APEC Symposium

Single Window System for Trade & Port Related Procedure in Japan

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AGENDA

1. "Single Window" System:
   One-Stop Service for Trade & Port related Procedures
2. Trade & Port related Procedures In Japan
3. Milestone toward Single Window System
4. NEXT MOVEMENT of Single Window in Japan
5. Introduction to Port EDI system
6. Security Consideration
7. UN/ECE Recommendations

"Single Window" System: One-Stop Service for Trade & Port related Procedures

1. Concept

To facilitate international logistics and to improve the international competitiveness of Japan,

-Implement interconnection and collaboration of the NACCS, Port EDI system, and Crew Landing Permit Support System etc.

-Establish the "Single Window" system for governmental procedures as soon as possible in FY 2003.

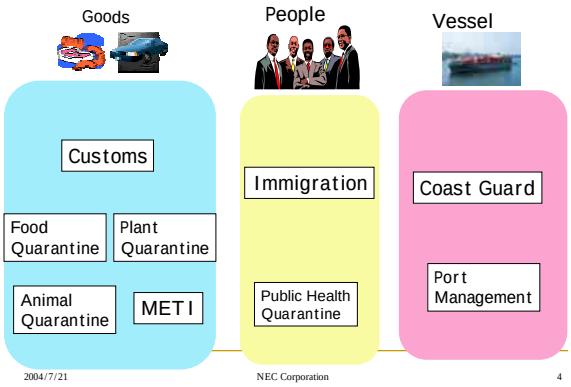
2. What is the "Single Window" system?

"Single Window" system enables users to complete all the necessary trade (import/export) and port related procedures in a single entry and a single transmission.

3. Basic aims

1) Improvement of user convenience
2) Reduction of operating costs
3) Adoption of the global standards
4) Simplification of procedures

Trade & Port related Procedures In Japan (1)



Trade & Port related Procedures In Japan (2)

Animal/Plant Quarantine Statement

Import Food Quarantine Statement

Import/Export License Application

-Declaration inward and outward of vessel
-Dangerous Goods Notification
etc .

-Pre-arrival notification
-Declaration inward and outward of vessel
-Crew List & Passenger List
-Import/Export Declaration
etc.

-Pre-arrival notification
-Declaration inward and outward of vessel,
-Crew List & Passenger List

-Pre-arrival notification
-Declaration inward of Vessel
-Radio Pratique Statement
-Crew List & Passenger List

-Declaration inward and outward of Vessel
-Request for Berth,
etc.

Milestone toward Single Window System (1)

1992 -Sea-NACCS (CUSTOMS procedures system) is in service.

1997 -Promotion of Measures under Comprehensive Program of Logistics Polices

1998 –FAINS (Import Food Quarantine system),
ANIPAS & PQ-NETWORK
(Animal/Plant Quarantine system) are in service.

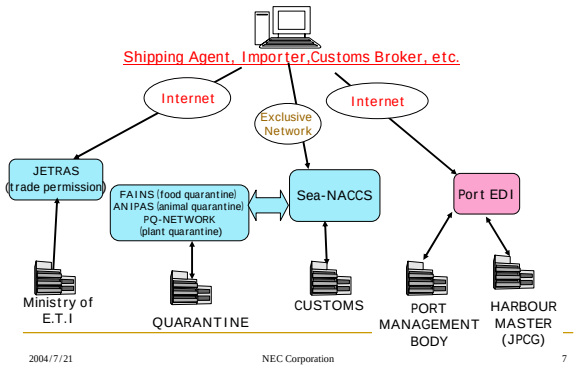
-NACCS and FAINS, ANIPAS, PQ-NETWORK are connected

2000 -Enhanced sea-NACCS is in-service

2000 - Port EDI system for Port Master (JPCG) and Port Management Body is in service.

Information Systems for Trade & Port Related Procedures

(as of Oct. 2001)



Milestone toward Single Window System (2)

2001 e-Japan Stimulating Plan
2001 New Promotion of Measures under Comprehensive Program of Logistics Polices (July)
2001 Shiokawa Initiatives "International Logistics Reform Plan (August)

2003 JETRAS & NACCS are connected.
*Goods related single window is established (procedure can be done through NACCS).

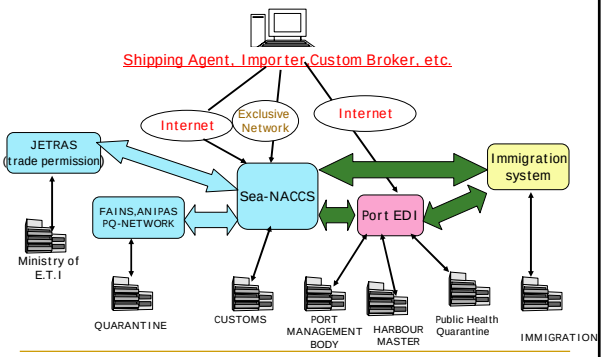
2003 -Public Health Quarantine system is in-service.
2003 –Immigration system for Crew Landing is in-service

