for businesses and facilitates trade through the issuance of the non-preferential Certificate of Origin (COO) for goods exported from South Sudan and certifies a variety of other export documentation (such as packing lists, commercial invoices) as required by buyers and destination customs authorities. The Chamber also collects and circulates statistics relating to trade, markets, and industry.

The processing for issuance of the non-preferential COO is fully manual.

**Article 11: Freedom of Transit**

<sup>18</sup> The Consultants did not hold consultations with the South Sudan National Chamber of Commerce, Industry and Agriculture

Does the country make use of Transit system for goods?
There is no implementation of a transit system of goods.
Does the country have an electronic cargo tracking system?
<p>There is no national electronic cargo tracking system implemented.</p> <p>A bilateral agreement on trade facilitation between Uganda Revenue Authority (URA) and SSRA planned to extend Uganda’s Electronic Cargo Tracking System (ECTS) to South Sudan in a bid to curb diversion, dumping and theft of goods destined for Juba from the ports of Mombasa and Dar es Salaam. Launched in January 2024, the operation of the system is currently suspended.</p> <p>In 2024, GoSS issued a directive that all imports with final destination in South Sudan must be regularized by issue of an Electronic Cargo Tracking Note (ECTN), a paper document with details of the consignment, to accompany the vehicle transporting the goods. As such, the South Sudan ECTN System has been implemented but is facing a number of challenges with the US\$350 charge associated with issue of the ECTN passed on to the Freight Forwarders, especially at the port of Mombasa, who are rejecting to pay and argue it is tax that should be paid by South Sudanese importers.<sup>19</sup></p>

**Regional Initiatives**

<b>COMESA</b>	
	<p>COMESA is supporting through its EDF-II project the exchange of customs and related SW data between Kenya-Ethiopia and Ethiopia-Djibouti. Discussions have commenced with the involved countries, but no solution has yet been implemented. In addition, Kenya is considering the integration of the TFP with the COMESA interoperability platform, this includes work on the legal framework and technical specification for the integration.</p> <p>The implementation of a regional SW solution to facilitate national SW systems integration is also being implemented by COMESA with EU funding. COMESA has engaged UNCTAD to support this and related activities including establishing Regional Trade Portals and setup of a Customs Support Center. The legal framework for regional SW is developed; and the consultants were advised that the development of the system is in progress, although there is no visibility of the system itself and as a precursor all countries must implement a National Single Window as a first stage of interconnection.</p> <p>The COMESA Management Information System (MIS) is interconnected with the RA systems to facilitate the management of the single Regional Customs Transit Guarantee (RCTG) bond.</p> <p>There is also the COMESA Regional Platform which handles the exchange of the digital COMESA COO between member states.</p>
<b>EAC</b>	

<sup>19</sup> <https://www.kenyans.co.ke/news/98825-south-sudan-dumps-over-400-containers-mombasa-over-ksh46550-new-levy>

	<p>The EAC Single Customs Territory (SCT) has leveraged on electronic data exchange that is enabled by interconnectivity of IT systems of the Revenue Authorities of the EAC and COMESA secretariats. The EAC Centralized Platform (EAC-CP) is a single regional platform that enables pooling of all Customs declarations, other information exchange data and, the dissemination and routing of data to the respective systems where it is needed, i.e. Revenue Authority or Port Authority. The EAC-CP is also used to share data on certificates of origin and information on regional Authorized Economic Operators (AEOs). Such a platform/system with integration may have relevance to HoA countries in the longer term, after a standards level of automation has been achieved and proven at a bilateral level first.</p> <p>Moreover, the World Bank and the EAC are in the process of implementing the East Africa Regional Digital Integration Project (EA-RDIP). The EA-RDIP consists of a Series of Projects (SOPs). In Phase I, the SOPs include three countries from the Horn of Africa region - Ethiopia, Somalia, and South Sudan – as well as two Regional Economic Communities: The East African Community (EAC) and the Intergovernmental Authority on Development (IGAD). Country projects under Phase I will first and foremost focus on the development of the regional connectivity market (voice and data traffic), given the lingering and large infrastructure deficits that still exist at the national level in these three countries, while laying the foundations for initial development of the two other marker layers that will be the focus of subsequent SOPs.</p> <p>Separate from the above discussions, KEPHIS proposes a regional approach to pest risk assessment/management through the enhancement of the PIMS and integration of the other countries’ PIMS to create a regional PIMS. While there is opportunity for the harmonization of phytosanitary regulations in the region to support regional movement of goods and persons is envisaged especially under the Plant Health Strategy/Protocol in the EAC and other Regional Economic Communities (RECs). It was reported that there are differences in phytosanitary capacities in the region with different independent systems installed in each EAC country.</p>
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## 6. Regional Trade Data Integration

The WTO-TFA as well as the AfCFTA Annexes 3 and 4, among other goals, aim at promoting cooperation among member countries to expedite customs clearance processes. This specific goal is then further promoted through the exchange of trade related data between the various national information systems described.

Learning lessons from other countries of the region, including Kenya which is already advanced in data integration facilities with its EAC neighbors, there are four specific areas where the HoAI countries might focus their data integration endeavors in the immediate term.

1. **Customs Declarations;** the exchange of customs declarations from the exporting country to the import or transit country allows the import, transit or destination country advance notification of the consignment for risk management purposes. In receiving this information in advance countries can

pre-determine the treatment of the goods when arriving at the border. The authority may plan in advance resources and ultimately take quicker decisions on whether goods can immediately be released or directed for examination.

Receiving declaration information also provides the possibility to utilize the export data, through the CMS or SW, to auto-fill the import or transit declarations ensuring the same goods declared for export are the same for import/transit potentially highlighting possible fraud and facilitating quicker declaration preparation. Most typically such data exchange is arranged and managed by the sending Customs authority, as owner of the data, with the receiving Customs authority facilitated by necessary legal framework to allow the exchange.

2. **Certificates of Origin;** As a mandatory document used by Customs to apply tariff concessions, the authenticity of the COO is paramount. By enabling the electronic transfer of COO as a digital record from export to the import country, the authenticity can be assured and thus reduce the time needed for verifications of hardcopy documents. The exchange of COOs is now made possible with the growing use of National Single Windows, which either provide the facilities for the responsible agency to generate electronic COOs or allows their receipt from the responsible agencies own system. The ability to have a NSW-to-NSW exchange makes it feasible to exchange electronic COOs. Moreover, the introduction of regional facilities such as the COMESA Regional Platform and the EAC Centralized Platform further makes the process of COO exchange easier with just one integration to allow exchange with multiple countries.
3. **Sanitary and Phytosanitary and Standards (SPS group);** For convenience this report combines data integration for the agencies of plant and livestock protection, and national standards enforcement within a single group, SPS. The suggestion here is that closer integration through data exchange would best be executed in 2 phases for the involved agencies. Under a first phase, the electronic plant protection phytosanitary certificate, or e-phyto, should be exchanged utilizing established facilities of the International Plant Protection Convention (IPPC). Thereafter, phase 2 would focus on the exchange of veterinary certificates (for animal health) and potentially approval certificates (for the standards agencies). The latter exchanges do not currently have equivalent systems to that of the IPPC to build upon and would involve more work to establish bilateral mechanism of exchange, however there are preliminary trials of the exchange of an e-vet certificate using the same IPPC platform as e-phyto and as Phase 1 is completed there may be potential to utilize the same platform for phase 2 e-vet but a further assessment closer to the time would be needed.
  - **Phase 1: Electronic Phytosanitary Certificate (e-phyto);** Phytosanitary certificates are the responsibility of the respective National Plant Protection Agency of each country. As more such agencies now automate their operations the IPPC E-phyto HUB<sup>20</sup> provides a platform that allows the exchange of electronic e-Phytos from the originating to the destination country, and any intermediate transit country. The facility ensures the authenticity of the certificate and thus avoids clearance delays and rejection of goods on arrival due to concerns over the validity of certificates and phytosanitary conditions of the goods. While the exchange of e-Phyto's can be

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<sup>20</sup> IPPC HUB: <https://www.ephytoexchange.org/landing/hub/index.html> .



done through bilateral exchange, the growing good practice is to utilize the IPPC HUB which allows for exchange to all connected countries at a global level with just the one integration required. Moreover, the IPPC also provides a simple centralized front-end web-based system (GeNS<sup>21</sup>) to allow countries without any form of automation to participate and generate e-Phytos on the HUB without need for complex processing systems or major infrastructure at the local level.

- **Phase 2: Electronic Veterinary Health Certificate (e-vet);** *Trials are currently underway for adopting the IPPC E-phyto HUB to also provide a similar function for the Veterinary Health Certificate with a view to enabling use of an e-vet certificate.<sup>22</sup> While the introduction of such an electronic certificate will have the same goals as the e-phyto, it will also require automation of the current Veterinary Sanitary Certificate in participating countries. A phase 2 of the SPS component would therefore need to focus, in the first part, on digitizing certificate generation through in-house or Single Window systems and thereafter, participating in its exchange through the IPPC HUB. National Standards in contrast do not have a central body providing data exchange facilities and therefore a solution for future exchange would need to be developed on a bi-lateral basis once the involved agencies have digitized the generation of their respective type approvals.*

4. **Cargo Tracking Information;** Customs is particularly interested in such facilities to limit revenue loss and ensure the security and protection of the nation. Such systems have evolved from purely national tracking systems, monitoring vehicle/container movements within national boundaries, to more expansive monitoring to cover movements across several countries (such as the EAC RECTS system used by Kenya and the East Africa Community countries). Tracking systems can be implemented with a common system deployed at national level for a group of countries, or through connection of national systems and exchange of cargo/consignment data in real-time subject to the technology and facilities of those systems to exchange information. The latter form of solution would be practical for HoA with Kenya and Ethiopia having their own national systems, and Djibouti having ambitions to develop or procure its own. What should also be highlighted is the need with such regional exchange is to ensure adequate protocols are in place to allow a single seal placed on a container at point of loading being retained for the entire journey of the consignment through to destination, and equally for the re-use and return of the electronic seals to its originating location after delivery of the consignment.

