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Economic Cooperation



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## APEC Sub-Committee on Customs Procedures

Working towards the implementation of  
Single Window within APEC Economies

Single Window Development Report  
**June 2007**



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# INTRODUCTION

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International trade Single Window developments have been identified as a priority in the APEC trade facilitation agenda. In September 2006 in Viet Nam, the APEC Sub-Committee on Customs Procedures (SCCP) approved the Single Window initiative presented by Australia to address issues identified in implementing Single Window systems. A Single Window Working Group (SWWG) was formed to lead the development of two deliverables, a Strategic Plan and Development Report in 2007.

- 1. Strategic Plan** – This will provide a framework to support the development of national Single Windows drawing from current Single Window initiatives, experience and supporting standards.
- 2. Development Report** – This will provide analysis of the questionnaire completed by APEC economies, an overview of the status of Single Window initiatives and future directions. Case studies will be used to demonstrate benefits for both business and government and best practice examples. It will identify areas where members may require or can provide assistance. The development report will also be a reference guide for international standards that will assist members with the implementation of Single Window. This will culminate in practical “next steps” for Single Window development in the APEC region.

A Single Window is seen by many as a solution to the large volumes of information governments require from trade in relation to import, export and transit related regulatory requirements. A Single Window will allow a government to collect this information through a single submission point from the trader, therefore resulting in numerous benefits for both government and the trading community.

A number of member economies and countries outside APEC have already commenced either researching or implementing Single Windows, but what is a Single Window? This question is being commonly asked in many international fora. In investigating these developments around the world, there are many different interpretations of the features and business interactions that can be included. There is no shared understanding, and it is this lack of clarity that has been explored by the SWWG.

The facilitation of trade along a safe and secure international supply chain is a global issue. Strong partnerships must be formed between government agencies, businesses and service providers if this goal is to be achieved.

Assisting our partners with the technical assistance they require is an important element in strengthening the supply chain. This report provides the information required to co-ordinate assistance activities and the sharing of expertise.

A snapshot of current developments will also provide a baseline to measure future progress.

The terms “national Single Window” and “national system” are used throughout this report to refer to the Single Window of an individual economy, and to distinguish such Single Windows from an international Single Window such as the ASEAN Single Window.

## **The APEC SCCP Single Window Working Group (SWWG)**

The SWWG was formed in September 2006 in Viet Nam. Ten Member economies volunteered to be part of the group. The SWWG is chaired by Australia and comprises the following APEC economies: Australia, Canada, China, Japan, Korea, New Zealand, the Philippines, Singapore, the United States and Viet Nam.

In addition the World Customs Organization (WCO), the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), Association of Southeast Asian Nations (ASEAN) Secretariat and the APEC Electronic Commerce Steering Group (ECSG) were invited to participate in the work of the SWWG.

The SWWG developed a questionnaire to identify the work being undertaken by all APEC economies and the approach they are taking in the development of Single Windows. This was distributed on 11 December 2006.

A workshop was held in Sydney Australia 16 to 18 April 2007. All APEC economies were invited to attend together with relevant Single Window stakeholders from government, business and the trade and transport sector. The workshop:

- Provided informative and interactive sessions to APEC SCCP Members and invited participants on Single Window related issues and initiatives;
- Presented the development work undertaken to date by the SWWG on the deliverables; and
- Sought comments and feedback from SCCP Members and invited participants in further refining the Strategic Plan and Development Report.

The Strategic Plan and Development Report provide the opportunity for all APEC economies to share their experience in investigating and developing Single Window systems. The purpose of producing these papers is to provide members with information to assist them in the development of their national Single Window systems, identify assistance opportunities and establish a baseline for future comparison.

It is important to recognise the body of work that has already been undertaken and not duplicate but build on this effort. To that end the SWWG have recommended APEC formally recognise Single Window related standards, instruments and recommendations.

Furthermore, the SWWG have recommended a number of initiatives to take this important work forward within APEC beyond the mandate of this group.

The mandate of the SWWG concludes in June 2007 with the presentation of this Development Report and Strategic Plan to the SCCP.

## Activities of the Single Window Working Group (SWWG)

Critical Date	Event	Outcome
September 2006	APEC meeting – Viet Nam	<ul style="list-style-type: none"> <li>Initiative endorsed</li> <li>SWWG volunteers identified</li> </ul>
6–8 November 2006	1st meeting of the SWWG – Singapore	<ul style="list-style-type: none"> <li>Terms of Reference agreed</li> <li>Questionnaire drafted</li> <li>Timelines and framework for two deliverables agreed</li> </ul>
11 December 2006	Questionnaire finalised	<ul style="list-style-type: none"> <li>Sent to all APEC economies</li> </ul>
December 2006 – April 2007	Single Window workshop preparation	<ul style="list-style-type: none"> <li>Develop agenda and flyer</li> <li>Confirm venue</li> <li>Invite participants</li> </ul>
24–27 January 2007	2nd meeting of the SWWG SCCP1 – Australia (Canberra)	<ul style="list-style-type: none"> <li>Presentation made to SCCP and ECSG on the progress of the SWWG</li> </ul>
12 February 2007	Deadline for questionnaire responses	<ul style="list-style-type: none"> <li>Responses start to arrive</li> </ul>
18 –21 March 2007	Draft Development Report and Strategic Plan sent to SWWG	<ul style="list-style-type: none"> <li>First drafts to SWWG for review and comment</li> </ul>
28 March 2007	Incorporate SWWG review comments into deliverables	<ul style="list-style-type: none"> <li>Finalise second draft of deliverables ready for Single Window workshop</li> </ul>
9 April 2007	Finalise draft deliverables and presentations	<ul style="list-style-type: none"> <li>Printing of deliverables and presentations in preparation for workshop participants</li> </ul>
15–18 April 2007	3rd meeting of the SWWG Single Window workshop – Australia (Sydney) 4th meeting of the SWWG	<ul style="list-style-type: none"> <li>SWWG members present the work undertaken by the group to date and seek comments and feedback on the Strategic Plan and Development Report</li> <li>SWWG redraft Strategic Plan</li> </ul>
3 May 2007	Distribute final draft for comment	<ul style="list-style-type: none"> <li>Draft distributed to all SCCP members including workshop attendees</li> </ul>
22 May 2007	Distribute final version for endorsement	<ul style="list-style-type: none"> <li>Final draft to all SCCP members for endorsement</li> </ul>
6 June 2007	Printing of deliverables	<ul style="list-style-type: none"> <li>Prepare deliverables and presentation for SCCP2</li> </ul>
22–24 June 2007	5th meeting of the SWWG SCCP2 – Australia (Cairns)	<ul style="list-style-type: none"> <li>Deliverables presented at SCCP2</li> <li>Presentation to ECSG on the work of the SWWG</li> </ul>

## What is a Single Window?

A number of international approaches to Single Window have already been developed. One of the better known is the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) *Recommendation 33 Recommendation and Guidelines on establishing a Single Window*. The World Customs Organisation (WCO) supports this Recommendation. The Recommendation is easy to follow and outlines three of the most common models for a Single Window. Their definition of a Single Window is provided below and importantly provides for standardised information, using the “submit once use many times” ethos and does not restrict itself to Customs only reporting requirements.

### **UN/CEFACT Recommendation 33 definition of a Single Window<sup>1</sup>**

*A facility that allows parties involved in trade and transport to lodge standardised information and documents with a single entry point to fulfil all import, export and transit related regulatory requirements. If information is electronic, then individual data elements should only be submitted once.*

## The ASEAN Single Window Initiative

This definition provides for the development of national Single Window systems that integrate with other Association of Southeast Asian Nations (ASEAN) member systems. It also promotes a platform for single submission, single decision making and focuses this decision with Customs encouraging other agencies to communicate in a timely manner with Customs.

### **The ASEAN Single Window definition<sup>2</sup>**

*The ASEAN Single Window is the environment where National Single Windows of Member Countries operate and integrate.*

*The National Single Window is a system which enables:*

- i. a single submission of data and information;*
- ii. a single and synchronous processing of data and information; and*
- iii. a single decision-making for customs release and clearance of cargo.*

*A single decision-making shall be uniformly interpreted as a single point of decision for the release of cargoes by the Customs on the basis of decisions, if required, taken by Line ministries and agencies and communicated in a timely manner to the Customs.*

## Single European Authorisation (SEA)

Single Windows and Single Administrative Documents (SAD) initiatives are designed to simplify the reporting requirements, streamline clearance processes whilst at the same time retain the information required by Customs and other border agencies to assess risks and deploy examination teams to address high risk activities.

### **Definition of “Single Authorisation”<sup>3</sup>**

*The term “single authorisation” means that more than one customs administration is involved in the application of such an authorisation, but does not necessarily mean that a simplified procedure has been granted.*

*The expression “Single European Authorisation” is usually associated with both the involvement of more than one customs administrations and authorisation for the use of simplified procedures, usually the local clearance procedure and, in a few cases, the simplified declaration procedure.*

*When the modernised Customs Code enters into force, it is the intention of the Commission to have the simplified declaration and local clearance procedures merged into one simplified declaration procedure, which combines the philosophies of both procedures.*

<sup>1</sup>*Recommendation and Guidelines on Establishing a Single Window*, Recommendation No. 33, Economic Commission for Europe, United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), Geneva, July 2005 (ECE/TRADE/352)

<sup>2</sup>*Agreement to Establish and Implement the ASEAN Single Window*, Kuala Lumpur, 9 December 2005, available on the Internet at <http://www.aseansec.org/18805.htm>

<sup>3</sup>*Single European Authorisation (SEA)*, European Commission, Directorate-General Taxation and Customs Union, Brussels, 5 December 2005 (TAXUD/1262/2005) Drafted by Customs 2007 Project Group on Single European Authorisation.



# SCCP SINGLE WINDOW QUESTIONNAIRE ANALYSIS

## SECTION 1 – OVERVIEW OF CURRENT CUSTOMS AND INTERNATIONAL TRADE ENVIRONMENT

All 21 APEC SCCP member economies have returned the questionnaire

Australia

Brunei Darussalam

Canada

Chile

China

Hong Kong, China

Indonesia

Japan

Korea

Malaysia

Mexico

New Zealand

Papua New Guinea

Peru

Philippines

The Russian Federation

Singapore

Chinese Taipei

Thailand

United States

Viet Nam

The format of this report provides the question posed in the Single Window questionnaire, followed by the economies' answers, which are repeated in their entirety except for minor editorial amendments necessary for compliance with APEC publication guidelines as outlined in the *Guidebook on APEC Publications and APEC Websites* (APEC Secretariat, February 2006).

In some cases analysis of the answer is also provided.

# QUESTION 1

List the government agencies that have a direct involvement, or require information in the import, export and transit regulatory processes of goods, conveyances, crew and transport equipment in your economy? Briefly explain the role they play.

There are a significant number of government agencies involved in the international trade regulatory processes of APEC economies - the range was from 5 to 80 agencies. This confirms that the regulations associated with border clearance requirements are broader than Customs, but includes Customs in all cases.

**Recommendation 1:** The SCCP establish a working group to further Single Window activities across APEC. The working group will engage private and public sectors, other relevant APEC sub-fora and relevant international bodies.

## Australia

### Attorney-General's Department

- Permit issuing authority for goods such as: human embryos and certain firearms.

### Australia Post

- Compliance with the government's international Universal Postal Union treaty obligations for international mail.

### Australian Competition and Consumer Commission

- Permit issuing authority for goods such as: smokeless tobacco and cheap disposable lighters. The Product Safety Policy Section has policy responsibility for Customs Prohibited Import Regulations including those that relate to lead in glazed ceramic ware, erasers resembling food and goods subject to permanent ban under the Trade Practices Act 1974.

### Australian Customs Service

- Manages the security and integrity of Australia's borders. Data required from traders/industry on the import, export and transit movements of cargo, conveyances and crew. Permit issuing authority for goods such as: weapons, electronic dog collars, dog and cat fur, certain firearms and suicide devices.

### Customs role at the border is to, in real time:

- regulate trade and travel
- collect revenue owed to Government and
- enforce relevant Australian Government laws.

### Australian Fisheries Management Authority

- Permit issuing authority for Patagonian tooth fish.

### Australian Pesticide and Veterinary Medicines Authority

- Certificate issuing authority for agricultural and veterinary chemicals exports. Permit issuing authority for the importation of unregistered or unapproved chemicals.

### Australian Quarantine and Inspection Service

- Assessment and management of quarantine risks.
- Permit issuing authority for goods such as: live animals, biological specimens, chemical fertilizers, food, plants and plant materials.
- Issuing authority for phytosanitary certificates for goods such as grain and meat, and certificates of pratique for international vessels, including cruise ships.

### Australian Radiation Protection and Nuclear Safety Agency

- Permit issuing authority for medical and non-medical radioactive substances.

**Australian Safeguards and Non-Proliferation Office**

- Permit/Licence issuing authority for nuclear material such as uranium, thorium and plutonium used in nuclear reactors and for research purposes.
- Permit/Licence issuing authority for chemical warfare agents and their precursor chemicals.

**Australian Taxation Office**

- Permit issuing authority for the importation of goods such as leaf tobacco. Export movement permissions for excise goods.

**Australian Transactions Reports and Analysis Centre**

- Require the completion of a report when \$10,000 Australian dollars or foreign currency equivalent in cash is imported or exported.

**Australian Wine and Brandy Corporation**

- Permit issuing authority for the export of goods such as wine, brandy and grape spirit.

**Department of Agriculture, Fisheries and Forestry**

- Certificate issuing authority for the importation of wool packs and wool pack caps for the packaging of processed wool.

**Department of Defence**

- Permit/Licence issuing authority for goods such as military and dual use equipment, nuclear material, chemicals and toxins, electronics, software and technology and firearms.

**Department of Environment and Heritage**

- Permit issuing authority for a range of import, export and goods in transit such as: ozone depleting substances and synthetic greenhouse gasses, hazardous waste, moveable cultural heritage, species listed in the Convention on International Trade in Endangered Species (CITES), regulated native flora and fauna and the removal of items from historic shipwrecks.

**Department of Immigration and Citizenship**

- Collection and assessment of vessel and aircraft.
- Crew arrival and departure data.

**Department Industry, Tourism and Resources**

- Permit issuing authority for the exportation of goods such as: uranium and other controlled ores and Kimberley Process Certification Scheme diamonds.

**Department of Transport and Regional Services**

- Permit issuing authority for the importation of motor vehicles and security risk assessments of arriving international vessels.

**Department of Veteran's Affairs**

- Permit issuing authority for the importation of goods bearing the word "Anzac" or goods the description of which includes the word Anzac.

**Food Standards Australia and New Zealand**

- Permit issuing authority for the importation of Xylitol and Oil of Wormwood.

**Office of Chemical Safety**

- Permit issuing authority for goods such as narcotic and psychotropic substances, antibiotics, anabolic and androgenic substances, illicit drug precursor substances, kava and khat. Registration of chemical users and chemical substances, and the provision of export authorisation in certain circumstances.

**Office of Film and Literature Classification**

- Permit issuing authority for the import and export of objectionable goods such as those that depict, incite or instruct in matter of abhorrent behaviour.