2003 NACCS, Port EDI , Public Health Quarantine system and Crew Landing Support system are connect.
SINGLE WINDOW for Trade and Port related is established

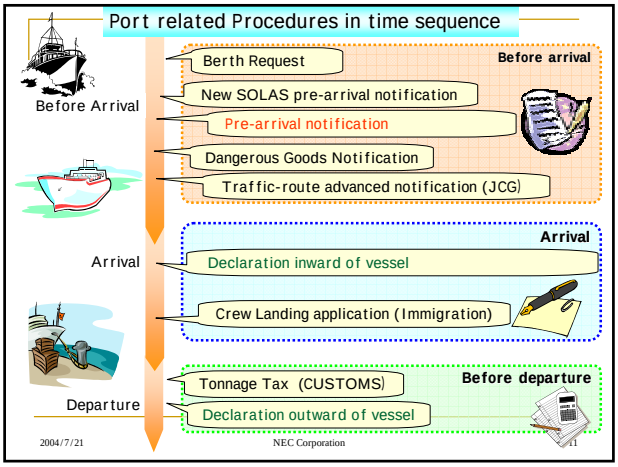
How Single Window for Trade and Port related is done

1. Harmonize the name and meaning of element
2. Reducing the duplicated element
3. Simplify the procedure
4. Adopt the Global standard
5. Align the requiring time

Single Window for Trade & Port Related Procedure



Port related Procedures in time sequence



NEXT MOVEMENT of Single Window in Japan

- **Alignment toward IMO/FAL Convention**

  IMO/FAL Convention was signed on 9 April 1965 and came into force on 5 March 1967. The Convention recommends the use by national authorities of six standardised forms to be filled in for ships to report when arriving in port and departing from port:
  (1) IMO General Declaration (Form No. 1),
  (2) IMO Cargo Declaration (Form No. 2),
  (3) IMO Ship's Stores Declaration (Form No. 3),
  (4) IMO Crew's Effects Declaration (Form No. 4),
  (5) IMO Crew List (Form No. 5),
  (6) IMO Passenger List (Form No. 6), and
  (7) IMO Dangerous Goods Declaration (Multimodal Dangerous Goods Form).

- **Harmonise Security and Simplification**

  New SOLAS requires ISPS code (the International Ship and Port Facility Security Code).

- **Web screen instead, machine-to-machine**

  Minimize application items then adopt EDI (UN/EDIFACT or ebXML)

Port EDI system

Aims

-Paperless and Single window
-Global Standard (UN/EDIFACT, UN/ECE Recommendations)
-Open network (the internet)

Milestone
2000 Declaration inward and outward of vessel , Berth requirement and other vessel related procedures in a port calling
2003 Public health quarantine procedures are added.
2003 Single window feature is in service
2004 Tonnage tax application function is in service
2004 New SOLAS pre-arrival notice function is in-service

Numbers of Users in Port EDI system

1. Port Managing Organization : 63 Ports

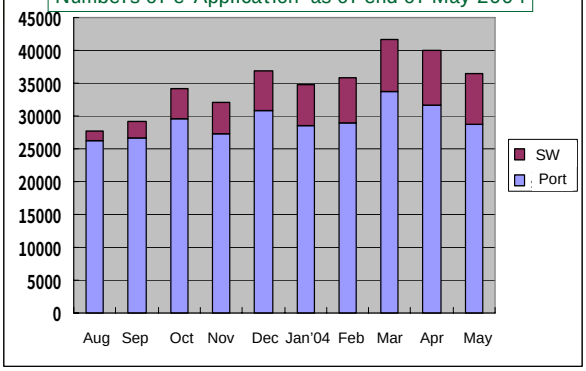
1. Offices of Japan Coast Guard : 97 Offices