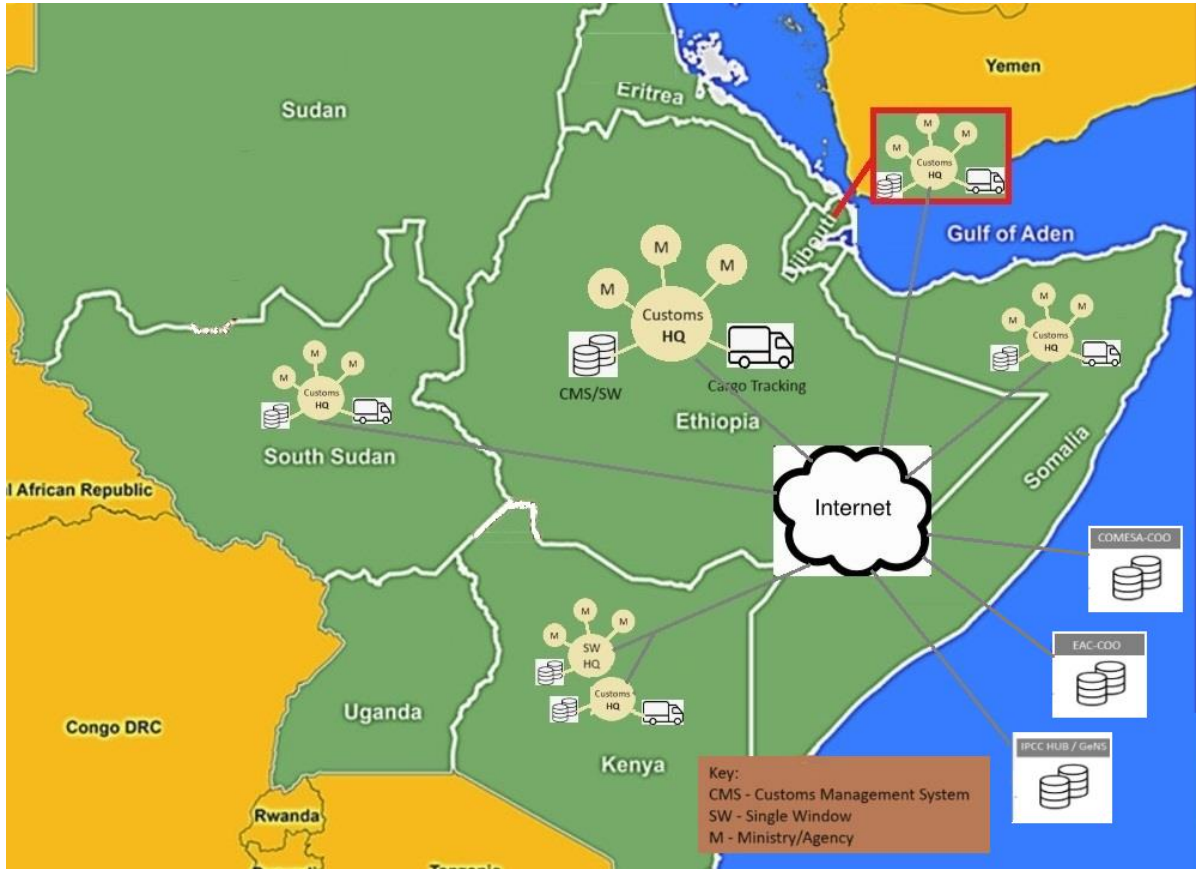
A suggested model for HoAI data exchange that incorporates all 4 key areas described above is illustrated at figure 6. This figure is representative of an envisaged environment where declaration, COO and cargo tracking information flows bilaterally between originating and destination country through a secure internet exchange. The exception to this approach is for the exchange of e-Phytos which pass from the originating country through the IPPC HUB and onward to the destination country, within the region or elsewhere.

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<sup>21</sup> IPPC GeNS: <https://www.ephytoexchange.org/landing/gens/index.html>

<sup>22</sup> e-vet: <https://www.woah.org/app/uploads/2021/03/a-veterinary-certification.pdf>

Figure 6: HoA Data exchange model



## 7. Gap Analysis

The following section highlights identified gaps for the countries surveyed against the WTO-TFA digitization good practice recommendations and the model for HoA regional data exchange. The gaps are then further explored in more detail for each country below.

TFA Articles for Digitization		Djibouti	Ethiopia	Kenya	Somalia	South Sudan
<b>Article 1: Publication and Availability of Information</b>						
Does the country have a Trade Information Portal?		No <sup>1</sup>	No	Yes	Yes	No
<b>Article 6: Formalities Connected with Importation and Exportation</b>						
Does the country have an automated Customs Management System covering all customs procedures, from manifest submission, to declaration, payment and release?		Yes	Yes	Yes	Yes	No
Is Customs data exchange in place for expediting import, export or transit?		Partial <sup>2</sup>	No	Yes <sup>3</sup>	No	No
<b>Article 7: Release And Clearance of Goods</b>						
Does the country allow for full pre-arrival processing of goods, including payment, assessment and clearance in advance (or immediately on presentation)?		Partial <sup>4</sup>	Partial <sup>4</sup>	Partial <sup>4</sup>	No	No
Does the country have in place a risk management information system?		No	No	Yes	No	No
Does the country, or involved agencies make use of electronic means of payment?		Partial	Partial	Yes <sup>5</sup>	No	No
<b>Article 10: Formalities Connected with Importation and Exportation</b>						
Does the country have a National Single Window?		No	Yes	Yes	No	No
Is NSW data exchange in place for expediting import, export or transit for HOA countries?		No	No	No	No	No
Does the country have a Port Community System?		Yes	N/A	No	No	N/A
Do individual agencies have their own IT system, or processing provided through the NSW?						
<i>Ministry of Agriculture – Plant Protection Agency</i>		No	Partial	Yes	No	No
- Is there international exchange of e-phytos (via IPCC Hub)		No	No	Yes	No	No
<i>Ministry of Agriculture – Animal Health Agency</i>		No	No	Yes	No	No
<i>Ministry of Health – Port / Human Health Agency</i>		No	Partial	Yes	No	No
<i>Standards Agency</i>		No	Partial	Yes	No	No
<i>Environment Agency</i>		N/A	Yes	Yes	N/A	N/A
<i>Tea/Coffee Authority/Board</i>		N/A	Yes	Yes	N/A	N/A
<i>Private Sector – Chambers of Commerce</i>		N/A	Partial	Yes	No	No
<b>Article 11: Freedom of Transit</b>						
Does the country make use of Transit module for goods movement?		Yes	Yes	Yes	No <sup>8</sup>	No
Does the country have an electronic cargo tracking system?		No	Yes <sup>6</sup>	Yes	No	No
- is the cargo tracking system integrated / exchanging data with neighbouring countries?		No	No	Yes <sup>7</sup>	No	No

Notes:

- 1: Djibouti Customs has launched a new website in 2023 which includes publication of trade-related information.
- 2: Djibouti Customs send transit declarations to Ethiopia. There is no reciprocal exchange of data from Ethiopia.
- 3: The KRA Customs Management System is currently exchanging data with all EAC members, but not yet with HoA member countries.
- 4: Djibouti, Ethiopia and Kenya all have implemented pre-clearance processing for Customs purposes, but not yet for other government agencies.
- 5: All trade agencies reported 100% compliance with electronic payments on 8 September 2023.
- 6: The Ethiopia Customs Commission is soon to operationalize its electronic cargo tracking system. In anticipation of operation by the time of publication of this report, the table shows 'Yes'.
- 7: The KRA Regional Electronic Cargo Tracking System (RECTS) is currently exchanging data with Uganda, Rwanda, Eastern DRC and Burundi.
- 8: SOMCAS has a transit module but it is not yet implemented.

The above gaps are explored in more detail below, and which also considers additional digital and related initiatives identified by the countries aimed at facilitating trade.

## Djibouti

<b>Article 1: Publication and Availability of Information</b>	
	<p>(D1) <u>Establish a Trade Information Portal</u></p> <p>Djibouti does not currently have a Trade Information Portal (TIP) and is most interested in establishing a central repository for the publication of trade laws, regulation, procedures and related trade information. The need for establishing a TIP was raised by the Ministry of Trade as a priority for them.</p>
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	<p>(D2) <u>Handsets for roadside clearance at borders</u></p> <p>Customs is looking to rollout mobile handsets with ambition to digitize all documents and use bar codes for transit/T1 (as a priority) and then all other documents. [Have 6 handsets currently for testing, their use removes need for driver parking and queuing to clear the border.]</p> <p>(D3) <u>Connection of ASYCUDA World for clearance decisions and goods management</u></p> <p>ASYCUDA World is currently centered on Customs and there is no connections or visibility on goods clearance for involved agencies. Either directly through ASYCUDA World utilizing the existing functionality or via the SW (once established), agencies can be informed and provide their clearance response as a matter of necessity of a coordinated border management solution.</p> <p>(D4) <u>Facilitate Customs Data Exchange</u></p> <p>Customs has commenced discussions with Ethiopia Customs for exchanging declaration data through support of EDF-II project (EU funding) arranged through COMESA. Discussions are at early stages of engagement but with uncertainty on whether EDF-II funding will end in March 2024 and halt the progress made. There is therefore a potential funding gap should EDF-II funding end for continuing the work for Declaration data exchange between Ethiopia/Djibouti.</p>