<p style="text-align: center; color: red; font-weight: bold;">Australia</p>	<p><b>Therapeutic Goods Administration</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for the export of human blood, organs and substances derived from human blood and the importation of experimental drugs. The provision of export certificates for medical devices and therapeutic goods in certain circumstances.</li> </ul> <p><b>Wheat Export Authority</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for wheat exports.</li> </ul> <p><b>Combined State/Territory Agencies:</b></p> <p>Workcover x 8:</p> <ul style="list-style-type: none"> <li>Permit issuing authority for the importation of explosives</li> </ul> <p>Police Firearms Registry x 8</p> <ul style="list-style-type: none"> <li>Confirmation of police permission to import firearms and ammunition.</li> </ul> <p><b>Victorian Employers Chamber of Commerce and Industry</b></p> <ul style="list-style-type: none"> <li>Carnet issuing authority and guarantor for the importation of goods under carnet.</li> </ul>
<p style="text-align: center; color: red; font-weight: bold;">Brunei Darussalam</p>	<ul style="list-style-type: none"> <li>Prime Minister's Office</li> <li>Ministry of Industry and Primary Resources</li> <li>Brunei Economic Development Board (BEDB)</li> <li>Royal Brunei Police Force</li> <li>Internal Security Department</li> <li>Agriculture Department</li> <li>Fishery Department</li> <li>Forestry Department</li> </ul> <p>The importation of commodities under their jurisdiction must be applied for their approval permit.</p>
<p style="text-align: center; color: red; font-weight: bold;">Canada</p>	<p><b>Natural Resources Canada</b></p> <p><b>Ammunition and Explosives</b></p> <ul style="list-style-type: none"> <li>The importation and in-transit movement of explosives, including ammunition, is governed by the Explosives Act and Regulations administered by Natural Resources Canada (NRCan). Commodities regulated under the Explosives Act and corresponding regulations, with a few exceptions, require an import permit issued by the Explosives Regulatory Division of Natural Resources Canada.</li> </ul> <p><b>Rough Diamonds</b></p> <ul style="list-style-type: none"> <li>Under EIRDA (Export and Import of Rough Diamonds Act), each importation and exportation of rough diamonds must be accompanied by a valid Kimberley Process Certificate, which is currently manually verified and stamped by a border services officer. Every rough diamond shipment must also be packaged in a tamper-proof and sealed container. In the event of a non-compliant shipment or a suspected non-compliant shipment, the border services officer detains the goods and contacts the Kimberley Process Office at NRCan for guidance.</li> </ul> <p><b>Office of Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>Currently, NRCan regulates more than 30 products which include major household appliances, water heaters, heating and air-conditioning equipment, automatic icemakers, dehumidifiers, dry-type transformers, commercial refrigeration, snack and beverage vending machines, electric motors of 1 to 200 horsepower and certain lighting products.</li> </ul> <p><b>Health Canada</b></p> <p><b>Controlled Drugs and Substances</b></p> <ul style="list-style-type: none"> <li>Manufacturers and distributors of controlled drugs and substances, including industrial hemp and precursor chemicals, must be licensed by Health Canada to import narcotics, controlled and restricted drugs, and precursor chemicals. For each shipment, the dealer must obtain a valid permit issued by the Office of Controlled Substances.</li> </ul>

### Human-use Drugs

- The importation of prescription drugs is restricted to a medical practitioner, a drug manufacturer, a wholesale druggist, a registered pharmacist, or a resident of a foreign country or economy while a visitor in Canada. Individuals including Canadian residents arriving in Canada from abroad are usually permitted to import a single-treatment size or a three-month supply for their personal use, provided the supply accompanies them at the time of entry and that the drug is packaged in pharmacy or hospital-dispensed packaging.

### Natural Health Products

- Traditional medicines that do not make any therapeutic claims are currently controlled as food products and fall under the regulations administered by the Canadian Food Inspection Agency. Natural health products that do make therapeutic claims, however, are subject to all the provisions of the Food and Drugs Act, as well as the *Controlled Drugs and Substances Act*, if applicable. Homeopathic preparations are subject to a similar qualification, and must also be labelled as homeopathic preparations to be considered as such. Homeopathic preparations, or vitamin or mineral supplements that are considered to be offered for sale in order to treat or prevent diseases or symptoms regardless of claims, are regulated as drugs under the *Food and Drugs Act*.

### Hazardous Products

- The Hazardous Products Act is administered by the Product Safety Bureau of Health Canada. The primary goal of this office is to reduce product-related injuries and deaths. Goods regulated under the legislation include commodities that are poisonous, flammable, explosive, corrosive, or otherwise considered potentially dangerous. Also regulated are infants' and children's products such as car seats and harnesses, cribs, sleepwear, pacifiers, and toys of all kinds. Commodities are designated under the Hazardous Products Act as either restricted or prohibited according to their end-use. The designation, however, cannot always be determined at the time of importation of the goods.

### Pesticides

- Health Canada, through its Pest Management Regulatory Agency (PMRA), administers the *Pest Control Products Act*. The *Pest Control Products Act* regulates the use of substances that claim to have a pest control use. This act also regulates other substances that are contained in pest control products such as formulants, adjuvants and contaminants.

## Department of Foreign Affairs and International Trade Canada

### Export and Import Controls

- The control of the export and import of identified goods under the Export and Import Permits Act (EIPA) is an essential instrument for the achievement of several of the Government's domestic and foreign policy priorities. The EIPA delegates to the Minister of International Trade wide discretionary powers to control the flow of goods contained in specified lists (Import Control List, Export Control List, Area Control List) provided for under the Act. The Minister for International Trade provides policy direction in most areas involving market access and trade policy. The Export and Import Controls Bureau (EICB) authorizes, under the discretion of the Minister of International Trade, the import and export of goods restricted by quotas and/or tariffs.

## Environment Canada

### CITES and WAPPRIITA

- The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) is administered by Environment Canada. There are over 30,000 species of wild animals and plants that are protected under CITES. Live specimens as well as products made from such species (for example, belts and handbags) are regulated. Species such as monkeys, whales, bears, cats, elephants, birds of prey, parrots, turtles and tortoises, crocodiles, many lizards, boas and pythons, some butterflies, corals, shells, sturgeon and caviar, American ginseng, orchids, and cacti are regulated and require permits to enter Canada. In addition to controlling CITES-listed species, WAPPRIITA controls the importation of species that may be harmful to Canadian ecosystems (for example, invasive species). Although this Schedule is short, it is likely that the list of potentially harmful species may be expanded in the future.

### Ozone Depleting Substance

- Environment Canada is responsible for administering the Canadian Environmental Protection Act and the Ozone-Depleting Substances Regulations. Ozone-depleting substances are primarily commercial in nature and can be imported only by an importer authorized by Environment Canada. Products containing ozone-depleting substances may be either commercial or non-commercial in nature. Generally, the importation of ozone-depleting substances is prohibited, except when done so by an importer authorized in accordance with the Ozone-Depleting Substances Regulations or from a party to the Montreal Protocol.

### Hazardous Waste

- The Export and Import of Hazardous Waste and Hazardous Recyclable Material Regulations (EIHWHRMR) came into effect in Canada in November 2005. The Regulations are administered by the Transboundary Movement Branch (TMB) of Environment Canada, and set out the conditions for the export, import, and transit of hazardous wastes and hazardous recyclable materials shipped across the Canadian border. This helps to ensure that shipments of wastes and recyclable materials entering into, leaving, or passing through Canada can be tracked and controlled by Environment Canada.

### Enforcement Branch – Environmental Enforcement Division

- The Enforcement Branch of Environment Canada operates a Canadian Environmental Law Enforcement Program. This program supports the enforcement and intelligence activities for 5 Regions across Canada. From an environmental protection perspective, Environment Canada administers two acts. The Canadian Environmental Protection Act, 1999 (CEPA 1999) which was passed by Parliament to replace the Canadian Environmental Protection Act of 1988, and the pollution prevention provisions of the Fisheries Act (FA). Enforcement officers, designated under CEPA 1999, and inspectors/fishery officers, designated under the Fisheries Act, who have the responsibility of verifying compliance with the two Acts and the accompanying regulations. We have also developed and published a Compliance and Enforcement Policy for CEPA 1999, and jointly with the Department of Fisheries and Oceans, a Compliance and Enforcement Policy for the pollution prevention provisions of the Fisheries Act for a three-fold purpose:
  - to inform those affected by the regulations as well as the public on how Environment Canada intends to enforce these laws and their regulations;
  - to guide enforcement officers and inspectors/fishery officers in the performance of their duties; and
  - to provide the means to ensure fairness, consistency and predictability in enforcement.
- Environmental protection enforcement activities include:
  - inspections to verify compliance;
  - investigations of suspected violations;
  - measures to compel compliance without resorting to court action, such as warnings, Ministerial orders, directions or orders by fishery inspectors/fishery officers and enforcement officers, and ticketing; and
  - measures to compel compliance through court action, such as injunctions, prosecution, court orders upon conviction, and civil suit for recovery of costs.

### Citizenship and Immigration Canada

- Citizenship and Immigration Canada (CIC) was established in 1994 to link immigration services with citizenship registration, to promote the unique ideals all Canadians share and to help build a stronger Canada. The department:
  - admits immigrants, foreign students, visitors and temporary workers who enhance Canada's social and economic growth;
  - resettles, protects and provides a safe haven for refugees;
  - helps newcomers adapt to Canadian society and become Canadian citizens; and
  - manages access to Canada to protect the security and health of Canadians and the integrity of Canadian laws.

## Industry Canada

### Radio communication and Telecommunications Equipment

- Industry Canada SITT is responsible for the Radio communication Act and the Telecommunications Act, which control several types of goods such as telephones, facsimile machines, citizen band (CB) radios, amateur radios, walkie-talkies, cellular phones, and direct to home (DTH) satellite dishes. As a general rule, certification to Industry Canada's requirements is required for radiocommunication equipment in Canada. Equipment registration is required to connect telecommunications equipment to telecommunications networks of Canadian carriers based on the principle that the equipment will not cause network harm. The Radiocommunication Act and Telecommunications Act prohibit the importation of goods that do not comply with the certification or technical requirements under these Acts. Therefore, detention or seizure of non-compliant goods should be coordinated with Industry Canada inspectors.

## Canadian Heritage

### Canadian Cultural Property Export Review Board

- The Review Board reviews appeals of applications for export permits that have been denied. If the Board determines that the property subject of the denied export permit is of "outstanding significance and national importance", it establishes a delay period of between two and six months during which the property must remain in Canada. During this period, designated institutions and public authorities are notified of the availability of the property and may request a Cultural Property Grant to assist with the purchase of cultural property in order to keep it in Canada.

## Canadian Coast Guard

- The Canadian Coast Guard is responsible for the facilitation of maritime trade, commerce and accessibility. Through its marine expertise and services and by means of the provision of programs such as aids to navigation, waterways development, supports the shipment of international goods to urban, rural, northern, remote coastal and Aboriginal communities

## Canadian Nuclear Safety Commission

- The mission of the Canadian Nuclear Safety Commission is to regulate the use of nuclear energy and materials to protect health, safety, security and the environment and to respect Canada's international commitments on the peaceful use of nuclear energy. Under the *Nuclear Safety and Control Act*, the CNSC's mandate involves four major areas:
  - regulation of the development, production and use of nuclear energy in Canada;
  - regulation of the production, possession, use and transport of nuclear substances, and the production, possession and use of prescribed equipment and prescribed information;
  - implementation of measures respecting international control of the development, production, transport and use of nuclear energy and substances, including measures respecting the non-proliferation of nuclear weapons and nuclear explosive devices; and
  - dissemination of scientific, technical and regulatory information concerning the activities of the CNSC, effects on the environment and on the health and safety of persons, of the development, production, possession, transport and use of nuclear substances.

## Transport Canada

### Transportation of Dangerous Goods

- Transport Canada is responsible for administering the *Transportation of Dangerous Goods Act, 1992* and Regulations. The purpose of these regulations is to protect the public from the potential hazards of transporting dangerous goods by establishing and regulating safety standards, safety marks, and safety requirements for these products. Explosives and radioactive materials are examples of products that are classified as dangerous goods, and that pose a hazard or risk to human health or the environment. As such, these goods are regulated and require special handling while being transported.

- CBSA's role includes the verification of shipping documents to ensure that required information is provided, as well as determining if the safety marks on containers, transport units, etc., are present. These marks must be consistent with certain information on the shipping document. CBSA releases products suspected of non-compliance and provides information to Transport Canada to assist them with post-release verification. CBSA will, however, detain on behalf of Transport Canada any goods that have been targeted by Transport Canada, as well as any dangerous goods that appear to be leaking.

#### **Road Safety and Motor Vehicle Regulation**

- Transport Canada administers the Motor Vehicle Safety Act and the Motor Vehicle Safety Regulations, which control the conditions under which new and used vehicles and tires may be imported. The Motor Vehicle Safety Act regulates the importation of vehicles and tires in order to reduce the risk of death, injury, and damage to property and the environment.
- CBSA assists Transport Canada by ensuring that all vehicles imported into Canada meet current Transport Canada requirements. Importers are required to present a Transport Canada form to a border services officer at the time of vehicle import. The border services officer verifies the form, and if everything is in order, validates it. Inadmissible vehicles and tires are either prohibited entry into Canada or detained by CBSA pending a decision from Transport Canada.

#### **Marine Security**

- Transport Canada is responsible for administering the Marine Transportation Security Act (MTSA) and Regulations. The purpose of the Act is to prevent acts of violence against the marine transportation system. As the transportation of dangerous goods introduces increased risk of violence against the marine transportation system, Transport Canada is responsible for identifying potential threats and taking appropriate action under the Marine Transportation Security Regulation.
- CBSA's role includes the verification of shipping documents to ensure that required information is provided, as well as determining if the safety marks on containers, transport units, etc., are present. The information in regards to certain information on the shipping document must be consistent with information provided by a vessel in the 96-Hour Pre-Arrival Report. CBSA and Transport Canada exchange information in regards to vessel cargo to assist in determining the possibility of a threat to our economy's security. If it is determined that a vessel may pose a threat to our economy's security both CBSA and Transport Canada may take appropriate action under their respective departmental mandates.

#### **Economic Analysis**

- Transport Canada (TC-Economic Analysis) has the mandate to collect data on transportation entities and their activities under regulations pursuant to *Section 50* of the *Canada Transportation Act (CTA)*<sup>1</sup>. The Carriers, Transportation and Grain-Handling Undertaking Information Regulations pertain to all freight and passenger modes of transport. Some of the initiatives or areas the data collected supports include:
  - a) Canadian transportation policy development;
  - b) annual reporting under *Section 52* of the *CTA*;
  - c) operational planning
  - d) any safety and security or subsidy program;
  - e) any infrastructure requirement
  - f) monitoring the grain transportation and handling system
  - g) Currently Transport Canada collects detailed domestic and international marine traffic data as well as detailed rail and trucking traffic data (origin and destination, commodities, tonnages, etc.). Air-operating data is submitted electronically by carriers to Transport Canada via the ECATS program (Electronic Collection of Air Transportation Statistics). In addition to modal data, Transport Canada also obtains detailed trade data to support its work. The TC-Economic Analysis program has no current, direct interaction with CBSA except on a post-release basis.