2. Private Sectors : 797 Shipping agents

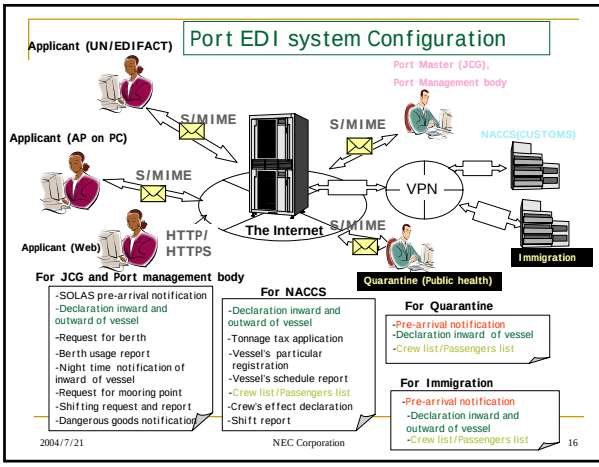
3. Quarantine (Public Health) Inspection Offices: 83

as of end of May 2004

Numbers of e-Application as of end of May 2004



Port EDI system Configuration



PORT EDI System Application Methods

Three options :

1. Web Browser Screen
2. Application Software on PC
   - Distribute by the Port EDI System center (Free of charge)
   - Input through GUI Screen, then send it to the Port EDI system
3. UN/EDIFACT Message

UN/EDIFACT Message for Application (1)

Applying rules

1. UN/EDIFACT messages for application are sent to PORT EDI system by SMTP.
2. Instruction for application is sent to the PORT EDI system to instruct the agent name and a kind of applications by SMTP.
3. PORT EDI system builds an application and send to the target agent.
4. Applicant retrieves the result in her or his mailbox in the PORT EDI system by POP3 protocol. The result is mapped into APERAK (UN/EDIFCT message) .

*: UN/EDIFACT message must be in MIME (or S/MIME) capsule.

UN/EDIFACT Message for Application (2)

BERMAN: Vessel's particular information and short term schedule
(Berth Management Message)

IFTSAI: Vessel's long term schedule and previous called ports information
(Forwarding and transport schedule and availability information message)

IFTDGN: Dangerous goods information
(Dangerous Goods Notification message)

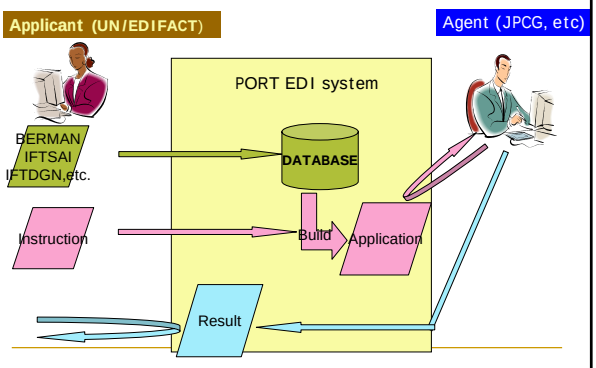
PAXLIST: Passengers' and Crews' information
(Passenger List message)

APERAK: Result information
(Application Error and Acknowledge message)

CONTRL: Syntax error
(Syntax and Service Report message)

MIG (Message Implementation Guideline) for UN/EDIFACT messages are aligned with ITIGG's rule. *ITIGG: International Transport Implementation Guideline Group

UN/EDIFACT Message for Application Process



Security Consideration (1)

Do business in the internet ⇒ Privacy / Authenticate / Integrity / Non reputation

PORT EDI Security Policy

1st priority is Privacy ⇒ SSL for Web interface (HTTPS)
S/MIME for e-mail

2nd priority is Authenticate and Non reputation ⇒ SSL for Web interface (HTTPS)
1st step is only for the Server side.
S/MIME for e-mail
Both side are guaranteed.

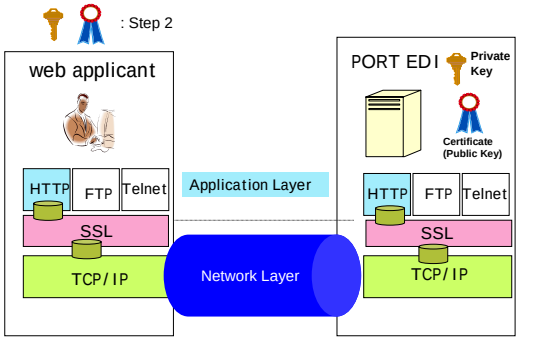
Security Consideration (2)

SSL (Secure Socket Layer) and S/MIME (Secure/Multipurpose Internet Mail Extensions) use a "private key and public key" pair for asymmetric cryptography.

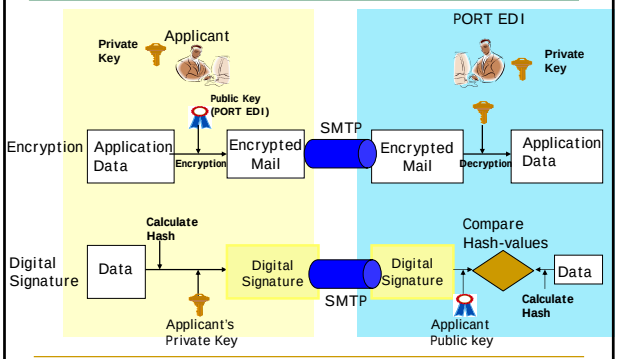
To issue a "private key and public key" pair to PORT EDI community, PKI is established in PORT EDI.