<b>Article 7: Release And Clearance of Goods</b>	
	<p>(D5) <u>Connection of ASYCUDA World for clearance decisions and goods management (repeated)</u></p> <p>Customs is utilizing ASYCUDA World for pre-arrival but other agencies are not connected to participate in pre-arrival processing having visibility only when goods arrive at the port/borders, and the brokers notifies them of need to intervene in the processing of the consignments. A such, pre-arrival processing is limited only to those goods that Customs exclusively clears without need for other agency involvement.</p>
	<p>(D6) <u>Need for e-payment on Single Window / PCS (when introduced).</u></p> <p>There are currently no electronic payments for trade agency related transactions, with all largely being manual processes. The principle of electronic payments has however been established through the PCS and ASYCUDA World and provides a platform for agencies to follow once they begin works on automation.</p>
<b>Article 10: Formalities Connected with Importation and Exportation</b>	
	<p>(D7) <u>Develop a Blueprint for Djibouti National Single Window implementation</u></p> <p>While the DPCS has been given the mandate to introduce the NSW, there are other aspects besides the technical platform to be addressed as a matter of established good practice for Single Window introduction. These matters include determining the governance model, financial sustainability, legal framework, functional scope and process reengineering (not just automation). The DPCS would benefit from such support in their efforts to introduce a NSW.</p>
	<p><b><u>Livestock Department – Département de l'élevage</u></b></p> <p>(D8) <u>Support for Single Window process/integration (when solution determined)</u></p> <p>The Department remains fully manual in its processing, with both absence of an in-house information systems or Single Window connection.</p> <p>The World Bank funded DRIVE project aims to “...support the improvement of livestock transport/transit processes between Djibouti and Ethiopia, by ... digitization of the quarantine certificate between Mile and Jigjiga in Ethiopia, ...”. Until then there remains a gap to automate permit and certificate issuance and single window integration thereafter both initiatives that will also require necessary ICT infrastructure.</p>
	<p><b><u>Plant Protection Department - Département de l'Agriculture et des forêts</u></b></p> <p>(D9) <u>E-Phyto GeNS and HUB implementation</u></p> <p>The Department remains fully manual in its processing, with both absence of an in-house information systems, a Single Window and of ASYCUDA world connection.</p> <p>It is uncertain on plans with regard development of an in-house information systems; however, there is opportunity to introduce e-phyto exchange with the IPPC e-phyto hub through use of the IPPC GeNS front end to address a first stage of certificate digitization. The phytosanitary certificate information can be manually entered into GeNS to generate an e-phyto and this exchanged automatically with the HUB. Equally the Plant Protection</p>

	<p>Department will be able to access electronically all incoming e-Phyto's through access to the GeNS. All software and support are provided free of charge by IPPC, however the department will require an adequate internet connection and computing equipment to participate.</p>
	<p><b>Djiboutian Standards and Quality Agency - Agence Djiboutienne des Normes et de la Qualité</b></p> <p>(D10) <u>Connection of ASYCUDA World for clearance decisions and goods management</u></p> <p>The Department remains fully manual in its processing, with both absence of an in-house information systems, a Single Window and of ASYCUDA world connection.</p> <p>It is uncertain on plans with both the WB DRIVE project having a role to play and pursuit of UNIDO funds for automation and infrastructure support; but regardless it would be an opportunity to support an ASYCUDA World connection for Standards' border processing so that they may have visibility of good of interest entering Djibouti.</p>
<b>Article 11: Freedom of Transit</b>	
	<p>(D11) <u>Installation of e-cargo tracking system and later regional integration.</u></p> <p>TMA had plans of supporting the implementation of an e-cargo tracking system along the Djibouti corridor from the Djibouti port to other inland destination in Ethiopia,<sup>23</sup> but the project has been subsequently discontinued. It appears that funds are now being reallocated with no path to a solution in place. This is a matter to be pursued with urgency to facilitate regional cargo-related data exchange.</p>

Ethiopia

<b>Article 1: Publication and Availability of Information</b>	
	<p>(E1) <u>Establish Trade Information Portal</u></p> <p>Ethiopia does not currently have a Trade Information Portal (TIP) and is most interested in establishing a central repository for the publication of trade laws, regulation, procedures and related trade information. The need for establishing a TIP was raised by the Ministry of Trade as a priority for them and also by the EESW/Customs.</p>
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	<p>(E2) <u>Galafi OSBP computer equipment</u></p> <p>Customs is in the process of establishing a One-Stop Border Post (OSBP) at Galafi. The physical construction works are covered with financing from TMA. However, there remains a gap for provision of ICT equipment required to operationalize the OSBP including power stabilization, computers, networks/Wi-Fi, CCTV, printers and scanners.</p>

<sup>23</sup> <https://www.afd.fr/en/actualites/communique-de-presse/eu-trademark-east-africa-and-afd-boost-regional-trade-horn-africa>

<b>Article 7: Release And Clearance of Goods</b>	
	<p>(E3) <u>Accelerate expansion of e-payment on Single Window</u></p> <p>This remains work ongoing, to integrate an e-payment facility within the SW, similar to that or based upon the Ethiopia e-Services platform. With funding covered through existing government project.</p>
<b>Article 10: Formalities Connected with Importation and Exportation</b>	
	<p>(E4) <u>Facilitate Single Window Data Exchange</u></p> <p>Customs as the Ethiopia Single Window Operator has commenced discussions with neighboring counterparts for exchanging single window data through support of EDF-II project (EU funding) arranged through COMESA. Discussions are at the early stages of engagement but with uncertainty on whether EDF-II funding will end in March 2024 and halt the progress made.</p> <p>There is therefore a potential funding gap should EDF-II funding end for:</p> <ul style="list-style-type: none"> <li>a) Declaration data exchange between Ethiopia/Kenya and Ethiopia/Djibouti;</li> <li>b) Certificate of Origin (COO) exchange between Ethiopia/Kenya and Ethiopia/Djibouti;</li> </ul>
<b><i>Ethiopian Agricultural Authority – Plant Department</i></b>	
	<p>(E5) <u>Phytosanitary Automation on EESW</u></p> <p>There is a need to automate the processing and issue of Phytosanitary certificates. This can be achieved through the introduction of the EESW processing for the Phytosanitary process, as has been done already for the Import Permits. The EESW appears configured to undertake this processing but change management activities for staff and private sector (training and communications) has not yet been conducted with no date set for activating this service.</p> <p><i>[It should be noted that TMA is proposing to build a separate phytosanitary system, but it is unclear if this work extends to the generation of e-phyto. However, with anticipation such a system is at least 1-year away from being operational, a shift to EESW now would be favorable.]</i></p> <p>Areas of addition support under this initiative could also include supply of ICT equipment and internet connectivity to support operations.</p>
	<p>(E6) <u>Exchange of e-phyto on EESW with IPPC e-phyto Hub.</u></p> <p>Once there is digitization of the e-phyto opportunity should then be taken to exchange the generated e-phyto with the IPPC hub, and in doing exchange outgoing e-Phyto's with destination countries, and also receiving incoming e-Phyto's from destination countries. This may be achieved either through adding functionality to the EESW, or to the future phytosanitary system when developed. However, if done through EESW then the facility could be delivered quicker and thereafter continue on this platform regardless of when the phytosanitary system is complete.</p>
<b><i>Ethiopian Agricultural Authority - Livestock Quarantine Department</i></b>	

	<p>(E7) <u>Sanitary Certificate and Import Permit Automation (change management)</u></p> <p>There is a need to automate the processing and issue of both the Animal Health Sanitary Certificate and Import Permit certificates. This can be achieved through the introduction of the EESW processing, which while analyzed configuration has not yet commenced due to lack of funding for equipment and change management.</p> <p>[As for e-Phyto's, exchange of the Animal Health Sanitary Certificate (e-vet) is also work ongoing for the IPPC through its Hub. By digitization the above work on the EESW it will be ready to also adopt "e-vet" when launched]</p> <p>(E8) <u>ICT infrastructure enhancement for Livestock Quarantine Department</u></p> <p>To complement the work to automate the Sanitary Certificate and Import Permit on the EESW there will be further need to support the Department with upgrading of their general ICT office equipment, establishing a local network, and provide backup power supply.</p> <p><i>[It should be noted that the WBG DRIVE project is undertaking significant support and assistance to the Agriculture sector in the HoA countries. It is uncertain at present whether the DRIVE project has within its scope focus to addresses the above livestock digital gaps]</i></p> <p><b><u>Ministry of Health – Food Safety &amp; Medicines Authority</u></b></p> <p>(E9) <u>Import Authorizations and Export Health Certificate Automation</u></p> <p>The Import Authorization for processed food products is not yet automated. This process would lend itself to introduction of an EESW process, to complement the processing undertaken on EESW for medicine imports.</p> <p>The Export Health Certificate for processed foods also remains fully manual and would be improved through the introduction of an EESW process, especially where certain products require involvement of multiple agencies in the same consignment. By putting all related processes on the EESW then the complete regulatory processing for the consignment would be managed on the EESW and with the benefits of single application, reuse of data as envisaged in its design.</p>
	<p>(E10) <u>COMESA COO exchange</u></p> <p>Integration of EESW with the COMESA platform to facilitate COO exchange with COMESA partner countries.</p>
<p><b>Article 11: Freedom of Transit</b></p>	
	<p>(E11) <u>Integration of e-cargo tracking systems with Kenya</u></p> <p>Ethiopia Customs is soon to launch its in-house develop electronic cargo tracking system. Once this system is implemented, Customs will be able to monitor containers moving within national boundaries.</p> <p>There is both motivation and interest by Ethiopia Customs to exchange e-cargo tracking information with neighboring countries so that they have full visibility of vehicles/containers moving from point of loading to destination.</p>



	Kenya already monitors all containers along the Norther Corridor through use of its RECTS system within the territories of Kenya, Rwanda, Uganda Democratic Republic of Congo and Burundi. The country is keen to expand visibility of vehicles travelling to/from Ethiopia. While Djibouti is under procurement of a future e-cargo tracking system (supported by TMA) and is also interested to participate in such data sharing.
<b><i>Additional support and areas of automation</i></b>	
	(E12) <u>Development of Cross Border e-Commerce platform</u> The Customs/EESW has further ambitions to develop a Cross Border e-Commerce platform that will allow an NSW-to-NSW exchange to connect buyers in one country to sellers in another other country. Kenya has similar ambitions but with need for funding support.