<p style="text-align: center; color: red; font-weight: bold;">Canada</p>	<p><b>Statistics Canada</b></p> <p><b>Canadian Automated Export Declaration (CAED)</b></p> <ul style="list-style-type: none"> <li>Statistics Canada and Canada Border Service Agency (CBSA) launched the economy-wide implementation of the Canadian Automated Export Declaration (CAED) program, which gives registered exporters and agents the opportunity to report goods electronically to the Federal Government of Canada. This program was launched on January 1st, 1998, and is a fast, inexpensive and easy way of reporting exported goods.</li> </ul> <p><b>Canadian Export Classification</b></p> <ul style="list-style-type: none"> <li>As a Contracting Party to the Convention on the Harmonized Commodity Description and Coding System (Harmonized System or HS), Canada is obliged to conform its statistical nomenclature with the Harmonized System. The Canadian Export Classification, prepared by Statistics Canada, allows Canada to meet its obligations, under the HS Convention, with respect to export trade statistics.</li> </ul> <p><sup>1</sup>After 2nd reading in September 2006, Bill C-11 (Transportation Amendment Act) was being examined by Transport Committee. Clauses 8-10 will reinforce the need to collect transportation information from transportation entities by Transport Canada.</p> <p>(Website: <a href="http://www2.parl.gc.ca/HouseBills/billsgovernment.aspx?language=E&amp;Parl=&amp;Ses=">http://www2.parl.gc.ca/HouseBills/billsgovernment.aspx?language=E&amp;Parl=&amp;Ses=</a>)</p>
<p style="text-align: center; color: red; font-weight: bold;">Chile</p>	<p>Metropolitan Regional Ministerial Secretary (ex SESMA)-General Treasury of the Republic-Agriculture and Livestock Service (SAG)</p> <p>Civil Register and Identification Office</p> <p>Public Health Office</p> <p>National Fisheries Service</p> <p>Transport Sub-Secretariat-Energy and Fuel Superintendency National Committee of Nuclear Energy</p> <p>General Direction of National Mobilization</p> <p>Direction of Frontiers and Borders of the State</p> <p>National Monuments Council-Libraries, Records and Museums Direction</p> <p>National Forestry Corporation-Chilean Copper Corporation</p> <p>DIRECTEMAR (maritime authority)</p> <p>General Direction of Civil Aeronautics-Internal Revenue Service (SII)</p> <p>In Chile, each of the above agencies provides the pertinent authorization for the legal exit of goods from the economy.</p>
<p style="text-align: center; color: red; font-weight: bold;">China</p>	<p><b>Customs Administration</b></p> <ul style="list-style-type: none"> <li>To control inward and outward means of transportation, goods and articles</li> <li>To collect Customs duties, taxes and related charges</li> <li>To combat smuggling</li> <li>To compile Customs statistics and handle other Customs matters</li> </ul> <p><b>Ministry of Commerce</b></p> <ul style="list-style-type: none"> <li>To formulate and execute policies concerning trade in technology, state import and export control</li> <li>To formulate development strategies, guidelines and policies of domestic and foreign trade and international economic cooperation</li> <li>To push forward the establishment of foreign trade standardization system</li> <li>To study and work out measures for the regulation of import and export commodities and compile a catalogue thereof</li> <li>To draft and implement import and export commodity quota tendering policies, organize the implementation of import and export quota plan, decide on quota quantity and issue licenses</li> </ul>

<b>China</b>	<p><b>Administration of Supervision, Inspection and Quarantine</b></p> <ul style="list-style-type: none"> <li>• Inspection on import and export commodities</li> <li>• Issuing authority for Sanitary and phytosanitary certificates</li> <li>• Accreditation and standardization</li> </ul> <p><b>Administration of Foreign exchange</b></p> <ul style="list-style-type: none"> <li>• To formulate regulations governing foreign exchange market activities</li> <li>• To supervise foreign exchange transactions under capital account, including inward and outward remittance and payments</li> </ul> <p><b>Ministry of Public Security</b></p> <ul style="list-style-type: none"> <li>• Immigration control</li> </ul>
<b>Hong Kong, China</b>	<p><b>Customs and Excise Department (C&amp;ED)</b></p> <ul style="list-style-type: none"> <li>• Overall control of import and export of prohibited articles.</li> <li>• Controlling the import and export of dutiable commodities and controlled chemicals.</li> </ul> <p><b>Department of Health (DH)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of pharmaceutical products, dangerous drugs, infectious goods and radioactive substances.</li> </ul> <p><b>Environmental Protection Department (EPD)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of waste.</li> </ul> <p><b>Food and Environmental Hygiene Department (FEHD)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of food.</li> </ul> <p><b>Agriculture, Fisheries and Conservation Department (AFCD)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of live animals, plants, endangered animals and plants, animal carcass and products and pesticides.</li> </ul> <p><b>Trade and Industry Department (TID)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of textiles, strategic commodities, explosives, firearms and ammunition, ozone depleting substances, rice and rough diamond.</li> </ul> <p><b>Office of the Telecommunications Authority (OFTA)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of radio transmitting equipment.</li> </ul> <p><b>Hong Kong Police Force (HKPF)</b></p> <ul style="list-style-type: none"> <li>• Enforcing laws on import and export of weapons, arms and ammunition and illegal immigrants etc.</li> </ul> <p><b>Civil Engineering and Development Department (CEDD)</b></p> <ul style="list-style-type: none"> <li>• Controlling the import and export of sand.</li> </ul> <p><b>Census and Statistics Department (C&amp;SD)</b></p> <ul style="list-style-type: none"> <li>• Processing trade documents including import &amp; export manifests and trade declarations.</li> </ul> <p><b>Transport Department (TD)</b></p> <ul style="list-style-type: none"> <li>• Issuing cross boundary vehicle licences.</li> </ul> <p><b>Marine Department (MD)</b></p> <ul style="list-style-type: none"> <li>• Controlling the incoming and outgoing of vessels.</li> </ul> <p><b>Airport Authority Hong Kong (AA)</b></p> <ul style="list-style-type: none"> <li>• Controlling the Hong Kong International Airport.</li> </ul> <p><b>Civil Aviation Department (CAD)</b></p> <ul style="list-style-type: none"> <li>• Controlling the incoming and outgoing of aircrafts.</li> </ul> <p><b>Immigration Department (ImmD)</b></p> <ul style="list-style-type: none"> <li>• Enforcing laws on incoming and outgoing passengers</li> </ul>

<b>Indonesia</b>	<p>In connection to Piloting NSW in Batam:</p> <ul style="list-style-type: none"> <li>• Ministry of trade</li> <li>• Food and Drugs Agency</li> <li>• Quarantine</li> </ul> <p>The role of these agencies is issuing licence for certain goods.</p>
<b>Japan</b>	<p><b>Ministry of Finance (Customs)</b></p> <ol style="list-style-type: none"> <li>1. Appropriate collection of taxes: to collect customs duties, consumption and other taxes on imported goods. These taxes amount to about 5 trillion yen, or about 10 percent, of Japan's annual tax revenue.</li> <li>2. Ensuring a safe and secure society: surveillance and control over the movement of goods to prevent harmful items from being smuggled into Japan. Customs ensures the safety and security of society by preventing the smuggling of narcotics, firearms, and other illicit goods.</li> <li>3. Trade facilitation: Customs facilitates and promotes the international harmonization of trade procedures to expand the world economy and improve people's lives.</li> </ol> <p><b>Ministry of Land, Infrastructure and Transport</b></p> <ol style="list-style-type: none"> <li>1. Develop and manage airports and seaport facilities</li> <li>2. Develop and manage methods of transportation</li> </ol> <p><b>Japan Coast Guard</b></p> <ol style="list-style-type: none"> <li>1. Prevention of maritime disasters, lifesaving after incidents, prevention of secondary disaster and of damage from spreading</li> <li>2. Enforcement on smuggling of goods/persons and illegal fishing</li> </ol> <p><b>Ministry of Agriculture, Forestry and Fisheries</b></p> <ol style="list-style-type: none"> <li>1. The plant quarantine service aims at protecting Japanese agriculture from the infiltration of quarantine pests from abroad by means of import quarantines at seaports and airports throughout Japan. The service undertakes domestic quarantine to prevent the proliferation and spread of local pests which seriously threaten agricultural crops. It also conducts export quarantine to comply with the requirements from overseas countries and economies.</li> <li>2. Japan conducts both import and export inspections for the purpose of preventing the incursion of animal illnesses and diseases. Inspections are conducted upon arrival and departure in order to prevent the incursion into Japan of rabies and leptospirosis in the case of dogs and rabies in the case of cats, raccoons, foxes and skunks. In addition, monkeys are also subject to inspection upon entry in order to prevent the incursion into Japan of diseases that are transmitted from monkeys to humans that have not yet occurred in Japan such as Ebola hemorrhagic fever and Marburg viral disease.</li> </ol> <p><b>Ministry of Economy, Trade and Industry</b></p> <ol style="list-style-type: none"> <li>1. Provide information and improve environment for foreign trade and investment which is necessary for the development of our economy.</li> <li>2. Conduct strict foreign trade control under Foreign Exchange and Foreign Trade Control Law, which plays increasingly important role for measures such as non-proliferation of WMD and protection of endangered species</li> </ol> <p><b>Ministry of Justice (Immigration Bureau)</b></p> <ol style="list-style-type: none"> <li>1. Immigration inspections at seaports/airports regarding visa validity, resident status, etc.</li> <li>2. Issuing permit for temporary landing of crews</li> <li>3. Enforcement on illegal immigrants at borders</li> </ol> <p><b>Ministry of Health, Welfare and Labor</b></p> <ol style="list-style-type: none"> <li>1. Protect from the invasion of infectious diseases through vessels and aircrafts.</li> <li>2. Conduct medical researches and examinations on crews and passengers from abroad, and isolate or disinfect if infected persons were found.</li> </ol>

About 66 government agencies are involved

**Korea Customs Service**

- Im/export Clearance of goods

**Ministry of Maritime Affairs & Fisheries**

- Management of means of sea transportation

**Ministry of Justice**

- Management of crew members

**National Quarantine Service**

- Quarantine of arriving/departing ships, aircraft, passengers and cargo

**Ministry of Construction**

- Management of means of air transportation

**Korea Food & Drug Adm.**

- Safety inspection of Imported food products
- Safety check of imported medications & medical instruments, cosmetics, human body parts
- Control of im/exported drugs and drug materials

**National Fisheries Products Quality Inspection Service**

- Safety check of imported fisheries, quarantine of pest

**National Veterinary Research & Quarantine Service**

- Safety check of im/exported animal & livestock, quarantine of livestock epidemic

**National Plant Quarantine Service**

**Pest quarantine of im/exported plants**

**Ministry of Environment (including Environmental Office)**

- Control of im/exported overseas animals & endangered species
- Safety control of im/exported waste
- Safety control of imported harmful chemical materials
- Safety control of imported food products

**National Police Agency-Defense Acquisition Program Adm.**

- Control of im/exported firearms, swords, gunpower, etc.

**Ministry of Unification**

- Control of goods traded between South and North Korea

**Ministry of Science & Technology**

- Safety control of im/exported nuclear materials

**Ministry of Agriculture**

- Safety inspection of imported forage & fertilizer-Control of imported grain-Control of imported seeds

**Ministry of Commerce, Industry and Energy**

- Safety inspection of imported industrial products, electric products
- Control of imported ozone layer-destroying materials

**Ministry of Finance and Economy**

- Control of im/exported means of payment

**Cultural Heritage Adm**

- Control of im/exported cultural properties

<p style="text-align: center;"><b>Malaysia</b></p>	<p><b>Other Government Agencies:</b>  Department of Statistics  National Bank  Malaysian Palm Oil Board  Malaysian External Trade Development Corporation  Royal Malaysian Customs  <i>Role – Compilation and analysis of trade data/information</i></p> <p><b>Permit Issuing Agencies:</b>  Ministry of International Trade and Industries  Federal Agricultural Marketing Association  Department of Agriculture  Department of Wild Life  Department of Fishery  The Royal Malaysian Police  Ministry of Health  Malaysian Timber Industry Board  Department of Environment  Ministry of Finance  Institute of Standards and Research  <i>Role – Issue import/export permits and/or endorsement/approval prior and/or at the time of importation/exportation.</i></p>
<p style="text-align: center;"><b>Mexico</b></p>	<p>Ministry of Agriculture  Ministry of Health  Ministry of Natural Resources and Environment  Intersecretarial Commission for the Control of the Process and Use of Pesticides Fertilizers and Toxic Substances  Ministry of National Defense Homeland Security  Ministry of Public Education  Ministry of Energy  National Institute of Anthropology and History  National Institute of Fine Arts and Literature  National Mexican Council of the Coffee or State Council</p>
<p style="text-align: center;"><b>New Zealand</b></p>	<p>New Zealand Customs Service  Ministry of Agriculture &amp; Forestry (MAF)  New Zealand Food Safety Authority (NZFSA)  Ministry of Transport (MoT)  New Zealand Immigration Service</p>

<b>Papua New Guinea</b>	<p><b>Customs administration of the Internal Revenue Commission</b></p> <ul style="list-style-type: none"> <li>Managing Customs Acts and Regulations by collecting revenue, protecting our borders and facilitating trade and investment.</li> </ul> <p><b>Department of Health</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for the control of drugs and substances</li> </ul> <p><b>Immigration &amp; Citizen Office</b></p> <ul style="list-style-type: none"> <li>Maintain data of all arrival and departure of passengers, crews both ships, aircrafts and land border crosses.</li> </ul> <p><b>Department of Agriculture and Livestock</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for exportation of certain agricultural products.</li> </ul> <p><b>National Environment and Conservation</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for export of wild fauna and Flora including species of animals protected under CITES. They also administer Ozone Depleting Substances.</li> </ul> <p><b>National Quarantine Inspection Authority</b></p> <ul style="list-style-type: none"> <li>Inspection of quarantine-able goods imported and permit issuing authority for goods that fall under their legislative jurisdiction.</li> </ul> <p><b>National Maritime Safety Authority</b></p> <ul style="list-style-type: none"> <li>Controlling of domestic vessels, imported vessels and incoming and outgoing international vessels.</li> </ul> <p><b>National Fisheries Authority</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for export of marine products</li> </ul> <p><b>National Forest Authority</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for export of logs and sawn timber.</li> </ul> <p><b>PNG Censorship Board</b></p> <ul style="list-style-type: none"> <li>Permit issuing authority for importation of objectionable materials.</li> </ul> <p><b>Post PNG</b></p> <ul style="list-style-type: none"> <li>Managing the international postal trafficking.</li> </ul>
<b>Peru</b>	<p><b>Peruvian Tax Collection and Customs Administration</b></p> <p>Related to foreign trade, is in charge of:</p> <ul style="list-style-type: none"> <li>Manage and control international movement of goods within Peruvian territory and collect applicable duties according to law.</li> <li>Facilitate foreign trade economic activities, oversee international movement of people and means of transportation and develop required actions to prevent and restrain customs infringement.</li> <li>Propose customs and tax ruling and participate in their elaboration.</li> <li>Others stated by law.</li> </ul> <p><b>Peruvian Ministry of Foreign Trade and Tourism</b></p> <p>It determines, conducts, executes, coordinates and oversees foreign trade and tourism policy. It is responsible for promoting exports and international trade negotiations in collaboration with Ministries of Foreign Affairs and Economy and Finances, and other government departments in their own fields. Also it is in charge of regulating Foreign Trade.</p> <p><b>General Directorate on Gambling games and Slots</b></p> <ul style="list-style-type: none"> <li>It guarantees that the Gambling games and Slots are conducted with honesty, transparency and equal treatment. Therefore it establishes protection measures for vulnerable groups in population and avoids gambling games and slots exploitation to be used for illicit purposes. In this way it provides authorization for import these gambling machines or its memory units.</li> </ul>

## Peruvian Ministry of Agriculture

### National Service on Agricultural Sanity

- It has a zoosanitary and phytosanitary control system which protects the economy from foreign plague and disease entry. Also it registers and controls pesticides, seeds and nurseries, veterinarian drugs, animal food, importers, manufacturers, selling points and professionals in charge, and issues agricultural products internment licenses. Besides it has a quarantine system for vegetable and animal plagues where there are import operations.