PKI (Public key Infrastructure)
1) register users and issue their public-key certificates
2) revoke certificates when required
3) archive data needed to validate certificates at a much later time

SSL Connection



Mechanism of S/MIME



UN/ECE/FAL Recommendation – Standard Codes

Rec. No. 3	ISO Country Code (ISO 3166)	1996-01
Rec. No. 5	Abbreviations of INCOTERMS	2000-03
Rec. No. 9	Alphabetic Code for the Representation of Currencies	1996-01
Rec. No. 10	Codes for the identification of Ships	1997-01
Rec. No. 16	LOCODE - Code for Trade and Transport Locations (2 issues per a year)	2004-01
Rec. No. 17	Abbreviations for Terms of Payment	1982-03
Rec. No. 19	Code for Modes of Transport	2001-03
Rec. No. 20	Codes for Units of Measure	2001-03

UN/ECE/FAL Recommendation – Standard Codes

Rec. No. 21	Codes for Passengers, Types of Cargo, Packages and Packaging Materials	2001-03
Rec. No. 23	Freight Cost Code	2001-03
Rec. No. 24	Trade and Transport Status Codes	2001-03
Rec. No. 28	Codes for Types of Means of Transport	2002-09

UN/ECE Recommendations in Single window in Japan

UN/ECE Recommendation No.3(Country Code), No.9(Currency Code), No.16(Location Code)

	No.3 ISO3166	No.9 ISO4127
Japan	JP	JPY
China	CN	CNY
United State	US	USD
France	FR	EUR
Germany	DE	EUR
Vietnam	VN	VND
Korea	KR	KRW
Singapore	SG	SGD
Australia	AU	AUD
Malaysia	MY	MYR
Thailand	TH	THB

UN/LOCODE (Rec. 16)

Sapporo	JPSPK
Tokyo	JPTYO
Nagasaki	JPNGS
Beijing	CNBJS
New York	USNYC
Seattle	USSEA
London	GBLON
Paris	FRPAR
Hanoi	VNHAN
Bussan	KRPUS
Bangkok	THBKK
Sydney	AUSYD

UN/ECE Recommendation No. 20 Unit of Measure

Unit of measure	General description	Code
Length		
CENTIMETRE	CM	CMT
METRE	M	MTR
Area		
SQUARE CENTIMETRE	CM2	CMK
SQUARE METRE	M2	MTK
Volume		
CUBIC CENTIMETRE	CM3	CMQ
CUBIC METRE	M3	MTQ
Weight		
GRAM	G	GRM
KILOGRAM	KG	KGM

UN/ECE Recommendation No. 21 Package Type Code

Package type name	Code
BAG	BG
BAR	BR
BARREL	BA
BASKET	BK
BOTTLE, NON-PROTECTED, CYLINDRICAL	BO
BOTTLE, NON-PROTECTED, BULBOUS	BS
BOX	BX
BUCKET	BJ
BUNDLE	BE
CAGE	CG
CAN, RECTANGULAR	CA
CAN, CYLINDRICAL	CX
CARTON	CT
CASE	CS
CASK	CK
COIL	CL
CUP	CU
CYLINDER	CY
DRUM	DR
FRAME	FR
GAS BOTTLE	GB
PACKAGE	PK

UN/ECE Recommendation No.28
CODES FOR TYPES OF MEANS OF TRANSPORT

Type of means transport	Code
Passenger ship	1-59
Cargo & passenger vessel	1-57
General cargo vessel	1-50
Crude oil tanker	1-53-1
Grain vessel	1-50-1
Full container ship	1-51-1
RoRo vessel	1-51-2
Ferry	1-59-2
Fishing boat	1-75
Chemical tanker, deep sea	1-53-3
Timber/log carrier	1-50-2
General cargo/container	1-50-5
Work ship	1-72
LPG tanker	1-54-1
Wood chips vessel	1-50-3
Navy vessel	1-77
LNG tanker	1-54-2
Steel products vessel	1-50-4
Patrol/measure ship	1-71-2
Stone dumping vessel	1-72-5
Training vessel	1-76-6
Cement carrier	1-52-3
Tug, with tow	1-60-2
Tanker	1-54
Coal carrier	1-52-5
Bulk carrier	1-52
Ore carrier	1-52-2
Car carrier	1-51-3
Dry bulk carrier	1-52-1

Any Question !