Kenya

<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	(K1) <u>Implement Simplified trader regime – mobile app development.</u> KRA would like to develop a mobile app to support clearance of non-commercial cargo at the borders. Targeted at small traders, the purpose would be to provide an easily usable and accessible means to declare small consignments and avoid the current paper-based system. This would support both Kenyans and persons of neighboring countries.
<b>Article 7: Release And Clearance of Goods</b>	
	(K2) <u>Risk management support through TFP for government and trade institutions.</u> KenTrade requires the TFP to be integrated with at least four Agency systems (KEBS, PPB, KEPHIS, and AFA Directorates) to allow the TFP risk management module and agencies to share risk data more effectively. KenTrade also wishes to interface with KRA iCMS to share risk PGA data with Customs. Furthermore, there is need for ongoing capacity building within PGAs, particularly officers who approve permits and release consignments at points of entry  <b>Fees and Charges;</b> Payments are in the majority electronically, paid. This is either directly on the government payment platform e-Citizen, or via the SW onto the same platform.  Exceptions to this are the Coffee Board AFA-IMIS which retains manual payments and needs upgrading for payment direct or through SW, although there may also be other agency systems requiring such electronic payment integration.
<b>Article 10: Formalities Connected with Importation and Exportation</b>	
	(K3) <u>Single Window Improvements</u> KenTrade have identified 18 separate initiatives to be developed to improve Single Window operations. Of these 18 initiatives, 5 concern IT related initiatives that have relevance or impact for the HoA countries, these are:

	<ul style="list-style-type: none"> <li>(i) Mapping of market requirements and tariff concession on the information for trade portal</li> <li>(ii) Digital Logistics Market Place (DLMP) Platform Development;</li> </ul> <p>And, under the task ‘Support to ongoing initiatives at KenTrade’ there is</p> <ul style="list-style-type: none"> <li>(iii) Simplification of export and import procedures for various commodities;</li> <li>(iv) Publication of the simplified procedures on the trade portal;</li> <li>(v) Documentation and publication of export and import procedures for various commodities.</li> </ul> <p>(K4) <u>Facilitate Single Window Data Exchange</u></p> <p>KenTrade has reached out to Ethiopia Customs and is due to have an inaugural meeting to discuss the possibilities and technicalities of data exchange. This work is currently being supported by EDF-II through COMESA but with funds due to end March 2024.</p> <p>In the absence of an extension of EDF-II, it would be recommended for HoAI to support this initiative, to build on what has already been instigated and fill the gap should EDF-II funding end.</p> <p>(K5) <u>KenTrade TFP and iCMS integration for document exchange</u></p> <p>There's a pressing need for Kenya to transition from manual document exchanges. This transition involves integrating the KenTrade TFP and KRA iCMS to facilitate the seamless exchange of approved COOs and Transit bonds, and potentially e-phyto's in coordination with KEPHIS. This will further aggregate such electronic documentation in one location to enable smooth exchanges with HOAI member countries.</p>
	<p>(K6) <u>Expand Trade Logistics Information Pipeline rollout.</u></p> <p>TMA has supported Customs with the development of a software <b>Trade Logistics Information Pipeline</b> (TLIP) (Trademark Africa funded) for declaration and COO exchange with countries outside of the EAC. KRA is currently piloting with the Netherlands and has established an MOU with India to commence a further pilot. There is potential of using the TLIP for data exchange with HoAI countries to share import/export data with each other.</p> <p>[This builds on what KRA are currently doing for EAC with Arusha based platform to, for example, build transit manifests from import declarations of consignments destined for Uganda. The initiative should also be coordinated with the data exchange being worked on by KenTrade to ensure no overlap.]</p> <p>[Reportedly, the TLIP also supports exchange of e-phyto's but this functionality would negate the IPPC e-phyto HUB which is being adopted as the international standard for e-phyto exchange.]</p>
	<p>(K7) <u>Extend AEO to regional operators and apply at the ports</u></p> <p>KPA would like to take advantage of integrating regional AEO systems to allow foreign owned consignments and trucks of AEOs to have access to the fast clearance lane for entry/exit of port area, as do Kenya AEOs.</p>

	<p>(K8) <u>Coffee Directorate - General ICT Infrastructure improvements</u></p> <p>AFA-IMIS is suffering problems due to outdated servers, and offices are in need of equipment upgrade, while 8 regional offices suffer connectivity problems of system access.</p>
	<p>(K9) <u>Tea Board of Kenya - General ICT Infrastructure improvements</u></p> <p>AFA-IMIS is suffering problems due to outdated servers, especially due to growing transaction size.</p>
<p><b>Article 11: Freedom of Transit</b></p>	
	<p>(K10) <u>Integration of e-cargo tracking systems with Ethiopia</u></p> <p>Kenya already monitors all containers/vehicles within the EAC area through use of its RECTS system, and is further keen to expand visibility of vehicles travelling to/from Ethiopia.</p> <p>With Ethiopia soon to operationalize its new e-cargo system it would be possible for KRA to commence engagement with Ethiopia to explore means to expand national to regional monitoring through exchange of consignment and vehicle details between the respective systems.</p>
<p><b><i>Additional support and areas of automation</i></b></p>	
	<p><u>Regional Customs Transit Guarantee Scheme</u></p> <p>There is potential to extend the EAC’s Regional Customs Transit Guarantee Scheme (RCTGS) currently active in Kenya to other countries of the HoAI region. The system centralizes bonds application and issue into one platform that connects all national insurance operators. Cloud hosted and managed by IRA (Insurance Regulatory Authority) with potential to exchange bonds with neighbors with protocols in place as advocated through COMESA.</p> <p>(K11) <u>Horticulture Traceability System Enhancement</u></p> <p>The authority (AFA-HCD) has expressed desire to expand the new traceability system to add missing functionality, and shift to a new hosting environment that will start with servers collocated but then move to virtual/cloud environment.</p> <p>(K12) <u>Tea Board of Kenya – Tea Auction System</u></p> <p>The Tea Board of Kenya is eager to introduce automation to the Tea Auction systems to make Mombasa a more attractive location as an auction destination for regional tea sales. This will require regulation update as at the moment the tea consignment must be physically present in Mombasa to be auctioned; whereas this could function far better if tea could be sold at auction based on a sample and then shipped direct from manufacturer to buyer overseas and avoid bringing to Mombasa which adds cost and time to the process.</p>

Somalia

<p><b>Article 6: Formalities Connected with Importation and Exportation</b></p>	
	<p>(SO1) <u>Engagement on Customs Data Exchange</u></p>

	<p>While Customs has acknowledged it may be too early for Somalia to commence data exchange with its neighboring countries as they bed in the SOMCAS system, it would be recommended to engage Somalia Customs in regional discussions on the topic as to prepare them for future needs. They in turn may discuss with their SOMCAS solution provider to future proof their system for such capabilities.</p>
<p><b>Article 7: Release And Clearance of Goods</b></p>	
	<p>(SO2) <u>Agency connection to SOMCAS for clearance decisions and goods management</u></p> <p>Customs is the sole user of SOMCAS, other agencies interested in goods arrival are not informed unless Customs or the Customs Broker brings to their attention the need for processing or inspection. Without some form of automated notification there is the risk that goods are released without the property attention of the involved agency.</p> <p>SOMCAS, as a bespoke system, may not have such an agency notification facility and this may require additional development to replicate what, for example ASYCUDA in Djibouti, is able to do.</p> <p>(SO3) <u>Review and improve implementation of Risk Management</u></p> <p>Reportedly, some 80-90% of import consignments are physically examined. This is a particularly large percentage of import inspections compared against global and Africa averages which aim more towards 15-20%. While SOMCAS reportedly has a selectivity system there is opportunity and potential need to strengthen the risk management aspects of customs operations with the development of more effective structures and risk profiles to lower inspection rates without increasing risk.</p>
	<p>(SO4) <u>Need for e-payment on SOMCAS (when available)</u></p> <p>There are currently no electronic payments for trade agency-related transactions, with all being manually paid. The Central Bank is working towards delivering a payment gateway which SOMCAS should connect to when made available later in 2024.</p>
<p><b>Article 10: Formalities Connected with Importation and Exportation</b></p>	
	<p>(SO5) <u>Develop a Blueprint for Somalia National Single Window implementation</u></p> <p>While the development of a National Single Window is an activity under DRIVE, with intention to undertake an initial assessment and later develop a Blueprint, the activity is retained here for consistency but is not envisaged to be an activity requiring HOAI support.</p> <p>(SO6) <u>Feasibility study for a PCS and Port Reform</u></p> <p>With fully manual operations, the Ports Authority has expressed their desire to automate their operations. To determine what extent automation is needed, the requirements and how this is best tied to more physical infrastructure reforms, it is proposed that a detailed feasibility study is conducted to assess the exact needs.</p>
	<p><b><u>Ministry of Agriculture and Irrigation</u></b></p> <p>(SO7) <u>E-Phyto GeNS and HUB implementation</u></p>

	<p>While waiting for the NSW implementation, there is opportunity to introduce a first stage of automation through the IPPC e-phyto hub for the Plant Protection Department, through the introduction of the IPPC GeNS front-end to address certificate digitization. The phytosanitary certificate information when recorded can be manually entered into GeNS to generate an e-phyto and this exchanged automatically with the HUB. Equally the Plant Protection Department will be able to access electronically all incoming e-Phyto's through access to the GeNS. All software and support are provided free of charge by IPPC, however the department will require an adequate internet connection and computing equipment to participate.</p> <p>(SO8) <u>Support for ICT infrastructure and Single Window introduction (when solution determined)</u></p> <p>The Department remains fully manual in its processing, with both the absence of an in-house information system or Single Window connection. As with the Ministry of Livestock, Forestry and Range, when the NSW solution begins implementation there will be a potential need to support delivery of IT infrastructure to support an NSW connection and its active use.</p> <p>(SO9) <u>Development of an integrated Phytosanitary information management system</u></p> <p>The Ministry is particularly interested to embark on the full automation of its services through the development and introduction of a comprehensive and fully integrated information system. This would be a much greater undertaking than a connection to the NSW or the introduction of IPPC GeNS, and will require a significant investment in systems, infrastructure plus that of change management for both the Ministry and clients.</p>
	<p><b><u>Ministry of Livestock, Forestry and Range</u></b></p> <p>(SO10) <u>Support for ICT infrastructure and Single Window introduction (when solution determined)</u></p> <p>The Department remains fully manual in its processing, with both the absence of an in-house information system or Single Window connection. When the NSW solution begins implementation there will be both an opportunity to automate and a potential need to support delivery of IT infrastructure to support an NSW connection and its active use.</p> <p>(SO11) <u>Development of an integrated Veterinary Health information management system</u></p> <p>The Ministry is supportive of the need to automation its services through the development and introduction of a fully integrated information system. This would be a much greater undertaking than a connection to the NSW, and will require a significant investment in systems, infrastructure plus that of change management for both the Ministry and clients.</p>
	<p><b><u>Somali Bureau of Standards</u></b></p> <p>(SO12) <u>Development of a comprehensive standards information management system</u></p> <p>The Bureau is interested to implement a comprehensive information management system to address automation of its business functions. Presently all system are manual and any such system could, potentially, integrate with SOMCAS (to receive notifications of goods arrival) and tie to Bureau veritas conformity certificates.</p>