### Peruvian Institute of Natural Resources

- It is in charge of taking required actions for sustainable use of renewable natural resources, assuring conservation of sustainable management of rural environment and wild biodiversity. It must work closely with local and regional governments, organized civil society and public and private institutions. It provides entry authorizations to protected natural areas for scientific, filmic or photographic research, information on hydric resources management, authorization for zoo farm operation and wild animal management areas, license for flora and wild fauna exports, environmental evaluation, and others.

### Peruvian Council on South American Camelids

- It proposes policies, strategies and projects for camelid development in economy-wide farmers benefit. It is our representative on behalf of Perú on international conventions related to wild camelids. Establishes rules and procedures on south American camelids legal export from our economy.

### Peruvian Project for Promoting the Preservation of Marine Birds

- Its purpose is to promote and protect seabirds population and reserves. Through a rational exploitation and preserving the ecosystem balance. Also it is a monopoly for commercial island guano, therefore it provides export authorization from the economy on this kind of goods.

## Peruvian Ministry of Production

### General Directorate of Supplies and Controlled Chemical Products

- Issue reports, certifications or authorizations for importing and exporting supplies and chemical products that might divert to illicit manufacturing of cocaine hydrochloride or explosives, supplies for civilian use, prior approval from production, procurement and consumption plan.

### Ozone Technical Bureau

- Authorize entry or exit from the economy and report periodically control data of ozone-depleting substances (ODS), reporting projects and progress state in compliance of tasks and commitments undertaken by Government to the Montreal Committee and the Vienna Convention.

### General Directorate on Aquaculture Control and Supervision

- It programs and executes control and inspection of extraction, catch, transport, marketing and processing activities of hydro biological resources from maritime fishing fleet on large or small scale, destined to direct or indirect human consumption, and also of the corresponding administrative duties given by the Ministry of Production.

### National Directorate on Technical Control

- Develop and propose technical ruling for industry sub sector products, control its fulfillment according to current ruling and issues compliance certificates for importing according to rules and standards accepted in our economy. Propose and establish ruling and administrative mechanisms that ensure technical rules fulfillment in industry subsector, and other activities.

### Fishing Technological Institute

- Its specific purposes is a better and innovative use of maritime fishing resources and continental sea, a constant search of added value for exportable offer diversification, subexploited resources use, human resources development in science and technology and exercise of fishing industry supervision and sanitary control in order to contribute completely to improve economy-wide fishing industry technological level. This institute provides authorization for hydrobiological products import

## Peruvian Ministry of Energy and Mining

### General Directorate of Hydrocarbons

- It is in charge of providing authorizations to companies entitled to import hydrocarbons in the economy.

### Peruvian Institute on Nuclear Energy

- Develop and promote science and nuclear technology and others in benefit of people. Regulate and control safe use of ionizing radiation, therefore it issues authorizations for radiating material and equipment.

## Peruvian Ministry of Health

### General Direction of Medicines and Supplies

- It is the technical direction in charge of promoting actions that contributes for population to have access to safe, efficient and quality drugs. So, it provides Sanitary Register or Authorization for pharmaceutical or medical products, natural therapeutic, psychotropic and narcotic resources, cosmetic and similar products, supplies, medical-surgical or dentist equipment and instruments, sanitary products and personal and domestic hygiene products, and similar others.

### General Direction on Environmental Health

- It is the technical direction on issues related to basic cleanup, occupational health, alimentary hygiene, zoonosis and environmental protection.

It provides official sanitary certificates for export, sanitary register, sanitary authorization for treatment system and sanitary disposal of industrial sewage and domestic water, treatment system for drinking water, sanitary authorization for solid waste import, disinfectant chemical substances and pesticides, disinfectant sanitary authorization and domestic, industrial use pesticides and in domestic and foreign public health, and water disinfectant for human consumption.

## Peruvian Ministry of Transport and Communication

### General Direction on Telecommunications

- Its aim is to guarantee rational assignment and efficient use of radioelectrical spectrum and other scarce resources; also promote telecommunication market development in the economy. In this field, it provides licenses of final or temporary entry, telecommunication equipment and devices for entering the economy.

## Peruvian Ministry of Education

### National Institute of Culture

- Its aim is to affirm our economy's identity through decentralized execution of protection actions, conservation and promotion, valuation and cultural heritage and Peru's cultural manifestations dissemination.

### National Library

- It is dedicated to efficient and effective management of bibliographic documentary cultural heritage, and the universal capital that owns in order to contribute to cultural, scientific and technological development.

### National General Archivo

- It defines a set of standards and rules which support the Archives National System and coordinates on an economy-wide level a set of actions to strengthen, operate and develop the system. It establishes economy-wide policies on defense and conservation of our economy's documentary heritage and its rational, responsible and transparent use.
- It provides authorization for exporting art pictures and retorts, including old books (100 years old or more)



<p style="text-align: center;"><b>Peru</b></p>	<p><b>Peruvian Ministry of Foreign Affairs</b></p> <ul style="list-style-type: none"> <li>• Represent, protect, promote and control State and people’s interest abroad through diplomatic management policies in bilateral, multilateral and consular fields. This Ministry provides the Directorial Resolution that allows the entry or exit from the economy of geographical texts and/or publications – cartographical and historic in which there is the form, graphics or description of Peru’s international borders.</li> </ul> <p><b>Peruvian Ministry of Internal Affairs</b></p> <ul style="list-style-type: none"> <li>• General Directorate on Security Services and Civilian use Weapons, Ammunition, and Explosives Control.</li> <li>• It authorizes, sets rulings and controls civilian use fire weapons, ammunition, explosives and pyrotechnic products and also authorizes its entry or exit from the economy.</li> </ul> <p><i>Each agency’s activities have been edited in order to provide a short answer related to foreign trade.</i></p>
<p style="text-align: center;"><b>Philippines</b></p>	<p>Bureau of Animal Industry  Bureau of Export Trade Promotion  Bureau of Fisheries &amp; Aquatic Resources  Bureau of Food and Drugs  Bureau of Forestry  Bureau of Immigration  Bureau of Import Services  Bureau of Internal Revenue  Bureau of Plant Industry  Bureau of Product Standards  Bureau of Quarantine  Central Bank of the Philippines  Dept. of Environment &amp; Natural Resources  Dept. of Foreign Affairs  Environment Management Bureau  Firearms and Explosives Office  Insurance Commission  Intellectual Property Rights  Land Transportation Office  Manila International Airport Authority  Maritime Industry Authority  National Food Authority  National Meat Inspection Service  National Telecommunications Commission  One-Stop-Shop under DOF (Mabuhay)  Optical Media Board  Philippine Coconut Authority  Phil. Drug Enforcement Administration  Philippine Economic Zone Authority  Philippine Nuclear Research Institute  Philippine Ports Authority  Philippine Shippers Bureau  Securities and Exchange Commission  Subic Bay Metropolitan Authority  Other Free Ports and economic zones  Sugar Regulatory Administration</p>

<p style="text-align: center;"><b>Philippines</b></p>	<p>Tariff Commission  Commission on Audit  Criminal Investigation and Detection Group  Dept. of Finance  Dept. of Trade and Industry  House of Representatives  National Statistics Office  National Economic and Development Authority  National Intelligence Coordination Agency  National Statistics Coordinating Board  National Tax Research Center  Office of the President  Senate of the Philippines</p>
<p style="text-align: center;"><b>The Russian Federation</b></p>	<p>Federal Customs Service  Federal Migration Service  Federal Service for Military and Technical Cooperation  Federal Service for Technical and Export Control  Federal Border Service of the Federal Security Service of the Russian Federation  Federal Service of the Russian Federation on Drug Circulation Control  Federal Service for Intellectual Property Rights,  Patents and Trademarks  Federal Service for Veterinary and Phitosanitary control  Fishing Federal Agency  Federal Service on Transport Control  Federal Aircraft Transport Agency  Federal Agency for Railway Transport  Federal Agency for Sea and River Transport  Ministry of Finance of the Russian Federation  Federal Tax Service  Ministry of Economic Development and Trade of the Russian Federation  Federal Agency on Governing of Special Economic Zones  Federal Service on Ecological, Technological and Nuclear Control</p>
<p style="text-align: center;"><b>Singapore</b></p>	<p><b>Agri-Food and Veterinary Authority</b>  • Agriculture, food and veterinary matters  <b>Central Narcotics Bureau</b>  • Controlled substances  <b>Health Sciences Authority</b>  • Health products  <b>Infocomm Development Authority of Singapore</b>  • Telecommunication equipment  <b>International Enterprise Singapore Board</b>  • Controlled commodities  <b>Ministry of Manpower</b>  • Industrial safety items  <b>National Environmental Agency</b>  • Hazardous substances and ozone-depleting substances</p>

<p style="text-align: center;"><b>Singapore</b></p>	<p><b>Singapore Civil Defence Force</b></p> <ul style="list-style-type: none"> <li>• Petroleum and flammable materials</li> </ul> <p><b>Singapore Customs</b></p> <ul style="list-style-type: none"> <li>• Duties and taxes, chemicals, strategic goods, mastering and replication equipment</li> </ul> <p><b>Singapore Police Force</b></p> <ul style="list-style-type: none"> <li>• Prohibited and controlled goods</li> </ul>
<p style="text-align: center;"><b>Chinese Taipei</b></p>	<p><b>1. Cargo Clearance Procedures</b> The Directorate-General of Customs (DGOC), Ministry of Finance</p> <p><b>2. Import/Export Permits or Documents:</b></p> <ol style="list-style-type: none"> <li>1) Department of Health (DOH)</li> <li>2) Atomic Energy Council (AEC)</li> <li>3) Environmental Protection Administration (EPA)</li> <li>4) Council of Agriculture (COA)</li> <li>5) National Communications Commission (NCC)</li> <li>6) Government Information Office</li> <li>7) Bureau of Foreign Trade (BOFT), Ministry of Economic Affairs</li> <li>8) Bureau of Standards, Metrology and Inspection (BSMI), Ministry of Economic Affairs</li> <li>9) Bureau of Energy (BOE), Ministry of Economic Affairs</li> <li>10) Industrial Development Bureau (IDB), Ministry of Economic Affairs</li> <li>11) Export Processing Zone Administration (EPZA), Ministry of Economic Affairs</li> <li>12) The Intellectual Property Office (TIPO), Ministry of Economic Affairs</li> <li>13) Department of Commerce (DOC), Ministry of Economic Affairs</li> <li>14) Bureau of Animal and Plant Health Inspection and Quarantine (BAPHIQ), Council of Agriculture</li> <li>15) Civil Aeronautics Administration (CAA), Ministry of Transportation and Communications</li> <li>16) National Treasury Agency (NTA), Ministry of Finance</li> <li>17) Science Park Administration (SPA), National Science Council</li> <li>18) Pingtung Agricultural Biotechnology Park (PABP)</li> </ol> <p><b>3. Others:</b></p> <ol style="list-style-type: none"> <li>1) Financial Data Center (FDC), Ministry of Finance (for VAT Business Tax data)</li> <li>2) The Port Authority (for Customs manifest data)</li> </ol>
<p style="text-align: center;"><b>Thailand</b></p>	<p>Ministry of Finance Ministry of Agriculture and Cooperatives Ministry of ICT Ministry of Commerce Ministry of Public Health Ministry of Industry Ministry of Transport Ministry of Energy</p>
<p style="text-align: center;"><b>United States</b></p>	<p>There are far too many agencies of the US Government that have direct involvement in or require information on international trade. There are approximately 80 agencies involved in some aspect of international trade.</p>

**Viet Nam**

**Ministry of Industry**

- Licensing

**Ministry of Agriculture and Rural Development**

- Licensing and Quarantine

**Ministry of Cultural and Information**

**Licensing and Copy Right Enforcement**

**Ministry of Post and Telecommunication IT issues**

**Ministry of Health**

- Licensing

**Ministry of Transportation**

- Controlling of transport means

**Ministry of Science and Technology**

- Licensing and IPR Enforcement

**Ministry of Sea Products**

- Licensing

**Ministry of Trade**

- Licensing, Import and Export Policy

**State Bank of Viet Nam**

- Payment network

**Ministry of Public Security**

- Immigration

**Ministry of Defence**

**National Security**

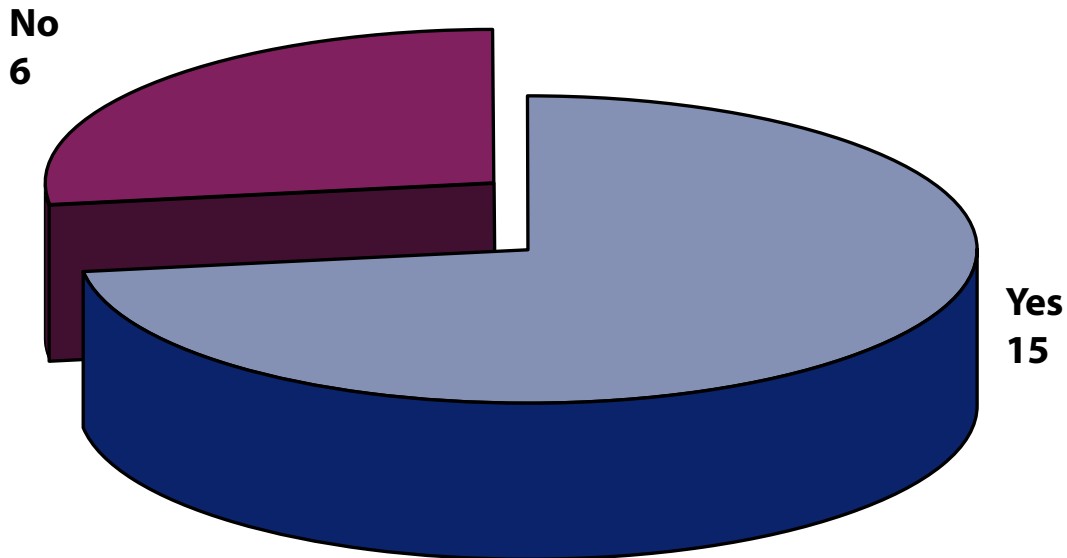
## QUESTION 2

### Does Customs have existing electronic links with the above agencies?

There is at least one electronic link that exists between Customs and government agencies in 71% of the economies.

Approximately 29% of Customs in the economies do not have these links.

#### Economies where Customs has electronic links with other government agencies



#### Australia

The Australian Quarantine and Inspection Service (AQIS) has desktop access to the Customs Integrated Cargo System (ICS) and interface with the ICS for the evaluation of the risk posed by imported goods and provide a response to those risks to Customs. Payment/receipt details for AQIS services are collected by Customs and, Customs and Quarantine Export declarations can be lodged via each other's systems and the relevant information passed to each agency.

The Australian Bureau of Statistics (ABS) has desktop access to Customs ICS and, daily reports on import/export transactions.

The Department of Agriculture, Fisheries and Forestry Australia (AFFA) has desktop access to ICS. The Australian Taxation Office interfaces with the ICS, providing client tax information such as Goods and Services Tax, Wine Equalisation Tax and Luxury Car Tax received by Customs on imported goods.

The Department of Immigration and Citizenship has various interfaces with Customs and airlines/ shipping lines providing advanced passenger/crew information.

