



## **2024 UPDATE OF THE GEA CUSTOMS CAPABILITY DATABASE**

### **TRENDS IN TRADE FACILITATION**

The Global Express Association's Customs Capability Database tracks a series of key performance indicators (KPIs) of trade facilitation in one hundred and thirty-five countries and territories, as seen from our industry's perspective, that is, multi-modal, urgent air-ground operations.

It now covers thirteen additional countries and territories: three in Asia-Pacific, two in Central Asia, six in Africa, and two in Latin America and the Caribbean.

Many of the KPIs we track are aligned with existing international benchmarks such as the World Trade Organization's Trade Facilitation Agreement and the World Customs Organization's Revised Kyoto Convention.

This information is based on a survey of our three members' daily experience at these countries and territories' borders. A revised questionnaire was introduced in 2022. We have now completed the first major update since then, which allows us to identify some changes and trends.

Over the last two years, we have seen changes in less than half of the countries and territories surveyed. The survey returns a mixed picture, with few significant changes and not always in the right direction.

Only eighty-eight of the surveyed countries and territories accept and process advance electronic data in advance of the shipments' arrival. This is one less than two years ago.

There has been hardly any progress in the acceptance of supporting documents in electronic format, with now seventy-six of the surveyed countries and territories accepting them -- only one more than two years ago. And there has been no progress in the acceptance of scanned copies, with the number steady at seventy countries and territories, or about half the surveyed ones.

We have also seen a reduction in the countries with simplified entry thresholds (for which customs formalities are simplified, but duties and taxes apply). Fifty-six have them (of which twelve for some shipments only). This is two less than two years ago.

The level of industry consultation also shows mixed signs. It has improved in three countries or territories, but it has worsened in another three.

On the positive side, there has been progress in the application of risk management systems to select shipments for documentary or physical examination. One hundred and sixteen countries and territories have one in place, or three more than in 2022.

And there have been changes to 'de minimis' thresholds (under which no taxes or duties are collected) in thirteen countries or territories. Said changes have operated in both directions, that is, in some cases the threshold has been reduced or eliminated (sometimes for VAT/GST only) and in others a threshold has been either introduced or increased.

In conclusion, as seen from our point of view, there remains a lot to be done to align existing practices with agreed international benchmarks, and thus release the full economic and development benefits of better trade facilitation. Our industry stands ready to work with authorities to that end.

Geneva, October 2024

The Global Express Association ([www.global-express.org](http://www.global-express.org)) represents the three leading express delivery carriers: DHL Express, FedEx and UPS.

#### **DISCLAIMER**

The Customs Capability Database contains information that the GEA has been able to collect to the best of its ability. It reflects our members' experience of local practice in the countries or territories surveyed. It is not an official source of Customs information. We accept that it may not always be complete or up to date, or that there might be differences of interpretation. Please help us improve it by sending us any additional information or corrections - from authoritative sources - to [info@global-express.org](mailto:info@global-express.org). We will revise any entries as soon as new information is available that can be verified and checked against our members' experience of local practice. The name of the country or territory used in the database, as well as the depiction of boundaries and borders on the map, do not imply official endorsement or acceptance by the Global Express Association or its members. Colors on the map are indicative and do not imply compliance with specific treaty obligations or lack thereof.