<b>Article 11: Freedom of Transit</b>	
	<p>(SO13) <u>Feasibility and scoping study for the introduction of e-cargo tracking system and later regional integration</u></p> <p>There is an absence of any solution for electronic cargo tracking. However, the local situation may limit the effectiveness of an e-tracking system at the present time. The proposal is to conduct a feasibility study on the value an e-cargo tracking system would provide and scope its requirements before launching an implementation project.</p>

## South Sudan

<b>Article 1: Publication and Availability of Information</b>	
	<p>(SS1) <u>Establish a Trade Information Portal</u></p> <p>South Sudan does not currently have a Trade Information Portal (TIP) and is interested in establishing a central repository for the publication of trade laws, regulation, procedures and related trade information. The need for establishing a TIP was raised by the Ministry of Trade and Industry.</p>
<b>Article 6: Formalities Connected with Importation and Exportation</b>	
	<p>(SS2) <u>Introduce fully functional Customs Management System and related reforms</u></p> <p>The current e-Customs system appears inadequate for the need of modern customs operations with manual operations prevalent, absence of core functionalities and infrastructure constraints at customs offices.</p> <p>There is a need to introduce a fully functional CMS while also addressing physical infrastructure issues at customs border offices. The introduction of such a CMS will also position South Sudan ready to exchange information with other systems of HOAI member countries and participate in regional data exchange to facilitate trade. Such a system introduction should form part of a full Customs reform program including improving border operations.</p>
<b>Article 7: Release And Clearance of Goods</b>	
	<p>(SS3) <u>Implement trade facilitation reforms aligned with introduction of a CMS</u></p> <p>The introduction of a modern and fully functional CMS is a necessity for the introduction of further modern Customs operations required of the WTO such as pre-clearance processing, risk management and electronic payment.</p>
<b>Article 10: Formalities Connected with Importation and Exportation</b>	
	<p>(SS4) <u>Develop a Blueprint for South Sudan National Single Window implementation</u></p> <p>South Sudan does not have a National Single Window (NSW). The National Export and Investment Strategy for South Sudan has placed a high priority on modernization of trade procedures with a NSW planned for the period 2025-2027 with SSRA - Customs Division as lead agency. The development of a Blueprint for the NSW will guide the implementation of</p>

	<p>the planned system and is a matter of acknowledged good practice in the design and development of an NSW.</p> <p>(SS5) <u>Address regulatory overlap</u></p> <p>The lack of regulatory framework in various agencies has created overlaps in mandates of the agencies which translated to confusing and duplicate trade processes. There is a need for an assessment and review of the agency mandates with a view to strengthening the legal framework and removing the duplicate roles across government agencies involved in trade.</p> <p>(SS6) <u>Need for a trade facilitation assessment</u></p> <p>Trade procedures in South Sudan are fragmented and inefficient. As part of the modernization and integration of trade formalities and despite South Sudan not being a member of WTO, the National Export and Investment Strategy for South Sudan proposes and prioritizes a self-assessment to check readiness for and degree of compliance with WTO TFA. The Strategy advocates the need to undertake a self-assessment to check readiness for and degree of compliance with WTO TFA (2024-2026).</p>
	<p>(SS7) <u>Need for an e-payment aligned with introduction of a CMS (and NSW when determined)</u></p> <p>South Sudan does not have any form of payment gateway to support electronic payments for trade transactions but the Bank of South Sudan is interested and pursuing such a platform aligned with banking sector reform.</p>
	<p><b>Ministry of Livestock and Fisheries – Marketing and Investments</b></p> <p>(SS8) <u>ICT infrastructure enhancement for Marketing and Investments (Livestock)</u></p> <p>The Directorate remains fully manual in its operations and processing of export and import permits/certificates. As a first step to automation, the Directorate requires ICT infrastructure, internet access and equipment with livestock unit requiring computers.</p>
	<p><b>Ministry of Agriculture and Food Security – Plant Protection: Plant Quarantine</b></p> <p>(SS9) <u>ICT infrastructure enhancement for Plant Protection</u></p> <p>The Directorate remains fully manual in its operations and processing of export and import permits/certificates. As a first step to automation, the Directorate requires ICT infrastructure, internet access and equipment with plant protection unit requiring computers; this will enable sharing and accessing of data when connecting to e-phyto HUB.</p> <p>(SS10) <u>E-Phyto GeNS and HUB implementation</u></p> <p>Despite its manual operation, there is an opportunity for the Directorate to introduce e-phyto exchange with the IPPC e-phyto hub through use of the IPPC GeNS front-end to address a first stage of certificate digitization. The phytosanitary certificate information can be manually entered into GeNS to generate an e-phyto and this exchanged automatically with the HUB. Equally the Directorate will be able to access electronically all incoming e-Phyto’s through access to the GeNS. All software and support are provided free of charge by IPPC, however the department will require an adequate internet connection and computing equipment to participate.</p>

	<p><b>South Sudan National Bureau of Standards</b></p> <p>(SS11) <u>Need for a detailed assessment and scoping study to determine National Quality Infrastructure (NQI) requirements</u></p> <p>SSNBS is a key institution in trade facilitation and expressed a myriad of requirements to enhance its operations. Under a framework of NQI, a detailed assessment of the requirements (including infrastructure, technical and capacity) would inform on interventions required to enhance SSNBS’ role and the NQI infrastructure.</p> <p><u>Need for a standard for Gum Arabica</u></p> <p>Exports of Gum Arabica from South Sudan (and other HOA countries) are increasing but there is no standard available for the product. SSNBS has expressed this as a concern and priority to develop a standard for Gum-Arabica that would be available for adoption by EAC/HoA countries. However, the International Trade Centre (ITC) working with the Import-Export bank of Africa have developed a highly involved strategy and plan to develop the Gum Arabica market. Implementation of this strategy would be important for the market but falls outside the scope of the Trade Gap Analysis and proposals for data exchange.</p>
<p><b>Article 11: Freedom of Transit</b></p>	
	<p>(SS12) <u>Feasibility and scoping study for the introduction of e-cargo tracking system and later regional integration</u></p> <p>There is an absence of any solution for electronic cargo tracking. However, the local situation may limit the effectiveness of an e-tracking system at the present time. The proposal is to conduct a feasibility study on the value an e-cargo tracking system would provide and scope its requirements before launching an implementation project.</p>

**8. Digital Initiatives**

**Djibouti**

Djibouti systems infrastructure is focused primarily on two systems: DPCS and ASYCUDA World. To allow the country to participate in regional ICT integration there is the need to build on what already exists but also establish more fundamental digital initiatives at the trade-related government agencies to establish the necessary basis for data exchange of phytosanitary certificates, certificates of origin and cargo tracking information.

The following presents a summarized table of what might be viewed as priority initiatives that deal directly with or that will lead towards the exchange of data and documents to support regional digital endeavors.

Priority initiatives to further digital developments and support HoA integration, with indicative cost estimates:

<i>Initiative</i>	<i>Estimated Cost (USD)</i>
<b>Priority initiatives</b>	
(D1) Establish a Trade Information Portal	300,000



(D4) Facilitate Customs Data Exchange	100,000
(D7) Develop a Blueprint for National Single Window implementation	300,000
(D9) E-Phyto GeNS and HUB implementation	80,000
(D11) Installation of e-cargo tracking system and later regional integration (USD2m for e-cargo tracking system, plus USD100,000 for regional integration)	2,100,000
<b>Sub-total Priority initiatives</b>	<b>2,880,000</b>

Notes on the Priority initiatives' costs:

- D1 estimation based on implementation of the World Bank trade information portal solution.
- D4 and e-cargo integration of D11 estimation is based largely on facilitation of bi-lateral workshops and related logistics to determine data sharing details, modalities' and technical solutions for respective implementation of the countries.
- D7 estimation is for undertaking a NSW Blueprint preparatory exercise following World Bank NSW standard toolkit.
- D9 estimation is for both equipment and change management activities, with technical support of IPPC at no cost and technical assistance of World Bank for guidance at no cost to Djibouti/HOAI.
- D11 is the estimated costs of the introduction of a full electronic cargo tracking system, plus the integration costs with regional tracking system of Ethiopia.

National initiatives that will improve operations and trade facilitation advances with regional/neighboring countries, with indicative cost estimates:

<b>Initiative</b>	<b>Estimated Cost (USD)</b>
<b>National initiatives</b>	
(D2) Handsets for roadside clearance at borders	50,000
(D3/D5/D10) Connection of ASYCUDA for clearance decisions and goods management	250,000
(D6) Need for e-payment on Single Window / PCS (when introduced)	-
(D8) Support for SW process/integration (when solution determined) - Livestock	100,000
<b>Sub-total National initiatives</b>	<b>400,000</b>

Notes on the National initiatives' costs:

- D3/D5/D10 is combined estimation is for technical support for ASYCUDA configuration changes and both a small amount of computing equipment and change management/implementation activities for the involved Agencies.
- D8 is provided as contingency in case DRIVE is unable to supply.