#### Permit Issuing Agencies

Customs provides and receives information on permits via secure email link from the ICS. Agencies involved in this include:

- Australian Quarantine and Inspection Service (AQIS)
- Department of Industry Tourism and Resources (DITR)
- Wheat Export Authority (WEA)
- Department of Environment and Heritage (DEH)
- Department of Agriculture Fisheries and Forestry Authority (AFFA)
- Therapeutic Goods Administration (TGA) and
- Department of Defence (DoD)

DITR interfaces with the Customs TARCON system in relation to tariff concessions.

Brunei Darussalam	No
Canada	Canada Food Inspection Agency (CFIA) Statistics Canada (StatsCan) Natural Resources Canada (NRCan) Department of Foreign Affairs and International Trade (DFAIT)
Chile	Some of the above agencies [Answers to Question 1] may be accessed via Customs Web site www.aduana.cl, option "Enlaces".
China	<p>Yes.</p> <ul style="list-style-type: none"> <li>• Within Customs administrations: declaration forms for import and export, import and export manifests</li> <li>• With Administration of Supervision, Inspection and Quarantine: the import and export online verification of clearance paper</li> <li>• With Ministry of Commerce: license for import and export</li> <li>• With Administration of Foreign Exchange: foreign exchange verification</li> </ul>
Hong Kong, China	<p>Trade and Industry Department has links with EMAN, CO, PN and TTRS</p> <p><b>Census and Statistics Department has links with EMAN and TDEC</b></p> <p><b>EMAN: Electronic System for Cargo Manifests</b></p> <ul style="list-style-type: none"> <li>• The system is to receive and process electronically cargo manifests of air, rail, ocean and river transports by different government departments. It was launched in 2003.</li> </ul> <p><b>CO: EDI System for Certificate of Origin</b></p> <ul style="list-style-type: none"> <li>• A Certificate of Origin serves the purpose of certifying that the goods being exported are manufactured or produced in Hong Kong. The EDI service for CO was launched in October 1999.</li> </ul> <p><b>PN: EDI System for Production Notification</b></p> <ul style="list-style-type: none"> <li>• A Production Notification has to be lodged with the Trade and Industry Department (TID) before a garment manufacturer is allowed to commence the production of cut-and-sewn garments for export to overseas markets with safeguard measures. The EDI service for PN was launched in September 1999.</li> </ul> <p><b>TTRS: EDI System for Textiles Trader Registration Scheme</b></p> <ul style="list-style-type: none"> <li>• Under the TTRS, a registered trader may be exempted from the licensing requirements under the Import and Export Ordinance in respect of textiles, which fall within the scope of the scheme. A registered trader must submit an appropriate notification with the TID to cover the import or export of textiles in place of a licence. The electronic TTRS service was launched in May 2003.</li> </ul> <p><b>TDEC: EDI System for Trade Declaration</b></p> <ul style="list-style-type: none"> <li>• Under the Import and Export (Registration) Regulations, any person who imports or exports any article other than exempted articles is required to lodge with the Customs and Excise Department an import or export declaration. The TDEC system was launched in 1997 to allow traders to lodge TDEC by electronic means.</li> </ul>

Indonesia	No
Japan	<p>Roles of government agencies are as follows:</p> <p><b>Ministry of Finance (Customs)</b></p> <ul style="list-style-type: none"> <li>• Import and export admission, surveillance and control of vessels and aircrafts</li> </ul> <p><b>Ministry of Justice(Immigration)</b></p> <ul style="list-style-type: none"> <li>• Immigration Control</li> </ul> <p><b>Ministry of Land, Infrastructure and Transport(Japan Coast Guard)</b></p> <ul style="list-style-type: none"> <li>• Maritime safety, Port administration</li> </ul> <p><b>Ministry of Agriculture, Forestry and Fisheries(Animal/Plant Quarantine)</b></p> <ul style="list-style-type: none"> <li>• Food administration, animal and plant Quarantine</li> </ul> <p><b>Ministry of Economy, Trade and Industry</b></p> <ul style="list-style-type: none"> <li>• Control of trade</li> </ul> <p><b>Ministry of Health, Labor and Welfare (Quarantine)</b></p> <ul style="list-style-type: none"> <li>• Food administration</li> </ul> <p>Japan has achieved Single Window. As for import/export procedures, NACCS is linked with JETRAS (METI), ANIPAS/PQ-NETWORK (MAFF), FAINS (MHWL).</p>
Korea	<p>Abovementioned agencies [Answers to Question 1] conduct inspection quarantine of im/exported goods under relevant laws and regulations and transmit the results to the Customs through the electronic network. And the Customs confirms online the results of the goods declared for import or export.</p> <p>Korea Customs Service is electronically linked with about 80 im/export related agencies including PGAs above mentioned and exchanges ex/imports clearance data, trade statistics and the results of requirement confirmation reciprocally.</p>
Malaysia	<p>Released import/export declarations are transmitted from Customs OGAs via individual 'leased line'.</p> <ul style="list-style-type: none"> <li>• Permit issuing agencies transmit approved import/export permits to Customs via the value-added network 'Dagang*net'. Government agencies which give endorsement/approval before assessment done by Customs are located at the Customs entry/exit points and are given limited access to Customs Information System for the specific purpose.</li> </ul>
Mexico	No
New Zealand	Ministry of Agriculture and Forestry – Container QDI's, permit #'s
Papua New Guinea	No, but have signed the MOU with these organizations to exchange information.

Peru	<ul style="list-style-type: none"> <li>• With most of them [agencies listed in Question 1] Customs has an electronic exchange of information under not online mechanisms.</li> <li>• With National Service on Agricultural Sanitary, General Directorate of Supplies and Controlled Chemical Products, General Direction of Medicines and Supplies, General Direction on Environmental Health and General Direction on Telecommunications there is an on-line exchange of information related to controlled products import authorizations.</li> </ul>
Philippines	<p>We do provide the following agencies with the information as captured in the Single Administrative Document. They are as follows:</p> <p>Bureau of Import Services;  Bureau of Internal Revenue;  Department of Finance; and  National Statistics Office.</p>
The Russian Federation	<p>Agreements on information exchange are signed. The Agreements are accomplishing due to the coordinated order (for example, with the Federal Tax Service – 2 times a month).</p>
Singapore	<p>All the controlling units are linked via TradeNet®, the national Single Window.</p>
Chinese Taipei	<p>Yes</p> <p><b>Linking with the Government one-stop platform (FT Net)</b>  (A detailed explanation of the one-stop platform(FT Net) is given in the answer to Q.10)  Bureau of Foreign Trade (BOFT), Ministry of Economic Affairs  Bureau of Standards, Metrology and Inspection (BSMI), Ministry of Economic Affairs  Bureau of Animal and Plant Health Inspection and Quarantine (BAPHIQ), Council of Agriculture</p> <p><b>Linked with the Customs VAN</b>  Department of Health (DOH)  Atomic Energy Council (AEC)  Environmental Protection Administration (EPA)  Council of Agriculture (COA)  Bureau of Energy (BOE), Ministry of Economic Affairs  Industrial Development Bureau (IDB), Ministry of Economic Affairs  Civil Aeronautics Administration (CAA), Ministry of Transportation and Communications  National Treasury Agency (NTA), Ministry of Finance</p> <p>The above eight administrations will be linked directly with the Government Single Window in succession</p> <p><b>Links with the Customs Electronic Gateway</b></p> <ul style="list-style-type: none"> <li>• Financial Data Center (FDC), Ministry of Finance</li> <li>• The Port Authority</li> </ul>



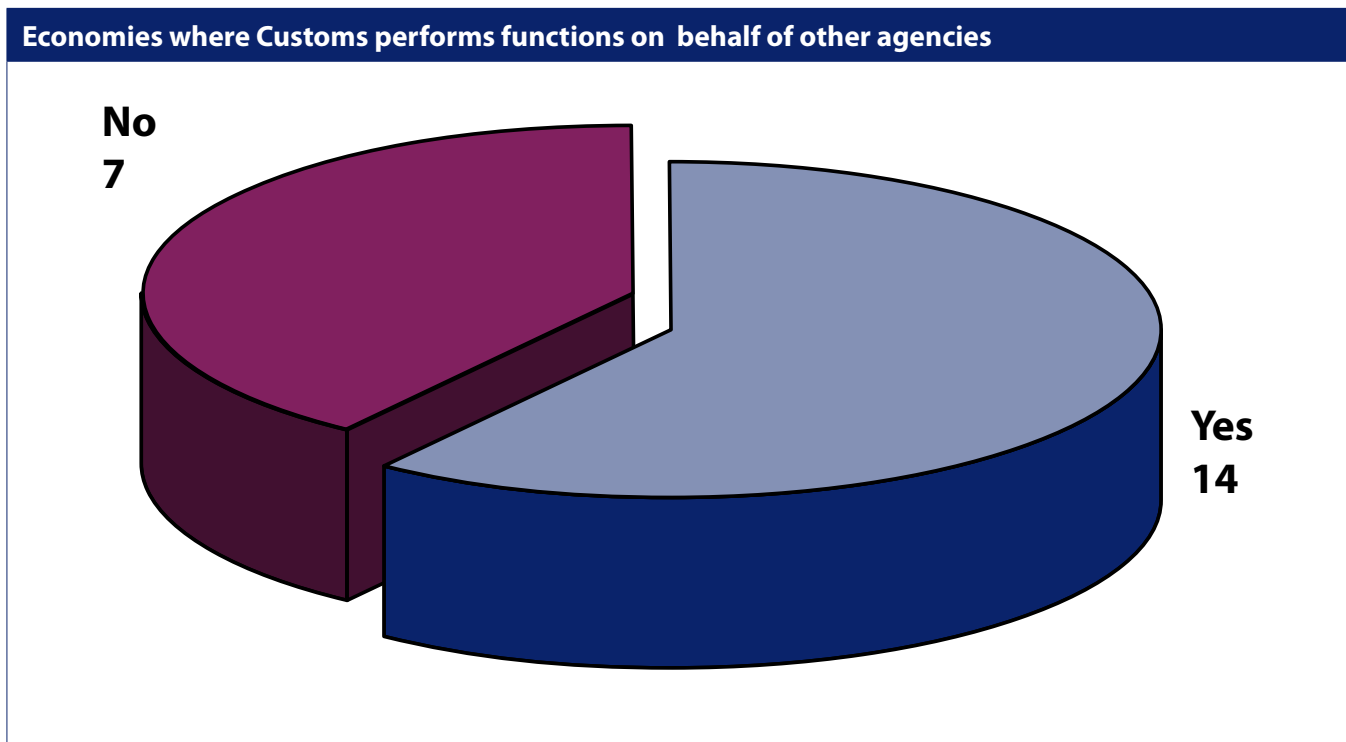
<b>Thailand</b>	The Thai Customs has not yet electronically linked with all the OGAs but we have the pilot test with the Department of Foreign Trade, Ministry of Commerce.
<b>United States</b>	<p>Customs currently has electronic links with some of the agencies. Among these are:</p> <ul style="list-style-type: none"> <li>• Census (statistics),</li> <li>• Food and Drug Administration, and</li> <li>• Department of Agriculture.</li> </ul>
<b>Viet Nam</b>	Not yet

# GOODS, CONVEYANCE AND CREW REPORTING

## QUESTION 3

Does Customs perform functions on behalf of other agencies (eg permit collection, examinations, risk assessments)?

Pie graph indicating economies where Customs performs or does not perform functions on behalf of other agencies – 33% answered no and 67% answered yes.



<b>Australia</b>	<p>Customs conducts authorisation and verification of permits against import/export shipments, undertakes physical examination and electronic verification. Customs also conducts profiling and investigative work on behalf of permit issuing agencies.</p> <p>At the border, Customs performs functions on behalf of a number of other government agencies and statutory bodies.</p>
<b>Brunei Darussalam</b>	<p>If only there is a request from relevant agencies, the task is only within the Customs jurisdiction.</p>
<b>Canada</b>	<p><b>Natural Resources Canada</b></p> <p><b>Rough Diamonds</b> – CBSA manually verifies Kimberley Process Certificate and detains shipments for future investigation by Natural Resources Canada or the Royal Canadian Mounted Police.</p> <p><b>Ammunitions and Explosives</b> – CBSA verifies paper-based explosives importation permits prior to release. Shipments found to be non-compliant are detained pending NRCan determination.</p>

## Health Canada

**Controlled Drugs and Substances** – Border services officers detain suspected controlled and restricted drugs, as well as suspected narcotics, for Health Canada determination of admissibility. In 2004, CBSA ceased the collection of paper permits on behalf of Health Canada (with the exception of permits for precursor substances).

**Human Use Drugs** – CBSA detains human-use drugs suspected of non-compliance for Health Canada to determine admissibility.

**Natural Health Products** – Border services officers currently detain and refer to Health Canada any commercial shipments of traditional medicines that make therapeutic claims. Health Canada determines whether or not the goods may be imported. Personal importations of traditional medicines, even if they claim to be therapeutic in nature, are permitted in a single-treatment size or a three-month supply, as are homeopathic preparations. When CBSA encounters homeopathic preparations in commercial shipments that are suspected of being non-compliant they are detained and referred to Health Canada. Health Canada may also identify specific shipments or products that are to be detained by CBSA and referred to Health Canada.

## Department of Foreign Affairs and International Trade Canada

**Export and Import Controls** – The *Export and Import Permits Act* states that all officers, as defined in the *Customs Act*, before permitting the exportation or importation of any goods controlled under the EIPA must satisfy themselves that the exporter or importer, as the case may be, has not contravened any of the provisions of the EIPA or its regulations. Border services officers have the same power of search, detention, seizure, and forfeiture as defined under the *Customs Act* with respect to goods regulated under the EIPA.

## Industry Canada Spectrum, Information Technology and Telecommunications (SITT) Sector

**Radiocommunication and Telecommunications Equipment** – The Radiocommunication Act and Telecommunications Act prohibit the importation of goods that do not comply with the certification or technical requirements under these acts. Therefore, detention or seizure of non-compliant goods should be coordinated with Industry Canada inspectors.

## Environment Canada

**CITES and WAPPRIITA** – CBSA assists Environment Canada by ensuring that the appropriate documentation is presented when CITES-controlled goods are imported and exported. Where goods (including live animals) are controlled under CITES, the permit requirements apply regardless of any diplomatic immunity or privilege extended to the person importing the goods. The border services officer must verify the following: the permit quantity and description against the goods themselves or the customs documents; the effective date and expiry date of the permit; the fact that the permit is an original and not a copy; and the signing of the document by the appropriate government authority. If everything is in order, the officer validates the permit and forwards it to Environment Canada. If the border services officer has any doubts as to the validity of the permit presented (doubts as to whether the goods are in fact the same as those described), or there has been no permit presented and the border services officer suspects that one is required, the goods are detained and Environment Canada is contacted.

**Ozone-depleting Substances** – CBSA assists Environment Canada by ensuring that a valid letter of authorization issued by Environment Canada accompanies all importations subject to these regulations. If a border services officer suspects a shipment is in violation of the *Ozone-Depleting Substances Regulations* or *Ozone-Depleting Substances Products Regulations*, the shipment is detained and the nearest Environment Canada regional office is contacted.

**Hazardous Waste** – CBSA assists Environment Canada in administering these regulations through monitoring at the border. Shipments of hazardous waste and hazardous recyclable material must be accompanied by two documents – an Import, Export or Transit Permit, and a Movement Document. A border services officer reviews these documents, and if everything is in order, validates and collects them. All hazardous waste related documents collected by CBSA are forwarded to Environment Canada on a weekly basis.