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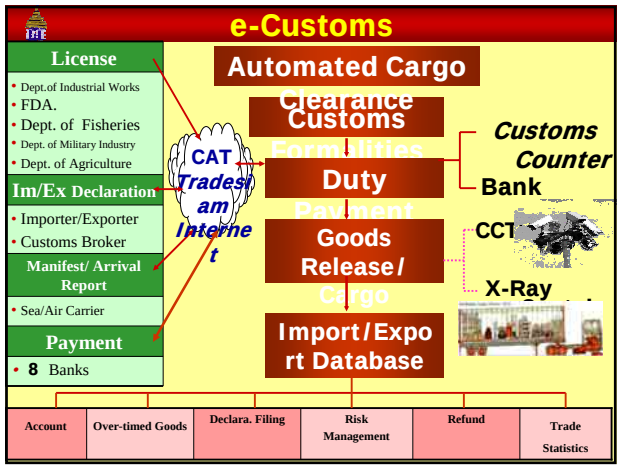
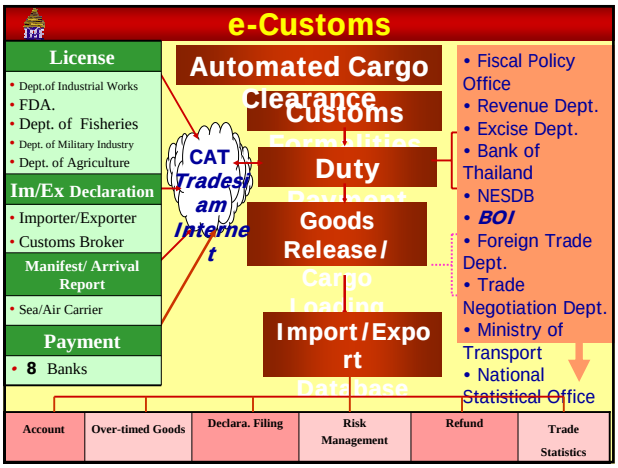
Thailand e-Customs and ASEAN Single Window Initiative

Ubon Chuensupanrat

Deputy Director General, Royal Thai Customs, Ministry of Finance



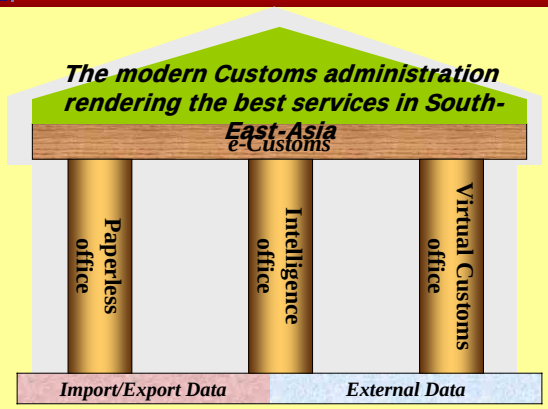


Limitations of Current System

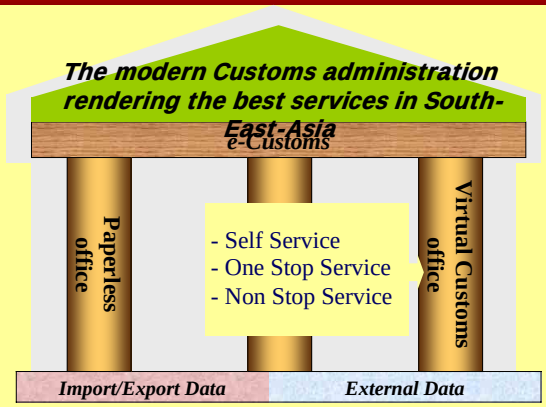
1. Inadequate capacity of hardware
2. Lack of flexibility for application development
3. The systems are not fully automated resulting in redundant business processes.
4. The security system has not fully implemented.