## Ethiopia

Ethiopia has an emerging trading digital infrastructure led by ECC through its operation of the Ethiopia Electronic Single Window. Like Kenya, it has a number of ongoing digital initiatives and several more identified by this paper that would help bridge the digital gap to not only improve the environment for the trading community but establish foundations to allow closer regional ICT integration.

Priority initiatives to further digital developments and support HoA integration, with indicative cost estimates:

<i>Initiative</i>	<i>Estimated Cost (USD)</i>
<b>Priority initiatives</b>	
(E1) Establish Trade Information Portal	300,000
(E4) Facilitate Single Window Data Exchange	100,000
(E5) Phytosanitary Automation on EESW	30,000
(E6) Exchange of e-phyto on EESW with IPPC e-phyto Hub	80,000
(E10) COMESA COO exchange	100,000
(E11) Integration of e-cargo tracking systems with Kenya	100,000
<b>Sub-total Priority initiatives</b>	<b>710,000</b>

### Notes on the Priority initiatives' costs:

- *E1 estimation based on implementation of the World Bank trade information portal solution*
- *E4, E10 and E11 estimation is based largely on facilitation of bi-lateral workshops and related logistics to determine data sharing details, modalities and technical solutions for respective implementation of the countries.*
- *E5 estimation is for change management activities, with technical solution a forgone cost of EESW.*
- *E6 estimation is for change management activities, with technical support of IPPC at no cost and technical guidance of World Bank for implementation at no cost to Ethiopia/HOAI.*
- 

National initiatives that will improve operations and trade facilitation advances with regional/neighboring countries, with indicative cost estimates:

<i>Initiative</i>	<i>Estimated Cost (USD)</i>
<b>National initiatives</b>	
(E2) Galafi OSBP computer equipment	150,000
(E3) Accelerate expansion of e-payment on Single Window	1,300,000
(E7) Sanitary Certificate and Import Permit Automation (change management)	50,000
(E8) ICT infrastructure enhancement for Livestock Quarantine Department	100,000
(E9) Import Authorizations and Export Health Certificate Automation (ECC - EESW led)	50,000
(E12) Development of Cross Border e-Commerce platform	250,000

<b>Sub-total National initiatives</b>	<b>1,900,000</b>
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Notes on the national initiatives' costs:

- E3 is intended to cover both support in the improvement of the NSW by adding more regulatory organizations into the system (\$1m). And a further \$300,000 to interface/integrate other systems with NSW (National Id, Core-banking systems, and other regulatory systems),
- E7 and E9 estimation based on change management activities with technical solution a forgone cost of EESW.
- E8 cost is tentative to support automation efforts of Livestock Quarantine Department, and may potentially be covered by DRIVE.
- E12 to cover costs of software development, change management including public awareness campaign.

## Kenya

Kenya is at the most advanced stage of trade automation among HoAI member countries. It has a number of the necessary building blocks in place to promote ICT integration between itself and the HoAI countries as it presently does with its EAC partners. Nevertheless, its ICT systems infrastructure continues to evolve and there are several digital initiatives on-going that if seen through to fruition would further Kenya's ICT environment to better integrate and facilitate trade with the HoAI countries.

Priority initiatives to further digital developments and support HoAI integration, with indicative cost estimates.

<b>Initiative</b>	<b>Estimated Cost (USD)</b>
<b>Priority initiatives</b>	
(K3) Single Window Improvements (USD 3m for Digital Logistics Market Place; USD 550,000 for other initiatives)	3,550,000
(K4) Facilitate Single Window Data Exchange	100,000
(K5) Kentrade TFP and iCMS integration for document exchange	100,000
(K6) Expand Trade Logistics Information Pipeline (TLIP) rollout	100,000
(K7) Extend AEO to regional operators and apply at the ports	50,000
(K10) Integration of e-cargo tracking system with Ethiopia	100,000
<b>Sub-total Priority initiatives</b>	<b>4,000,000</b>

Notes on the Priority initiatives' costs:

- K3 is made up of cost proposals submitted by KenTrade.
- K4, K5 and K10 estimations are based largely on facilitation of bi-lateral workshops and related logistics to determine data sharing details, modalities and technical solutions for respective implementation of the countries.

- K5 estimations are based on information gathering/sharing of AEO details for incorporation in the respective system of KPA, and change management activities.

National initiatives that will improve operations and trade facilitation advances with regional/neighboring countries, with indicative cost estimates.

<i>Initiative</i>	<i>Estimated Cost (USD)</i>
<b>National initiatives</b>	
(K1) Implement simplified trader regime – mobile app development, incl publicity etc.	350,000
(K2) Risk management support through TFP for government and trade institutions	50,000
(K8) Coffee Directorate - General ICT Infrastructure improvements	50,000
(K9) Tea Board of Kenya - General ICT Infrastructure improvements	50,000
(K11) Horticulture Traceability System enhancement	150,000
(K12) Tea Board of Kenya – Tea Auction System	200,000
<b>Sub-total National initiatives</b>	<b>850,000</b>

Notes on the national initiatives' costs:

- K1, K11 and K12 to cover costs of software development, change management including public awareness campaign.

## Somalia

Somalia has further limitations on its systems infrastructure when compared to other HOAI member countries. To allow the country to participate in regional ICT integration there is the need to first establish more foundational ICT infrastructure and with this the necessary systems to allow it to participate in regional data exchange activities.

The following presents a summarized table of what might be viewed as priority initiatives that deal directly with the exchange of data and documents to support regional digital endeavors. Beginning with priority initiatives to further digital developments and support HoA integration, with indicative cost estimates:

<i>Initiative</i>	<i>Estimated Cost (USD)</i>
<b>Priority initiatives</b>	
(SO1) Engagement on Customs Data Exchange	50,000
(SO5) Develop a Blueprint for National Single Window implementation	-
(SO7) E-Phyto GeNS and HUB implementation	80,000
(SO13) Feasibility and scoping study for the introduction of e-cargo tracking system and later regional integration (with potential of \$2,1000 for full system implementation)	40,000
<b>Sub-total Priority initiatives</b>	<b>170,000</b>

Notes on the Priority initiatives' costs:

- SO1 for inclusion of Somalia in regional discussions with view to later participation when SOMCAS is embedded, and COO module is active.
- SO5 work to be undertaken by DRIVE.
- SO7 estimation is for both equipment and change management activities, with technical support of IPPC at no cost and technical assistance of World Bank for guidance at no cost to Somalia/HOAI.
- For SO13, it is recommended that a feasibility and scoping study is conducted first to determine practicality and scale of work required.

National initiatives that will improve operations and trade facilitation advances with regional/neighborhood countries, with indicative cost estimates:

<b>Initiative</b>	<b>Estimated Cost (USD)</b>
<b>National initiatives</b>	
(SO2) Agency connection to SOMCAS for clearance decisions and goods management	150,000
(SO3) Review and improve implementation of Risk Management	100,000
(SO4) Need for e-payment on SOMCAS (when available)	-
(SO6) Feasibility study for a PCS and Port Reform	40,000
(SO8) Support for ICT infrastructure and Single Window introduction (when solution determined - Plants)	100,000
(SO9) Development of an integrated Phytosanitary information management system	300,000
(SO10) Support for ICT infrastructure and Single Window introduction (when solution determined – Livestock)	100,000
(SO11) Development of an integrated Veterinary Health information management system	300,000
(SO12) Development of a comprehensive standards information management system (and associated networking and equipment)	350,000
<b>Sub-total National initiatives</b>	<b>1,440,000</b>

Notes on the national initiatives' costs:

- SO2 dependent on SOMCAS solution and abilities of provider to make technical changes to system.
- SO4 dependent on SOMCAS solution and abilities of provider, and also reliant on timing of Central Bank payment switch being fully implemented.
- SO8 / SO10 work to be undertaken by DRIVE, only possible once the NSW is being implemented.

## South Sudan

South Sudan has the most limited automated environment of the HOAI member countries, with the situation reflective of the general challenges the country faces. There is a need to not only address a number of fundamental ICT infrastructure issues but also the physical infrastructure problems to allow a

first level of trade systems to be introduced. Having those systems in place will allow the country, in part, to participate in regional ICT integration.

The following presents a summarized table of what might be viewed as priority initiatives that deal directly with the exchange of data and documents to support regional digital endeavors. Beginning with priority initiatives to further digital developments and support HoA integration, with indicative cost estimates:

<b>Initiative</b>	<b>Estimated Cost (USD)</b>
<b>Priority initiatives</b>	
(SS1) Establish a Trade Information Portal	300,000
(SS2) Introduce fully functional Customs Management System and related reforms	4,000,000
(SS4) Develop a Blueprint for Djibouti National Single Window implementation	300,000
(SS10) E-Phyto GeNS and HUB implementation	80,000
(SS12) Feasibility and scoping study for the introduction of e-cargo tracking system and later regional integration	40,000
<b>Sub-total Priority initiatives</b>	<b>4,720,000</b>

Notes on the Priority initiatives' costs:

- SS1 estimation based on implementation World Bank trade information portal solution.
- SS2 broad estimation based on similar sized implementation of a CMS in the region.
- SS4 estimation is for undertaking a NSW Blueprint preparatory exercise following World Bank NSW standard toolkit.
- SS10 estimation is for both equipment and change management activities, with technical support of IPPC at no cost and technical assistance of World Bank for guidance at no cost to South Sudan/HOAI.

National initiatives that will improve operations and trade facilitation advances with regional/neighboring countries, with indicative cost estimates:

<b>Initiative</b>	<b>Estimated Cost (USD)</b>
<b>National initiatives</b>	
(SS3) Implement trade facilitation reforms aligned with introduction of a CMS	-
(SS5) Address regulatory overlap	150,000
(SS6) Need for a trade facilitation assessment	40,000
(SS7) Need for an e-payment aligned with introduction of a CMS (and NSW when determined)	-
(SS8) ICT infrastructure enhancement for Marketing and Investments Directorate (Livestock)	100,000
(SS9) ICT infrastructure enhancement for Plant Protection	100,000
(SS11) Need for a detailed assessment and scoping study to determine National Quality Infrastructure requirements	40,000

<b>Sub-total National initiatives</b>	<b>430,000</b>
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Notes on the national initiatives' costs:

- SS3/SS7 costs included as part of CMS introduction.