<b>Chile</b>	No
<b>China</b>	China Customs collects VAT of import and export on behalf of State Administration of Taxation.
<b>Hong Kong, China</b>	<p>Customs officers at control points will:</p> <p>a) perform agency duty to support other government departments/ licensing authorities to clear the following controlled items under their respective purview:</p> <ul style="list-style-type: none"> <li>• Firearms and ammunition;</li> <li>• Weapons;</li> <li>• Pharmaceutical products;</li> <li>• Live animals and plants;</li> <li>• Endangered animals and plants;</li> <li>• Animal carcass and product;</li> <li>• Explosives;</li> <li>• Food (e.g. game, meat, poultry, milk, frozen confections, etc.);</li> <li>• Infectious goods (e.g. human corpse, human remains, living pest, etc.);</li> <li>• Radioactive substances and irradiating apparatus;</li> <li>• Ozone depleting substances;</li> <li>• Pesticides;</li> <li>• Radio transmission equipment;</li> <li>• Sand;</li> <li>• Smokeless tobacco products; and</li> <li>• Waste, etc.</li> </ul> <p>b) Check the various licence/permit for controlled items and make endorsement, if necessary, upon importation/exportation/transshipment of goods, e.g. licence for dangerous drugs and strategic commodities.</p> <p>Customs officers of the Motor Vehicles Valuation Group will, on behalf of the Transport Department, assess the First Registration Tax under the Motor Vehicles (First Registration Tax) Ordinance.</p> <p>Customs officers of the Controlled Chemicals Group will, on behalf of Department of Health, collect licence applications to facilitate the applicants if the substances involved are subject to control under the authority of Hong Kong Customs &amp; Excise Department and Department of Health according to the Laws of Hong Kong. Customs officers of the Trade Controls Branch will work closely with the following government departments to conduct consignment inspections/disposal checks on textiles, strategic commodities, rice, rough diamonds, pesticides, pharmaceutical products, radioactive substances and irradiating apparatus:</p> <ul style="list-style-type: none"> <li>• Trade and Industry Department</li> <li>• Department of Health Agriculture, Fisheries &amp; Conservation Department</li> </ul>
<b>Indonesia</b>	No

<p><b>Japan</b></p>	<p>Certain portions of operations and authorities of other government agencies are conducted by Customs. They are as follows:</p> <p><b>Authorities under the Minister of Economy, Trade and Industry</b></p> <ol style="list-style-type: none"> <li>1. Approval regarding importation of goods subject to import quota without charge</li> <li>2. Approval for the exportation of certain goods such as important cultural properties</li> </ol> <p><b>Authorities under the Minister of Finance</b></p> <p>Receiving the reports and issuing permissions for carrying in/out means of payment exceeding JPY1,000,000 or its equivalent, or precious metal (gold with over 90% purity) exceeding 1 kg in total weight</p>
<p><b>Korea</b></p>	<p>Regarding the goods which are required to get a permit or certificate for im/exportation under relevant laws and regulations, the customs checks in clearance whether the goods meet such requirements.</p>
<p><b>Malaysia</b></p>	<p>No</p>
<p><b>Mexico</b></p>	<p>No</p>
<p><b>New Zealand</b></p>	<p>Yes</p>
<p><b>Papua New Guinea</b></p>	<p>Customs conduct verification of permits against import and export of other government agencies before such import or export is allowed in or out. We also perform other government agencies roles at the Customs borders.</p>
<p><b>Peru</b></p>	<p>Yes. Customs collects duties for other agencies like those linked to municipal promotion duties (IPM). On the other hand, it performs inspections or physical revisions by law entrustment of Peruvian Ministry of Production, Peruvian Ministry of Internal Affairs, Peruvian Ministry of Foreign Trade and Tourism, and, Peruvian Ministry of Health, for their different controlled products.</p>
<p><b>Philippines</b></p>	<p>Customs collect taxes such as VAT, Excise and other taxes on behalf of the Bureau of Internal Revenue.</p>
<p><b>The Russian Federation</b></p>	<p>The documents verified the provision of the non-tariff regulation measures are requested (licences, certificates, etc).</p>

<b>Singapore</b>	No
<b>Chinese Taipei</b>	The Customs collects VAT on imported goods on behalf of the National Tax Administration, Ministry of Finance.
<b>Thailand</b>	The Thai Customs conducts verification of permits against import / export Customs declarations.
<b>United States</b>	Customs performs functions for other agencies but these functions are based on the decisions made by the agencies.
<b>Viet Nam</b>	No

# GOODS REPORTING

## QUESTION 4

### How many Customs goods declarations are processed annually?

The number of Customs declarations processed annually by the economies that responded to the questionnaire ranged from 68,000 to 31 million for imports, 10,000 to 29 million for exports and 5,000 to 7 million for transit goods. Interestingly, most economies process more import declarations than export declarations with the exception of China, Hong Kong China, Indonesia and Thailand.

**Table 4.1: Customs goods declarations that are processed annually as imports, exports or transit goods.**

Economy	Import	Export	Transit <sup>2</sup>
Australia	3,097,000	1,268,000	*
Brunei Darussalam	*	*	*
Canada	11,564,768	761,304	*
Chile	752,000	356,000	45,000
China	15,000,000	29,000,000	7,000,000
Hong Kong, China	9,515,514	9,969,664	0
Indonesia	600,000	1,400,000	*
Japan	17,534,000	14,148,500	635,000
Korea	5,216,195	4,846,313	1,806,811
Malaysia	6,300,000	6,000,000	3,000,000
Mexico	6,740,994	1,924,019	74,500
New Zealand	1,300,000	600,000	*
Papua New Guinea	68,121	10,776	0
Peru	848,506	245,146	▲
Philippines	1,400,000	650,000	*
The Russian Federation	1,200,000	1,000,000	2,000,000
Singapore	4,800,000	4,200,000	100,000 <sup>3</sup>
Chinese Taipei	9,722,708	9,521,398	742,677
Thailand	2,301,252	3,081,204	*
United States	31,025,000	*	*
Viet Nam	1,196,993	1,132,299	5,375
<b>Average</b>	<b>6,475,815</b>	<b>4,741,102</b>	<b>975,590</b>

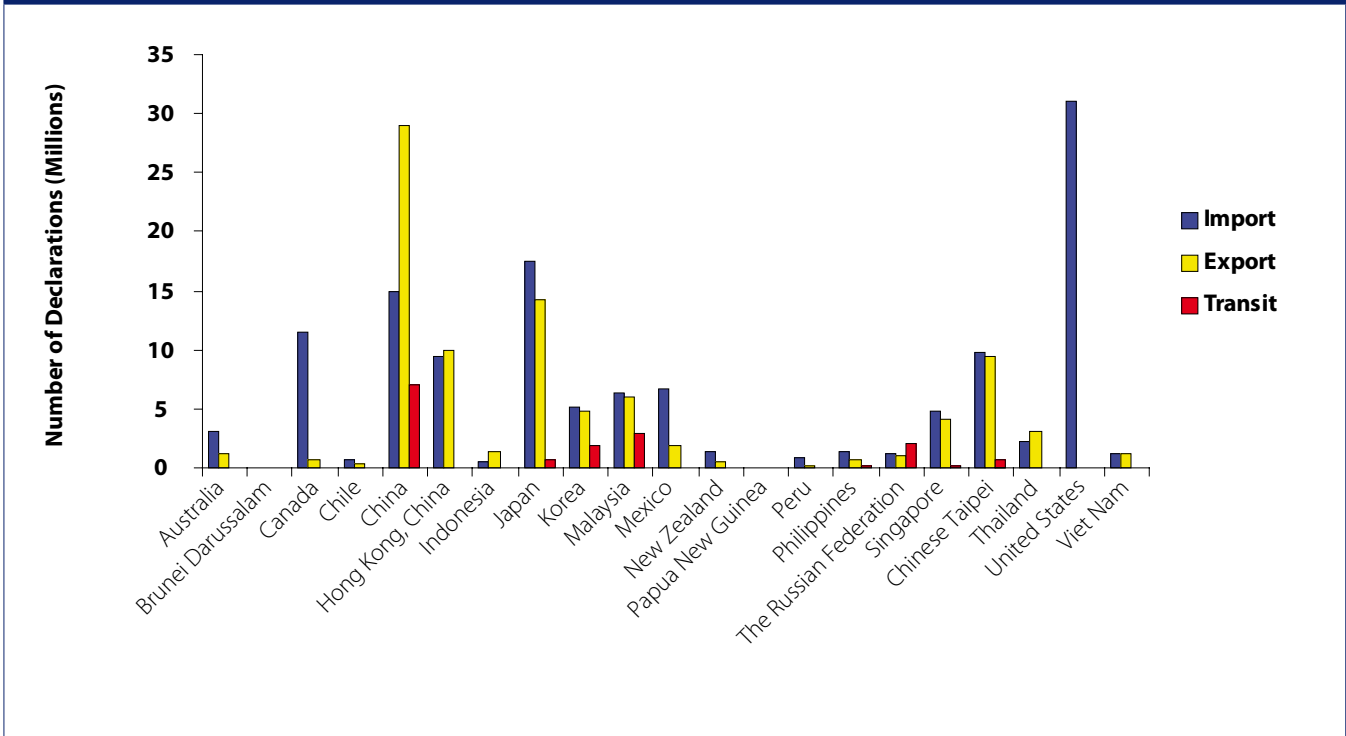
\* Figures not collected by the economy or not answered.

▲ Information not available because it is not supported in electronic declaration.

<sup>2</sup> Transit goods were defined as goods that do not have the reporting economy as a final destination of the economy but travel through that economy's port.

<sup>3</sup> This figure is for transshipment (i.e. change of conveyance). Note that not all transshipments require permits, such as transshipment within FTZ and some non-controlled goods.

## Customs Declarations Processed Annually



Customs declarations (Import, Export and Transit) processed annually by the APEC economies.



## QUESTION 5

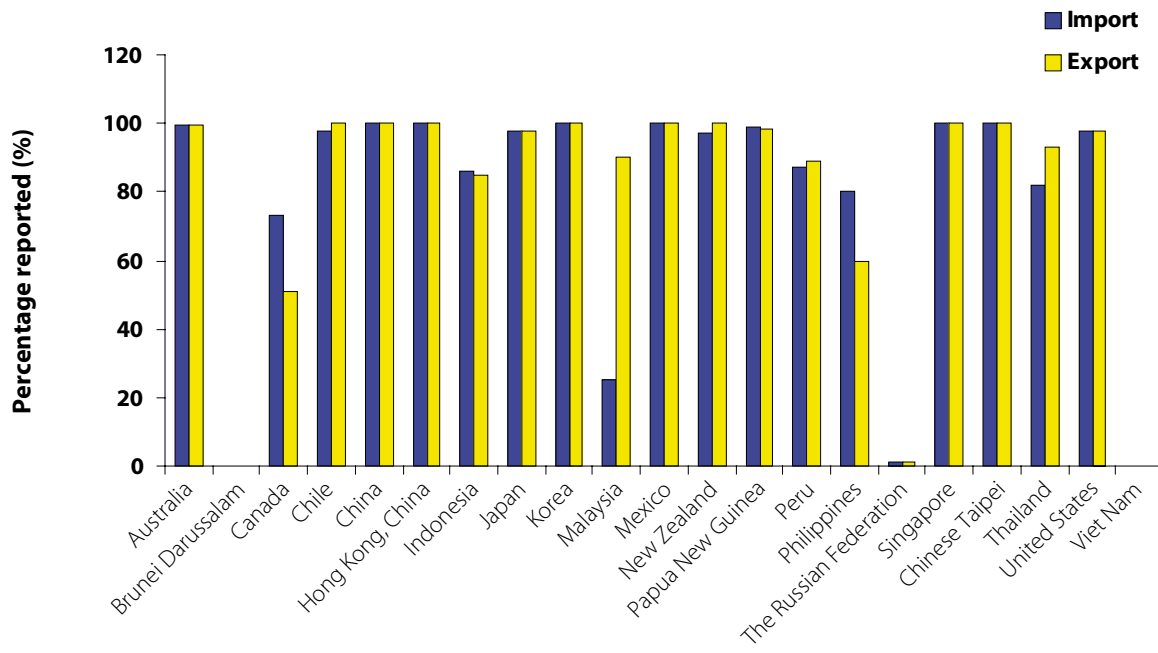
### What percentages of Customs goods declarations are reported electronically?

As seen in Table 5.1, the average percentage of goods reported electronically is over 80% for imports and exports. This is further highlighted in the following chart. Only 10 economies collect the figures for transit goods – Chile, China, Japan, Korea, Malaysia, Mexico, The Russian Federation, Singapore, Chinese Taipei and the United States. The range of transit goods reported electronically is from 0-100 percent.

<b>Economy</b>	<b>Import (%)</b>	<b>Export (%)</b>	<b>Transit (%)</b>
Australia	99.4	99.6	*
Brunei Darussalam	*	*	*
Canada	73	51	*
Chile	98	100	30
China	100	100	100
Hong Kong, China	100	100	*
Indonesia	86	85	*
Japan	98	98	76
Korea	100	100	100
Malaysia	25	>90	>80
Mexico	100	100	100
New Zealand	97	100	*
Papua New Guinea	98.8	98.4	*
Peru	87	89	*
Philippines	80	60	*
The Russian Federation	<1	<1	0
Singapore	100	100	100
Chinese Taipei	99.9	100	99.7
Thailand	82	93	*
United States	98	98	98
Viet Nam	*	*	*
<b>Average</b>	<b>85</b>	<b>88</b>	<b>87</b>

\*Figures are not collected by the economy or the question was not answered.

## Customs declarations electronically reported



Percentage of Customs imports and exports declarations electronically reported by Economies.

## QUESTION 6

What percentages of Customs goods declarations require an additional licence/permit from government as part of the clearance process?