Next Step Ahead

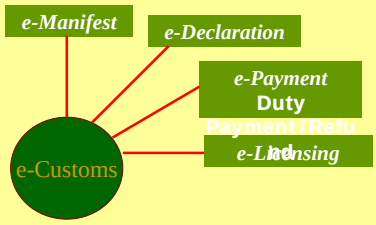
Future e-Customs



Future e-Customs



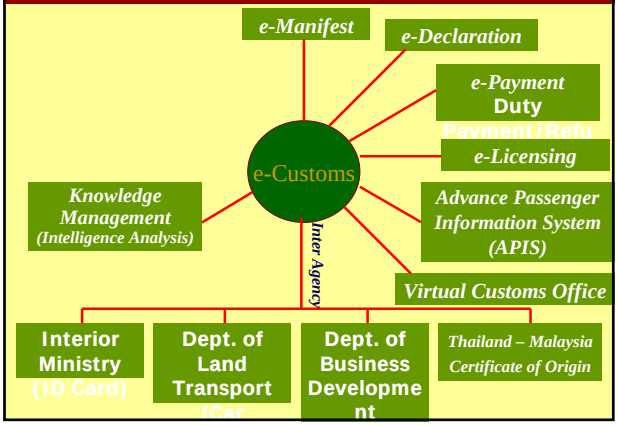
Future e-Customs



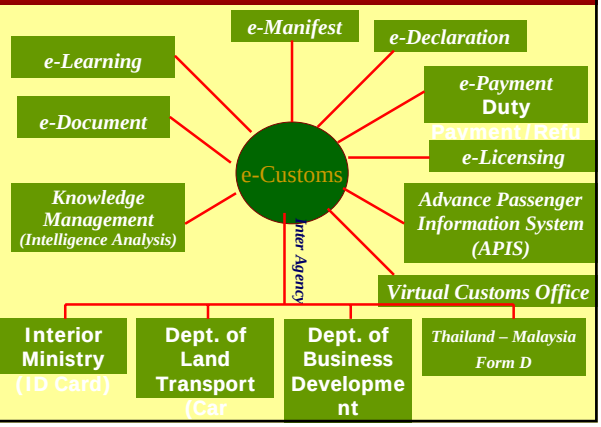
Future e-Customs

- A "Single Window Entry" concept is
  application of an import / export lice
- The issuing authority redesigns busi
- Issuing an e-license
- The issuing authority and Customs a
  hence, a status report can be viewe

Future e-Customs



Future e-Customs



ASEAN Customs Single Window

What is the ASEAN Customs Single Window?
"A single submission of data, single data processing and single decision making for Customs release and Clearance of goods"

Key Objectives:

- To establish the viable, simplified and standardized environment for Customs clearance
- Reduction of clearance time and resources

Current Import/Export Environment

Exporting Country

- Manifest
- Invoice
- Bill of Lading
- Packing List
- C/O
- L/C
- Declaration Form
- Health Certificate
- Insurance Document

Transport

- 30 parties
- 40 documents
- 200 data elements
- 60-70 % data re-keying

Importing Country

- Manifest
- Invoice
- Bill of Lading
- Packing List
- C/O
- L/C
- Declaration Form
- Health certificate
- Insurance Document

Current Import/Export Environment

Cost Savings 7-10 %

Single Window Environment

- Standardize Customs data elements
- Standardize data related to Customs valuation
- Synchronize Customs automated system with the business sector
- Synchronize Customs automated system with the other government agencies
- Political commitments

Thailand-Malaysia Co-operation

- MOU on Facilitation of Procedures on Movement of Goods
- Focus ➡ Single Declaration and Single Inspection
- Present situation ➡ detailed study to implement common practices
- Co-operation on the issuance of C/O

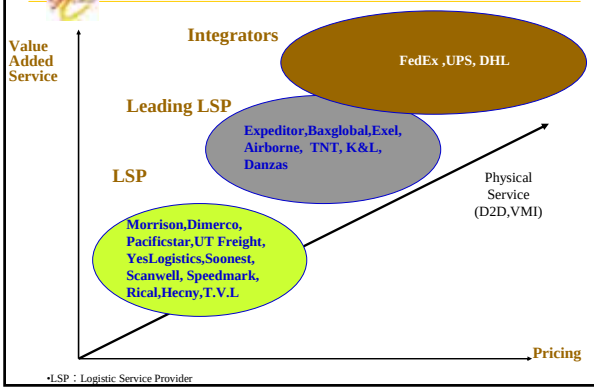
Chinese Taipei's Experience in Developing and Adopting ebXML Towards e-Logistics