### Priority Cross-Cutting Initiatives

Of the above-mentioned digital initiatives, several are common across 2 or more countries and deal directly with the exchange of data related to declarations, certificates of origin, cargo tracking and e-phyto, or establishing the systems that will allow such exchange, which was elaborated on in Section 5. These initiatives are listed below with associated cost estimates for ease of reference, and should be a priority for HOAI to accelerate regional data exchange.

<b>Initiative</b>	<b>Djibouti</b>	<b>Ethiopia</b>	<b>Kenya</b>	<b>Somalia</b>	<b>South Sudan</b>
Establish Trade Information Portal (E1, D1, SS1)	300,00	300,000	-	-	300,000
Facilitate Single Window Data Exchange (K4; E4)	-	100,000	100,000	-	-
Facilitate Customs Data Exchange (E10, D4, SO1)	100,000	100,000	-	50,000 <sup>3</sup>	-
Integration of e-cargo tracking systems (K10, E11) and introduction (D11); and its scoping (SO13, SS13).	2,100,000 <sup>2</sup>	100,000 <sup>1</sup>	100,000	40,000 <sup>4</sup>	40,000 <sup>4</sup>
Phytosanitary Automation on EESW (E5)	-	30,000	-	-	-
Exchange of EESW e-phyto with IPPC e-phyto Hub (E6)	-	80,000	-	-	-
E-Phyto GeNS and HUB implementation (D9, SO7, SS10)	80,000	-	-	80,000	80,000
Develop a Blueprint for National Single Window implementation (D7, SO5, SS4)	300,000			- <sup>5</sup>	300,000

**Notes:**

- 1: System soon to be launched, integration can follow stabilization of the system.
- 2: With need to both fund and procure suitable system, its implementation and integration.
- 3: Engagement only to participate in regional data exchange discussions.
- 4: Feasibility and scoping study only.
- 5: Funded by DRIVE.

### **COMESA EDF-II**

In prioritizing the above there is need to be aware of ongoing support provided by COMESA EDF-II for data exchange of SW/Customs data to all 3 countries. As mentioned, the EDF-II funding is due to end in March

2024, and therefore there is opportunity for HoAI to continue support and build on the preliminary work that has commenced.<sup>24</sup>

### **Trademark Africa**

Equally, there is need to also be aware of the support being provided by TMA for automation of phytosanitary system in Ethiopia, which would not conflict with the proposal herein. There is then the potential need to discuss the scope of phytosanitary, NSW and other initiatives for Djibouti which TMA is also supporting.

### **World Bank DRIVE Project**

While the DRIVE project is working to enable the region to adapt to the impacts of climate change, commercialize livestock production in pastoralist communities, and ensure inclusion of the marginalized and vulnerable groups such as women in the sector. With particular attention to the livestock aspect there is need for further investigation as plans are followed through on the scope and timeline of works planned for the Livestock agencies in Ethiopia and Djibouti to complement the work that is being done.

## **9. Conclusions and Next Steps**

The report has presented a digital gap analysis of the trade information systems across the HoAI countries of Djibouti, Ethiopia, Kenya, Somalia and South Sudan. It has utilized the WTO-TFA as a framework to assess where gaps exist and put forward a model for data exchange to facilitate regional ICT integration. The report has further listed digital initiatives that will address the gaps drawing attention to those priority initiatives that will impact on two or more HoAI countries, and those that will establish digital foundations upon which future opportunity for integration can be achieved.

There is a significant amount of work ongoing in the 5 countries assessed, and it will be important to ensure there is no overlap or duplication in any work to be supported by the HoAI with those of complimentary projects, notably TMA and DRIVE. That said, where potential overlap has been found the recommendations made have been directed towards complimentary activities or to build on work already started for which there is no apparent ongoing technical or financial support.

There is a number of further regional initiatives such as those under COMESA and EAC to establish a regional single window. To address such initiatives, it will be necessary to first establish fundamental infrastructure and national systems, and then commence exchange at a bi-lateral level before moving to more involved and complex regional level exchanges of information.

To best support the countries assessed moving forward the following next steps are proposed.

1. HoAI to determine of the digital initiatives listed, those of priority for potential funding support.
2. In collaboration with the countries, develop Concept Notes / Proposals for the initiatives to establish scope of work, timeline and detailed costs with emphasis on the priority initiatives listed in the report.
3. HoAI to further determine funding allocation, scheduling and mode of implementation of the initiatives to be supported.

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<sup>24</sup> Recent indication received from Djibouti is that the COMESA funded has been extended but this has not yet been verified.



## Appendix A – Stakeholders Interviewed

#	Organization	Name	Position/Department
1	HoAI Secretariat Kenya	Collins Aseka	Advisor to the focal point in Kenya of the HoAI
2		Gisele Umugwaneza	HoAI Secretariat, technical assistant
3		Kenrick Ayot	HoAI Focal Point in Kenya
4	Kenya Trade Network Agency	David Ngarama	Chief Executive Officer
5		Fridah Kaberia	Director, Strategy Compliance & Business Development
6		Anne Waweru	Director, IT Innovations & Information Security
7		Bernard Milewa	Corporation Secretary & Legal Affairs Manager
8		Joanne Kweyu	Manager, Supply Chain Management
9		Paul Mwaura	Manager, Internal Audit
10		Bonface Asiligwa	Manager, IT & Infrastructure
11		Edwin Wanyama	Manager, Innovations & Solutions Development
12		Billy Ngumi	Manager, TradeNet and Value Add Services
13		Eric Lukoye	Manager, Projects
14		Chrispus Mbogo	Director, Corporate Services
15	Agriculture & Food Authority - Coffee Directorate	James Sua	Senior Officer, ICT
16		Azenath Makori	Assistant Director, Finance
17		Muinde Ivongo	Marketing Officer
18	ICT Authority	Rose Wanjohi	Principal, Programmes Officer
19	State Department of Trade	Daniel Wachira	Assistant Director, External Trade
20		Samuel Katha	Senior Trade Officer
21	Kenya Plant Health Inspectorate Service (KEPHIS)	Josiah Syanda	Deputy Director, Phytosanitary
22		Eric Were	Deputy Director, Phytosanitary
23		Esther Abonyo	Inspector, Project Coordination
24		Grace Mbitu	Intern, Trade
25		Linda Mwalawa	Analytical Chemistry Laboratory
26		Aeline Kiptum	Laboratory Analyst, Analytical Chemistry Laboratory & Food Safety
27		Isaac Nateng	Principal Inspector, Phytosanitary
28		Kennedy Wanyeki	Systems Administrator, ICT
29	National Environment Management Authority	Joyce Imende	Senior Compliance Officer
30	Kenya Ports Authority	Francis Muthoka	Acting Manager, Operations - TOS
31		Alice Njuguna	Systems Administrator
32	Kenya Revenue Authority	Kenneth Mbobua	Chief Manager, Business Transformation Office
33		Margaret W. Muturi	Supervisor, Business Transformation Office
34		Caroline Tabitha	Manager, Business Transformation Office
35	Agriculture & Food Authority - Horticultural Crops Directorate	Christine Chesano	Director
36		Collins Otieno	Ag. Deputy Director, Regulations
37		Hosea Boswony	Senior ICT Officer
38		Isdora Odundo	Senior Marketing Officer

#	Organization	Name	Position/Department
39	Port Health	Florence Muriithi	Port Health Officer In charge
40		Dedan Kamau	Port Health Officer
41		Elizabeth Komen	Port Health Officer
42		Atei Rioki	Port Health Officer
43	Directorate of Veterinary Services	Dr. Naftaly Mwaniki	Director
44		Dr. Alexina Moran'ga	Chief Veterinary Officer
45	Tea Board of Kenya	Amos Mulievi	ICT
46		Nancy Bessy	Market Development, Trade and Advisory
47		David Muriuki	Market Development, Trade and Advisory
48	Ministry of Commerce	Ali Daoud Abdou	General Secretary
49	Ministry of Finance	Ilyas Moussa Dawaleh	Minister of Economy and Finance
50		Abdourazak Ahmed Idriss	General Secretary & HoAI Focal Point in Djibouti
51		Kairo Hersi	HoAI, technical assistant
52		Barkad Nour	National advisor to the focal point of the HoAI in Djibouti
53	Djibouti Port Community Systems	Warsama Guirreh	Managing Director
54		Houmed Mohamed Ali	Chief Operating Officer
55	Département de l'élevage (Department of Livestock)	Abdo Alwan	Charge de Project DRIVE
56		Ali Ibrahim	Ag. Director
57		Oubah Said Ahmed	DRIVE Project - Suivi et Evaluation
58	Agence Djiboutienne des Normes et de la Qualité	Ounna Abakari	Quality Engineer
59		Yahya M Farah	Senior executive
60		Mohamed Kayad	QHSE Engineer
61		Omar T	Cadre
62		Awaleh Djama	General Director
63		Omar Wais G	Senior executive
64	Département de l'Agriculture (Department of Agriculture)	Mouktar Mohamoud	Director
65	Ministry of Interior	Siraj Omar Abdulkader	General Secretary
66	Customs	Abdou	Consul Technique
67		Hodane Nooh	Head of Free Zone Department
68		Rahma Omar Bongoh	Head of Transit Department
69		Nabil Farrah	UNTCAD Consultant
70	TradeMark Africa	Josephat Magita-Fredy	Programme Manager
71	Ministry of Trade and Regional Integration	Jirata Nemera Disasa	Lead Executive, Licensing & Regulatory
72		Henok Seyoun	Advisor
73		Sara Seifu	Expert
74		B Eshetu	Project Coordinator
75	Ministry of Transport and Logistics	Fasil Hailu	Transport and Logistics Intelligent Executive Officer
76	Ethiopian Customs Commission	Robel Tesfay	Program Director, Ethiopian Electronic Single Window
77		Daniel Fokue	Senior Systems Engineer