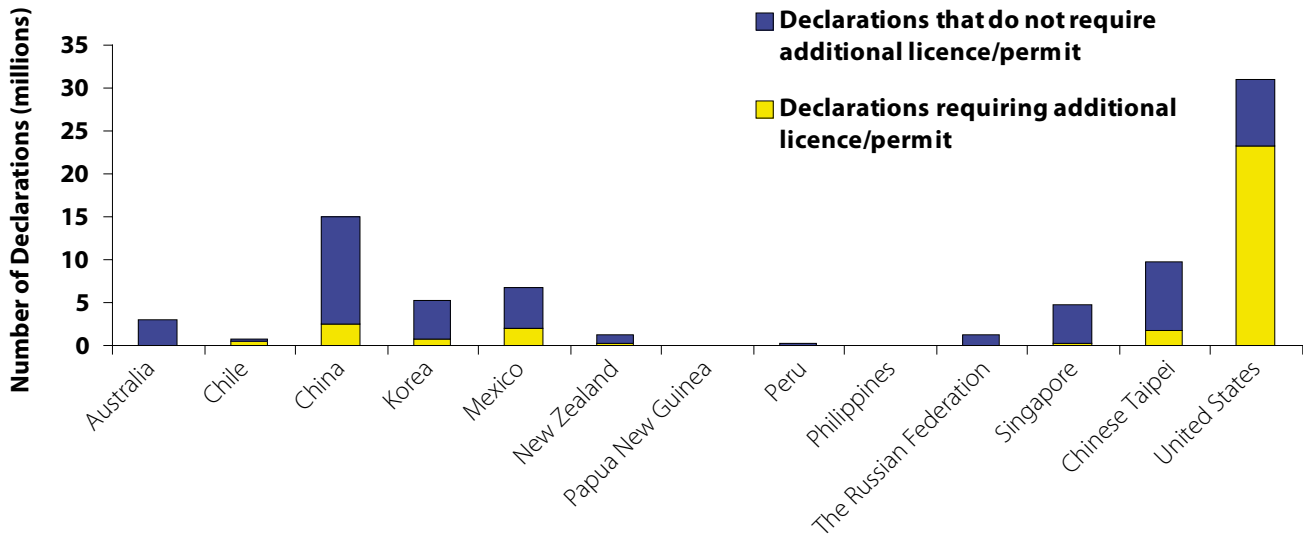
**Table 6.1: Comparison of the percentage of Customs goods declarations that require an additional licence/permit from the government as part of the clearance process.**

<b>Economy</b>	<b>Import (%)</b>	<b>Export (%)</b>	<b>Transit (%)</b>
Australia	20	26	0
Brunei Darussalam	*	*	*
Canada	*	*	*
Chile	50	30	0
China	17	26	*
Hong Kong, China	*	*	*
Indonesia	*	*	*
Japan	*	*	*
Korea	16	*	*
Malaysia	*	*	*
Mexico	30	45	0.01
New Zealand	10	80	*
Papua New Guinea	10	40	*
Peru	28.2	1.2	1
Philippines	*	*	*
The Russian Federation	10	10	5
Singapore	6	2	1
Chinese Taipei	18	5	0
Thailand	*	*	*
United States	75	*	*
Viet Nam	*	*	*
<b>Average</b>	<b>13</b>	<b>13</b>	<b>0</b>

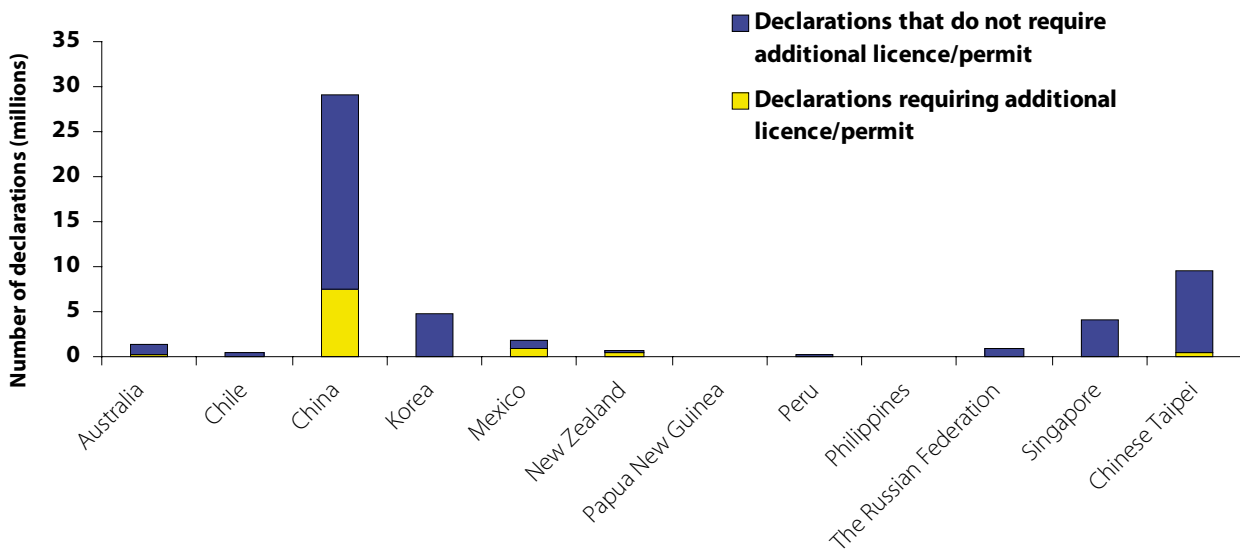
\*Figures are not collected by the economy, the question was not answered, or a collective answer was given.

NB: In some cases the information provided is captured by lines, not declarations. Best efforts have been made to provide accurate figures.

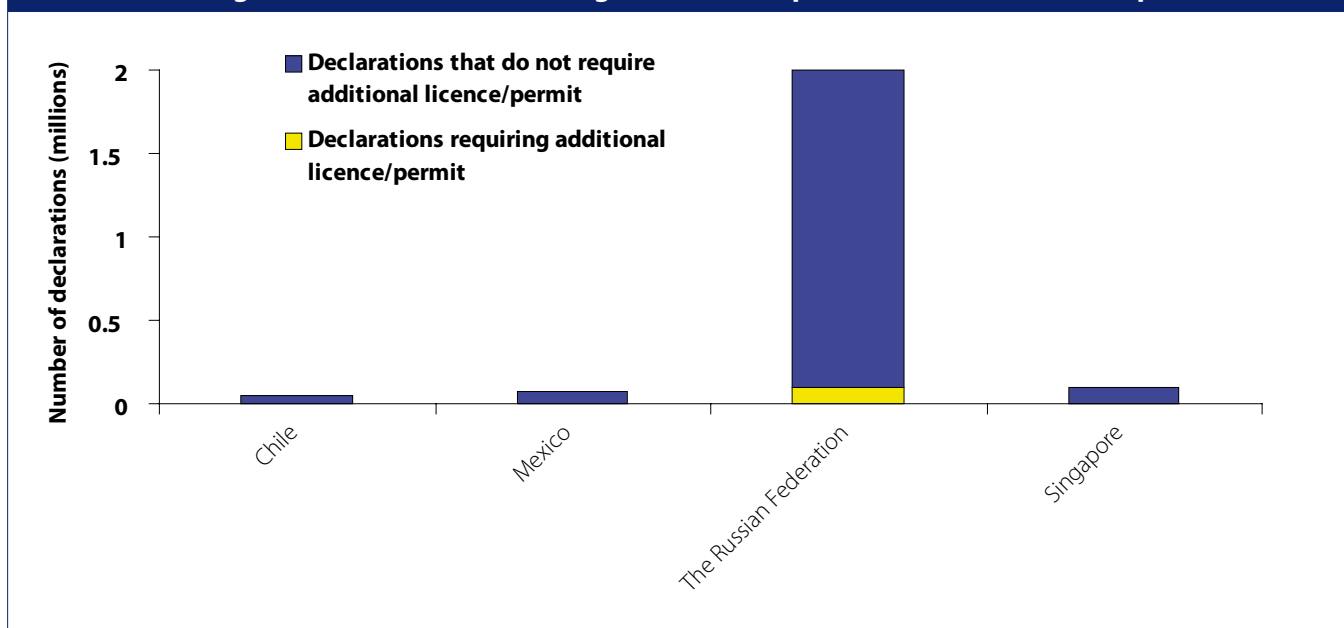
### Customs import goods declarations including those that require an additional licence/permit



### Customs export goods declarations including those that require an additional licence/permit



### Customs transit goods declarations including those that require an additional licence/permit



The preceding 3 charts show the total number of import, export and transit goods declarations from question 4. In addition the declarations that require an additional licence/permit are highlighted in yellow.

Please note that only economies who have provided an answer or collect the information are shown.

Goods that require an additional licence/permit from government for imports, and exports were the same (13%).

Transit goods requiring a permit was 0%.

# CONVEYANCE AND CREW REPORTING

## QUESTION 7

### How many international conveyances arrive annually?

On average, the number of conveyances that arrive annually is 0.1 million by sea, 0.3 million by air, 4.7 million by road and 0.2 million by rail. As expected, economies that have no land borders do not have road or rail conveyance figures. The range for these figures was quite varied, as shown in the table. For example, in the figures for conveyances that arrive by sea, the numbers ranged from 2,000 to 700,000. The economy's trade environment and geographic features such as the size, population and land/sea boundaries influence these figures. In economies where there are land borders, the number of truck movements is the greatest.

<b>Economy</b>	<b>Ship/Barge/Sea</b>	<b>Aircraft/Air</b>	<b>Truck/Road</b>	<b>Train/Rail</b>
Australia	20,229	70,469	*	*
Canada	191,060	351,485	36,483,480	39,919
Chile	7,000	*	320,500	1,030
China	277,000	410,000	9,600,000	845,000
Hong Kong, China	230,000	1,300,000	7,500,000	4,700
Indonesia	*	*	*	*
Japan	135,927	159,575	*	*
Korea	83,570	107,914	58,015	0
Malaysia	43,000	100,000	2,500	*
Mexico	723,097	1,534,225	5,498,205	260,259
New Zealand	8,000	60,000	*	*
Papua New Guinea	2,006	2,400	4,320	*
Peru	3,316	12,235	30,610	*
Philippines	*	*	*	*
The Russian Federation	400,000	500,000	1,100,000	800,000
Singapore <sup>4</sup>	135,000	98,000	751,000	3,000
Chinese Taipei	26,000	93,000	0	0
Thailand	26,400	84,000	*	*
United States <sup>#</sup>				
Viet Nam	30,649	27,039	92,362	839
Average	142,053	315,089	4,726,038	177,704

\*This figure is not collected by Customs or not answered by the economy.

<sup>#</sup> The United States reported 70,900 truck, sea, rail containers daily.

<sup>4</sup> Figures were provided by the relevant government agency.

## QUESTION 8

### How many international crew members arrive annually?

International crew figures are only collected by six of the 21 responding economies. The average number of crew numbered 0.8 million by sea and 0.6 million by air (Table 8.1). Sea conveyances have an average of  $15 \pm 2$  crew and air conveyances have  $8 \pm 2$  crew. Only two economies collect the figures on crew on the road, Korea and Singapore. Only Singapore collects the figure for Train/Rail crew.

According to the answers provided in question 3, Australia and possibly New Zealand are the only Customs organisations that perform immigration functions for crew clearance at the border.

<b>Economy</b>	<b>Ship/Barge/Sea</b>	<b>Aircraft/Air</b>	<b>Truck/Road</b>	<b>Train/Rail</b>
Australia	304,371	617,064	*	*
Japan	1,112,625	942,736	*	*
Korea	1,474,578	1,238,759	58,015	*
New Zealand	133,000	470,000	*	*
Papua New Guinea	*	6,384	*	*
Singapore <sup>5</sup>	2,427,000	1,197,000	1,193,000	1,800
<b>Average</b>	<b>778,796</b>	<b>558,993</b>		

\*This figure is not collected by Customs or not answered by the economy.

<sup>5</sup>Figures were provided by the relevant government agency.

# SECTION 2 – SINGLE WINDOW PLANNING AND DEVELOPMENT

## QUESTION 9

Please provide your economy's definition of a Single Window if one has been formalised.

**Recommendation 2:** The UN/CEFACT definition of Single Window (UN/CEFACT Recommendation 33) be adopted by APEC economies.

Australia	As per UN/CEFACT Recommendation 33 "A facility that allows parties involved in trade and transport to lodge standardised information and documents with a single entry point to fulfil all import, export and transit related regulatory requirements. If information is electronic, then individual data elements should only be submitted once."
Brunei Darussalam	Single submission of data and information, for a single decision-making for customs release and clearance of cargo.
Canada	Canada will work within the agreed-upon scope for version 3 of the WCO data model which has defined Single Window as "Business to Government" (B2G). The OGD Single Window Initiative is intended to facilitate the seamless transfer of electronic data between various government departments. Through the OGD Single Window vision, the CBSA will be strategically positioned to collect information related to the import and export of goods from Trade Chain Participants. This initiative will consolidate CBSA and OGD information requirements; thereby, ensuring information is collected once, electronically, from Trade Chain Participants.
Chile	A unique Internet portal where every trade company involved in the import/exporting cycle can electronically carry out all of their procedures and formalities via Internet in conformity with Initiative 23 of the Digital Agenda of the Chilean Government. The project involves the integration of customs procedures with those of the other public agencies participating in the international supply chain; it also involves the development of a unique website. Chile Customs is the leading agency of the project since 2006.
China	A unified information platform that combines clearance management with logistics control, and provides one internet portal, "one card pass", and "one-stop" service.
Hong Kong, China	A Single Window system will enable the government to collect a large volume of information from the trade in relation to import, export and transit regulatory requirements through a single submission window from the traders.



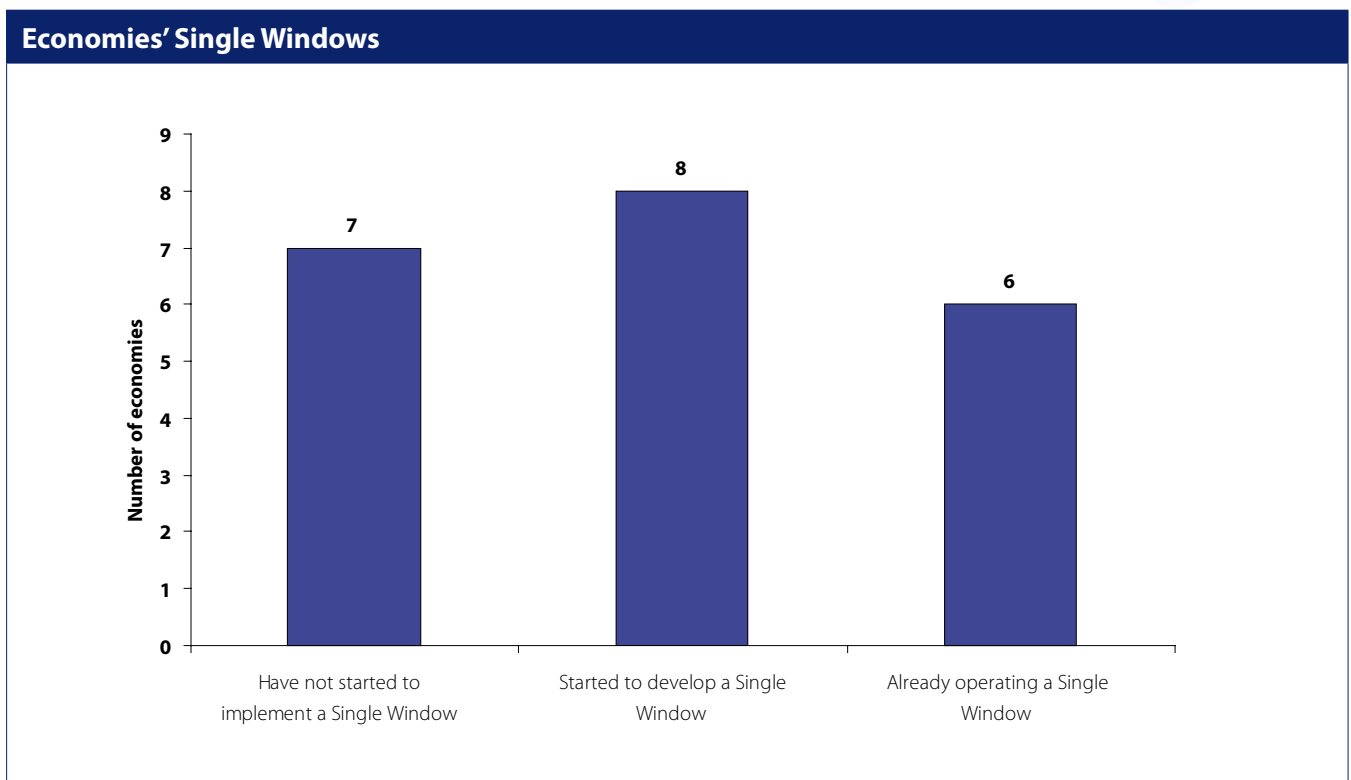
<b>Indonesia</b>	Definition National Single Window refer to Agreement to establish and implement the ASEAN Single window: Single Submission; Single and Synchronous Processing and a Single Decision-making.
<b>Japan</b>	Currently, import/export procedures and port-related procedures are able to be processed in the Single Window System as a One Stop Service. The definitions of the terms are as follows: <ul style="list-style-type: none"> <li>• One Stop Service</li> <li>• Enables multiple procedures to be submitted through a single terminal to void the need for switching applications and/or terminals for every single system.</li> <li>• Single Window</li> <li>• Enables multiple procedures to be submitted by a single input and a single transmission through interconnection of multiple systems.</li> </ul>
<b>Korea</b>	Single Window is a system under which traders can complete the clearance procedures with a single declaration of im/export without having to visit several agencies to get such requirement confirmation as provided by individual laws and regulations. (not a formalized definition)
<b>Malaysia</b>	N/A
<b>Mexico</b>	Not answered
<b>New Zealand</b>	None as yet
<b>Papua New Guinea</b>	None as yet
<b>Peru</b>	A facility that allows parties involved in trade and transport to lodge standardised information and documents with an integrated electronic channel and integrated process to fulfil all import, export and transit related regulatory requirements. If information is electronic, then individual data elements should only be submitted once.