GCOM Information Service Co.,Ltd.
Frank Lin
21th, JulyMay, 2004

Outline

1. Progress status of e-Logistics
2. Adopting the ebXML standard
3. Development of New Business Collaboration Model

position and scale

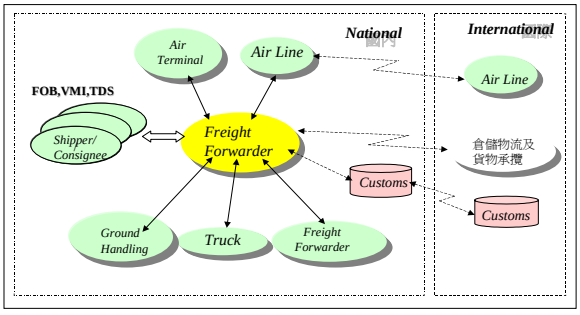


•LSP：Logistic Service Provider

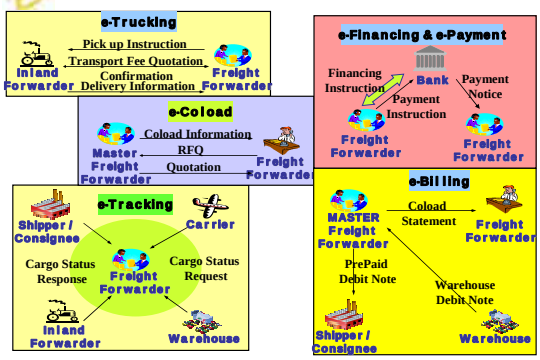
Goal

- Reduce the cost of transportation and logistics service
- Avoid expensive changes today and tomorrow
- Enhanced Customer Satisfaction
- Faster access to time-sensitive information
- Increased productivity for entire logistic service providers
- Provide the global visibility of goods movement

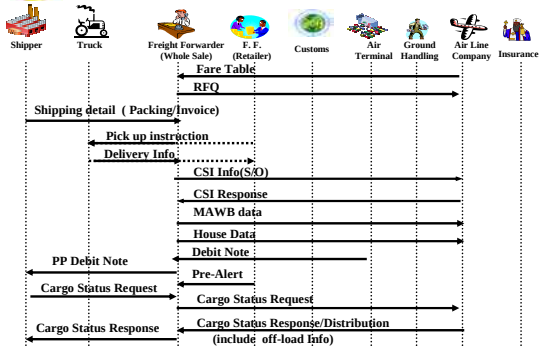
Scope and Roles



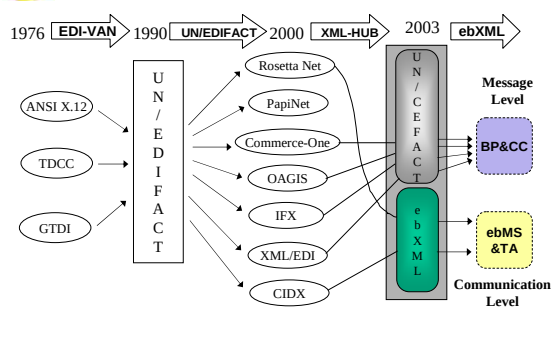
Business Process and Information Model



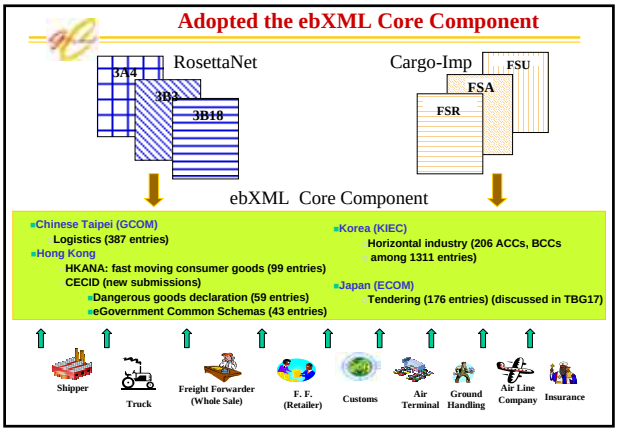
Export Message Exchange of Air Transportation