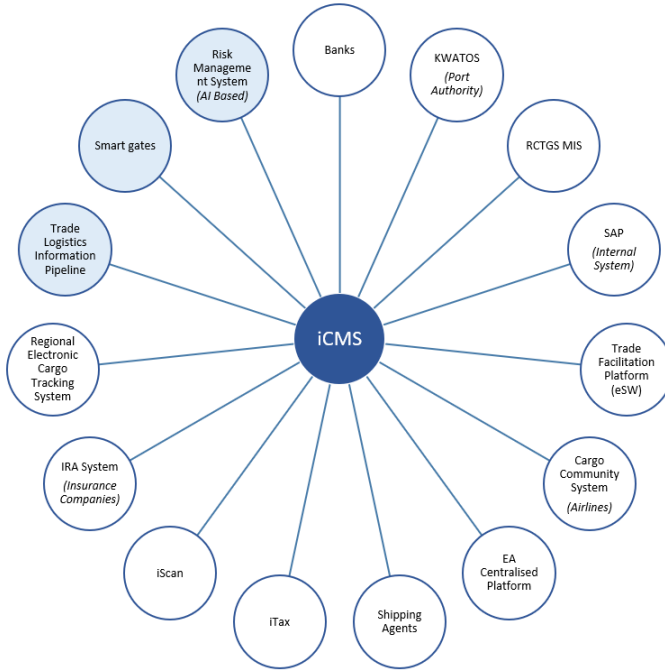
#	Organization	Name	Position/Department
78		Dessailu Shambel	Senior Business Analyst
79	Ethiopian Chamber of Commerce and Sectoral Associations	Ermiyas Abay	ICT Expert
80		Metasebia Timothiwos	Membership and Trade Information Division Manager
81		Tiruwork Tizaza	Manager, Trade Facilitation
82		Haria W/Gebriel	Head of ICT
83		Simachew Tebese	Senior Communications & Media Expert
84	Environment Protection Authority	Wasihun Alemu	Ag. Director Solid and Hazardous Waste
85		Gonfa Ararsa	Director Environmental Licensing
86	Ethiopian Food and Drug Administration	Yoseph Kebede	Head Desk Officer
87		Tinsae Genene	Systems Analyst
88		Kidanemarian G/Michae	Advisor
89		Wendafrash Aberee	Technical Advisor
90		Michael Tibebe	Support Analyst
91	Ethiopian Agricultural Authority	Seifu Lailu	Director for Quarantine
92		Tamirat Tesema	Director Plant Quarantine & Regulatory
93		Amb. Deriba Kuma	Director General
94	Ethiopian Standards Agency	Zerihun Gashaw	Director Legal & Internal Relations
95	Ministry of Finance	Fitsum Abreham	National Advisor to the Ethiopia focal point of the HoAI
96		Iradj Alikhani	HoAI Secretariat, Team leader
97	HoAI Secretariat South Sudan	Joseph Elizeo Odu	National Advisor to focal point of the HoAI in South Sudan
98	Ministry of Finance and Planning Aid Coordination	Benjamin Ayali Koyongwa	Undersecretary for Planning
99		Suzy Albert	General Director
100		Chol Makol	First Deputy Director
101		Machar Mayol Akuong	Assistant Director
102		Aluel Beda	Assistant Director & HoAI Focal Point
103	Ministry of Trade and Industry	Kuot Madhor	Director Planning, WTO/AfCFTA Focal Point
104		Thomas Serafino Ohure	Director Private Sector Development
105	Ministry of Health	Dr. Malek Sando	General Director, International Health
106		Mach Achiek	Director ICT
107	Ministry of Livestock and Fisheries	John Kang Gang	General Director, Marketing and Investments
108	South Sudan National Bureau of Standards	Gloria Nyoka	Executive Director
109		Ashjan P Edward	Director
110		Jacob Matiop	Ag. Director, Quality Assurance
111		Kuol Ayom Biar	Ag. Director General, Quality Assurance
112	Ministry of Agriculture and Food Security	Alexander Ali Natana	Director Plant Protection
113		Taban Charles Lopai	Director Pest Control
114		Michael Max Lomoji	A/Director Plant Protection

#	Organization	Name	Position/Department
115		Lios Martin Nigo	A/Inspector Plant Protection
116		James Akowch Deng	Plant Protection Specialist
117		Malis Elinana Were	Assistant Director Plant Protection
118	Bank of South Sudan	David Akum	Director National Payment System
119	Ministry of Roads & Bridges	George Auku	Director
120		Marko Aleardo	Deputy Director for Planning
121		David K. Paulino	Assistant Director
122	Ministry of ICT and Postal Services	Dr. Lado W. Kenji	Undersecretary - Telecom & Postal Services
123		Henry Owera	Director Policy & HoAI thematic leader for ICT
124	South Sudan Revenue Authority - Customs	Moses Mayei Kachuol	Head of Training
125		James Morris Sokiri	Head of Classification
126		Brig. General Mary Gwo	Deputy Director
127	HoAI Secretariat Somalia (Ministry of Finance )	Khadar Abdale	National Advisor to the focal point of the HoAI in Somalia
128	Central Bank of Somalia	Nimo Mahmud Issa	SPS Project Coordinator
129	Ministry of Commerce & Industry	Adbihalim Ibrahim	Director SMEs and Cooperatives/Somalia Thematic Leader for trade (HoAI)
130		Ahmed Warsame	Director of Trade and Marketing
131	Ministry of Telecommunication and Posts	Zakarie Ismael	E-Government /Somalia Thematic Leader for Digital (HoAI)
132		Dahir Gacal	E-Government Director
133	Ministry of Livestock	Shire Ahmed Musse	Director of Pastoral Development and Resilience
134	Ministry of Agriculture - Plant Protection Department	Abdi Mohamed Hussein	Director of Plant Protection and Research Department
135	Somalia Bureau of Standards (SOBS)	Abdirizak Ali Mohamed	Director of ICT
136		Mohamed Aden Hersi	Technical Advisor
137	Somalia Customs Department	Mr. Issa Farah Amalaw	Head of Customs Reforms and Modernization
138		Mr. Abdiaziz Essa Ibrahim	SOMCAS Head of ICT
139		Mr. Mohamed Kulane Abikar	SOMCAS
140	Ministry of Ports/ Somalia Ports Authority	Sidow Sheikh Ali	Department Director
141		Mohamed Abdulkadir Abdulle	Technical Advisor
142		Mohamed A Hassan	Director of Admin and Finance
143		Osman Yarow Al	Director of Somalia Ports Authority

## Appendix B – CMS and NSW Stakeholder and Functional Mapping

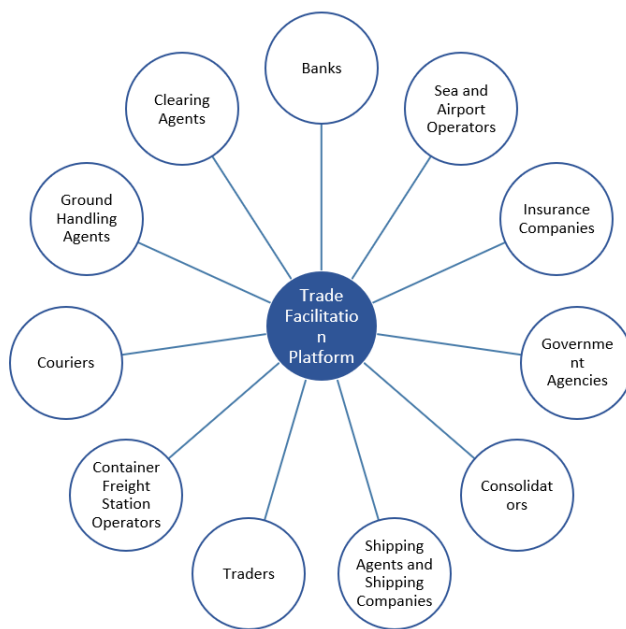
### Appendix B.I: Kenya Revenue Authority - Integrated Customs Management System

Figure 7: iCMS integration map



### Appendix B.II: Kenya National Single Window - Trade Facilitation Platform

Figure 8: TFP stakeholders



## Appendix B.III: Ethiopia Electronic Single Window System

Figure 9: EESW stakeholders

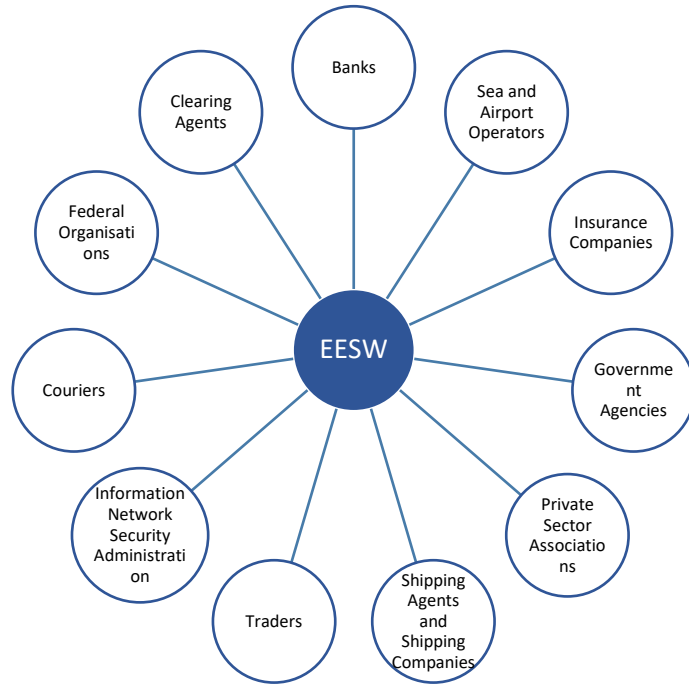


Figure 10: EESW Integration map