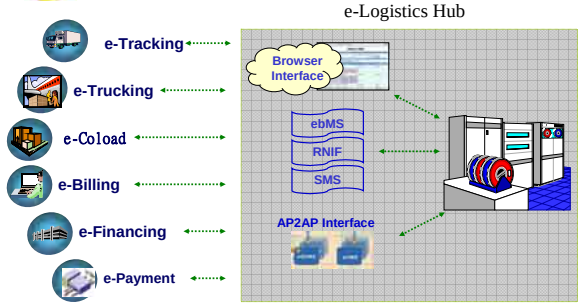
Standard Message Trend



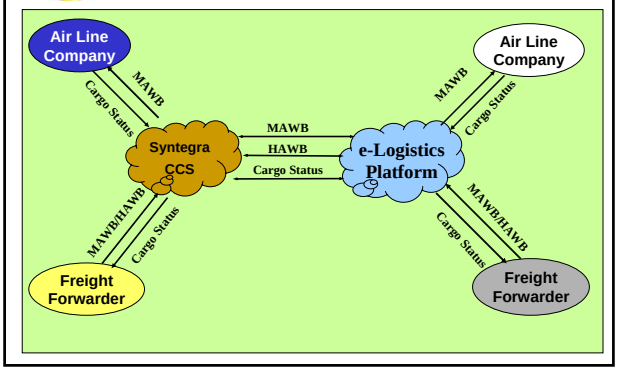
Adopted the ebXML Core Component



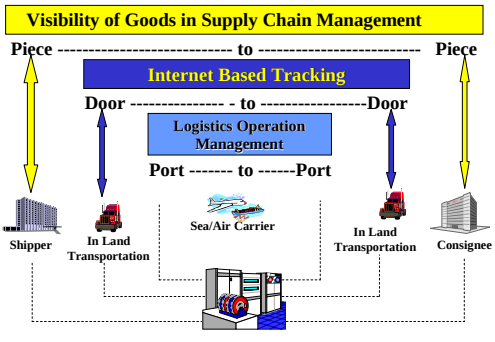
e-Logistics implementation



Cargo Tracking Service



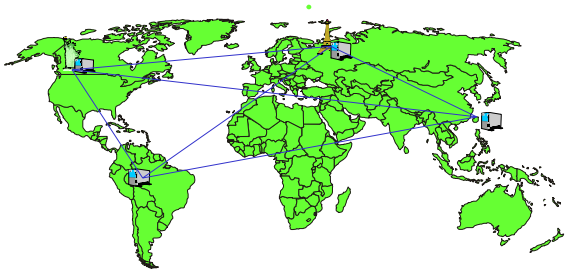
Visibility of Logistics Management



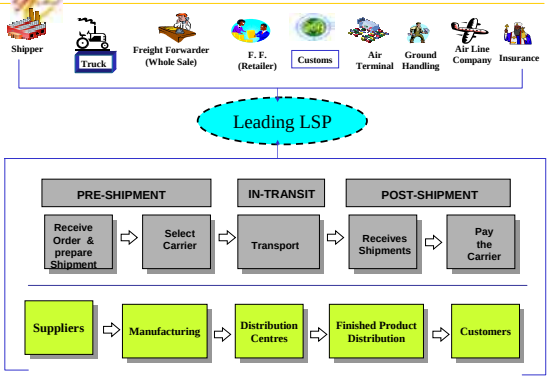
Development of New Business Collaboration Model

Logistics process model

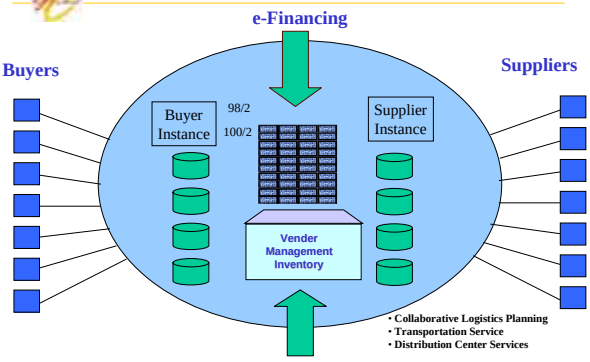
Initiate the Feasibility Study



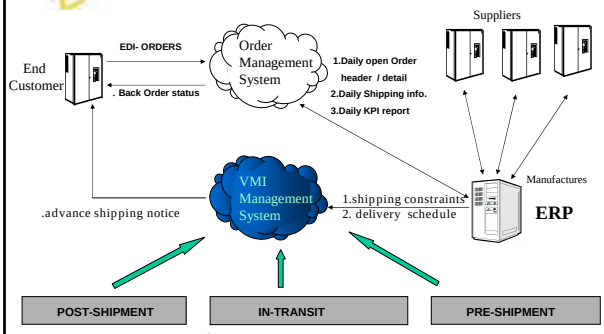
Concept of Virtual Integrator



Global VMI Partnerships



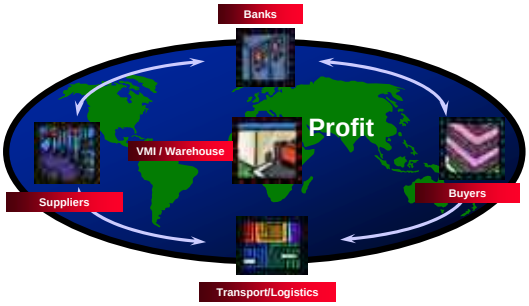
Global VMI Business Collaboration Model



Visibility of Goods in Supply Chain Management

The Importance of Business Collaboration

VI Speeds the Development & Movement of Goods Through the Value-Chain



In Conclusion

- **If we have been able to:**
  - drive costs from our logistics service
  - operate most efficiently with customers
  - be profitable with lower costs and higher service levels
  - and collaborate with our business partners through ebXML transactions
- **Then we will have dramatically improved customer service in the Global e-Logistics Service**