<b>Philippines</b>	Single Window/National Single Window in particular is a system that enables a single submission of data and information that is synchronously processed, resulting in a single point of decision for the release of cargoes by Customs, based on decisions made by other Departments and Agencies of government and communicated in a timely manner to Customs.
<b>The Russian Federation</b>	Single information feeding to the State Body results in improvement of the state services (Note: the term "Single Window" is not approved)
<b>Singapore</b>	Single Window is a system which enables: <ul style="list-style-type: none"> <li>• a single submission of data and information;</li> <li>• a single and synchronous processing of data and information; and</li> <li>• a single decision-making for customs release and clearance of cargo. A single decision-making shall be uniformly interpreted as a single point of decision for the release of cargoes by the Customs on the basis of decisions, if required, taken by line ministries and agencies and communicated in a timely manner to the Customs.</li> </ul>
<b>Chinese Taipei</b>	A facility that provides traders with a single entry point which documentation and data requirements for import, export and transit are submitted one time only. The Single Window shall deliver the documentation and data requirements mentioned above to all the relevant authorities or agencies.
<b>Thailand</b>	We have planed to establish the National Single Window based on the UN/CEFACT recommendation no.33, we also develop the National Single Window in line with the Agreement to Establish and Implement the ASEAN Single Window.
<b>United States</b>	Single Window or the International Trade Data System is defined as an electronic process for the collections, dissemination, use, and storage of data for international trade agencies for import, export, and transit for goods, conveyances, equipment (containers) and crew.
<b>Viet Nam</b>	Viet Nam Customs considers the following definition to be the best starting point in the process of developing SW controls; it sets out SW principles in a simple, straightforward way which can be readily adapted to suit local circumstances. "A Single Window is defined as a facility that allows parties involved in trade and transport to lodge standardised information and documents with a single entry point to fulfill all Import, Export and Transit related regulatory requirements."

# QUESTION 10

## Has your economy already started to develop a Single Window?

Have not started to implement a Single Window	Have started to develop a Single Window	Already operating a Single Window
Brunei Darussalam	Australia	Canada
Hong Kong, China	Peru	Chile
Indonesia	Philippines	China
Malaysia	The Russian Federation	Japan
Mexico	Chinese Taipei	Korea
New Zealand	Thailand	Singapore
Papua New Guinea	United States	
	Viet Nam	



### Economies comments if the answer to this question was Yes

<b>Australia</b>	<p>The Integrated Cargo System started with the conceptual analysis in 1998, writing the detailed design specifications in 2002 and implemented Phase 1 in October 2005.</p> <p>The development and implementation of the ICS (October 2005) replaced a number of legacy systems for the reporting of all cargo movements to Australian Customs.</p> <ul style="list-style-type: none"> <li>• The ICS expanded and strengthened automated data feeds between Australian Customs and OGAs. The Australian Quarantine and Inspection Service (AQIS) is a key stakeholder in this system and a significant percentage of their cargo reporting requirements are handled in the ICS.</li> <li>• The ICS also performs some verification of OGA's permits. The ICS has links to several OGAs and provides transactional and summarised information to some agencies, as described in question 2. Over 99% of import and export Customs goods declarations and 100 % of cargo reports (manifests) are received and processed electronically in the ICS.</li> </ul>
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<b>Australia</b>	<ul style="list-style-type: none"> <li>• The ICS is a web-based integrated software application with interactive web services and EDI message capabilities and provides the functionality needed to declare, report, risk assess and determine status for import and export cargo/goods and track the movement of under bond goods.</li> <li>• The Customs Connect Facility (CCF) has been developed to provide a secure gateway to Customs applications particularly the ICS. The CCF performs Customs PKI functions such as validation and authentication of digital certificates. The CCF also houses a transformation engine that transforms incoming messages from UN/EDIFACT to XML and outgoing messages from XML to UN/EDIFACT. The EDI messages used by Australian Customs in the CCF/ICS are developed from the UN/EDIFACT 99b Message Implementation Guidelines (MIGs) produced by UN/CEFACT. The data elements in the messages are aligned to the United Nations Trade Data Element Directory (UNTDDED).</li> <li>• In the Conveyance and Crew reporting environment, significant advances have been made on the electronic reporting of Sea Crew and Conveyance movements and the sharing of this information electronically with the Immigration and Transport departments. It is anticipated that all crew and conveyance reporting in the sea environment will be electronic by the end of 2007. The reporting of air crew movements has been 100 % electronic in Australia for some time. Australian government agencies particularly Customs and Immigration work closely with the international airline industry in sourcing this information. Australian Customs has no requirement for air conveyance reporting other than relating the passengers/crew/cargo with a particular flight.</li> </ul> <p>The development of a fully functional Single Window that satisfies all the attributes of Recommendation 33 is still in the early stages of planning in Australia. Projects such as the Standardised Data Set (2005-06) project looked at the implementation options for an international trade Single Window in Australia. The International Trade Cluster of the whole-of-government Standard Business Reporting Programme is presently developing an implementation plan for an international trade Single Window in Australia for government consideration. Australian Customs has significantly improved the integration and automation of the processing of its information requirements in recent years.</p>
<b>Canada</b>	<p>CBSA has been exchanging data electronically with Other Government Departments (OGD)s since the development of the G7 Initiative in the late nineties.</p> <p><b>Phase I – Proof of concept for various interface models</b></p> <ul style="list-style-type: none"> <li>• CFIA, using a “Decision Model” was the first to partner with CBSA in 1998</li> <li>• NRCan, using the “Real time data dump model”, and DFAIT, using the “electronic permit model” both joined the program in 1999</li> <li>• StatsCan, using a “Data dump model” joined in 2000</li> </ul> <p><b>Phase II – Analysis, Design and Development (2006/2007), activities include:</b></p> <ul style="list-style-type: none"> <li>• Consultations with OGDs and trade community to identify the next series of potential OGD programs to participate in the OGD Single Window Initiative</li> <li>• Identifying priority OGD programs and developing an implementation schedule</li> <li>• Analysis of business processes and identification of interface options</li> <li>• Collection and analysis of data requirements</li> <li>• Design and development of integrated, harmonized data sets and additional interface options</li> </ul> <p><b>Phase III – Short-term Implementation (2007/2008), activities include:</b></p> <ul style="list-style-type: none"> <li>• Implementation of OGD Single Window programs identified for phase III</li> </ul> <p><b>Phase IV – Medium-term Implementation (2008/2009)</b></p> <ul style="list-style-type: none"> <li>• Implementation of OGD Single Window programs identified for phase IV</li> <li>• Compliance monitoring and evaluation of data quality for OGD programs implemented in Phase III</li> <li>• Develop a Post Implementation Review plan</li> <li>• Complete project transition for Phase III OGD programs</li> <li>• Maintain OGD Single Window electronic reporting systems implemented in Phase III</li> </ul>

<b>Canada</b>	<p><b>Phase V – Long term Implementation (2009 +)</b></p> <ul style="list-style-type: none"> <li>• Implementation of OGD Single Window programs identified for phase V</li> <li>• Complete Post-Implementation Review</li> <li>• Complete project transition for Phase IV OGD programs</li> <li>• Maintain OGD Single Window electronic reporting systems</li> </ul>
<b>Chile</b>	<p><b>Phases of Single Window Project in Chile:</b></p> <p><b>Phase 1:</b></p> <p><b>2005: Bilateral connection between Customs and the following 7 agencies, which together represent 96% of the total volume of trade operations:</b></p> <ul style="list-style-type: none"> <li>• Metropolitan Regional Ministerial Secretary (ex SESMA)</li> <li>• General Treasury of the Republic</li> <li>• Agriculture and Livestock Service (SAG)</li> <li>• Civil Register and Identification Office</li> <li>• Public Health Office</li> <li>• National Fisheries Service</li> <li>• Transport Sub-Secretariat</li> </ul> <p><b>Phase 2:</b></p> <p><b>2006: Co-ordinating tasks with the other 11 agencies involved:</b></p> <ul style="list-style-type: none"> <li>• Energy and Fuel Superintendency</li> <li>• National Committee of Nuclear Energy</li> <li>• General Direction of National Mobilization</li> <li>• Direction of Frontiers and Borders of the State</li> <li>• National Monuments Council</li> <li>• Libraries, Records and Museums Direction</li> <li>• National Forestry Corporation</li> <li>• Chilean Copper Corporation</li> <li>• DIRECTEMAR (maritime authority)</li> <li>• General Direction of Civil Aeronautics</li> <li>• Internal Revenue Service (SII)</li> </ul> <p>This Phase also includes the development of unique portal which is being developed and will be operating in the near future.</p>
<b>China</b>	<p>In 1998, China E-Port was initiated</p> <p>In 2000, nationwide China E-Port began to be established</p> <p>Up to now, it has been a intergrated information platform connecting 11 govenmental agencies and 23 local E-Port platforms. It crosses departments, districts and industries.</p>
<b>Indonesia</b>	<p>We have started 'a conceptual piloting/test' in Batam since December 2006. We are scheduled to initiate 'a system-implementation piloting/test' in Tanjung Priok at the end of 2007</p>

<b>Japan</b>	<p>Single Window is already operating.</p> <p>In February 1997, we have adopted one-stop service for import procedures, and in July 2003, Single Window service had started operating for vessel clearance procedures.</p> <p>Since the commencement of Single Window, Customs Law has been amended for NACCS to be in line with FAL convention.</p> <p>In October 2008, "New Generation" Single Window will begin operating.</p>
<b>Korea</b>	<p>Korea Customs Service commenced the Single Window project in 2003 and completed its development in 2007 over three phases. At present, 16 PGAs are connected through the SW, processing 93% of total import declarations that require confirmation.</p> <ul style="list-style-type: none"> <li>• In the first phase from 2003-2004, a unified channel dealing with requirement and declaratiohn regarding C.I.Q. (5 PGAs including KCS) was introduced.</li> <li>• In the second phase, 8 PGAs participated in the SW in 2005.</li> <li>• In 2006 during the third phase, 4 additional PGAs joined the system.</li> </ul>
<b>Peru</b>	<p>Yes</p> <p>It started in mid-2006 and is expected to finish in 2008.</p>
<b>Philippines</b>	<p>2006-2008</p>
<b>The Russian Federation</b>	<p>"Single Window" principle is now realized at the interdepartmental level. In accordance to "The Concept of Customs Service Development for 2006-2010 years", approved by the Russian Government, Russian Customs Service in the framework of its competence carrying out the customs procedures in compliance with the "Single Windows" principle. Federal Tax Service and some municipal departments provide "Single Window" on particular operations (for example, on registration of new juridical person or individual businessman).</p>
<b>Singapore</b>	<p>Commenced in Dec 1986, completed in Jan 1989.</p>

<p><b>Chinese Taipei</b></p>	<p>Chinese Taipei adopts the “Single Window Concept” in improving its trade facilitation environment. Rather than creating a single authority or a single system, our concept is to provide an automated system. At the present moment, Chinese Taipei already has two value-added network companies providing electronic services for customs clearance. Based on the existing framework, we shall add in new features to enhance its function for trade administration. The business users will only need to visit the Single Window and complete their applications for import/export permits, certificates of origin, certificates of inspection, and quarantine certificates, etc. In addition, all the information provided for trade administration will link with the customs clearance system with no need for data reentry.</p> <p>Currently, we are planning to develop a Single Window project which is led by the Council for Economic Planning and Development(CEPD).</p> <p>Now Chinese Taipei has three windows (Customs internet Facilitate Trade Net and Maritime Transportation Net) between Customs and other Government agencies involved in international trade, we are planning to draw up our scheme of establishing a Single Window system. When the Single Window system becomes operational it would be environment where the said three windows would operate and integrate.</p>
<p><b>Thailand</b></p>	<p>Commenced 2007</p>
<p><b>United States</b></p>	<p>Single Window conceptualization took place approximately 10 years ago. However, Single Window development and implementation was delayed due to organizational and responsibility issues. Single Window does not need to take so long.</p>
<p><b>Viet Nam</b></p>	<p>In preparation stage, not available at this moment.</p>

## QUESTION 11

### Is your operating Single Window, or planned Single Window a national system or part of a bilateral or multilateral initiative?

It is evident from the responses received that economies are building national Single Window systems as a first stage and then bi- and multi-lateral initiatives as a second stage.

<b>Australia</b>	Our planned Single Window will be a national system.
<b>Brunei Darussalam</b>	A national system and will be integrated with members of ASEAN by 2012.
<b>Canada</b>	National
<b>Chile</b>	It is a national system, a Government initiative led by Customs. The Single Window is being developed under Initiative N° 23 of the Chile Electronic Government Agenda, and it is being led by Customs.
<b>China</b>	It is a national system
<b>Hong Kong, China</b>	Not answered
<b>Indonesia</b>	The planned Single Window is a national system which is designed to be a part of ASEAN Single Window system
<b>Japan</b>	It is a national system, not bilateral nor Multilateral, independent As for the background in developing Single Window, to cope with the globalizing economy, it was requested to address the urgent task of reducing the time required for import/export and the cost for international flow of goods. In this regard, on August 2001, the Minister of Finance called for the initiative to implement Single Window.



<b>Korea</b>	<p>The current Single Window has been developed at the national level.</p> <p>Korean Single Window project was one of the seven tasks of the Roadmap toward the Logistics Hub of Northeast Asia: The Presidential Committee on the Northeast Asia Business Hub drew up those tasks in order to bring about innovative logistics development and to turn Korea into a logistics hub of Northeast Asia (in August 2003). The establishment of a Single Window system belongs to the fifth task titled "Improvement of the supporting system for international logistics and attraction of logistics businesses."</p>
<b>Malaysia</b>	<p>The Malaysian National Single Window is a system that provides a single connectivity to all related components of the National Single Window, including integration with existing and functioning system/portal/Single Window of the said components.</p>
<b>Mexico</b>	<p>We are having intersecretarial meetings in order to find the mechanism to create the Single Window in our Customs and the others government agencies.</p>
<b>New Zealand</b>	<p>Undecided</p>
<b>Papua New Guinea</b>	<p>Papua New Guinea plan to have a national system.</p>
<b>Peru</b>	<p>It is a national system, but with a multilateral conception.</p>
<b>Philippines</b>	<p>It is a multilateral initiative.</p>
<b>The Russian Federation</b>	<p>At present, much attention is paid to the implementation of Single Window in the Russian Federation; respective programs were accepted on the federal and regional levels. Some authorities and services have achieved a great progress. Implementation of Single Window concept within state bodies activities is identified as one of the priorities in the target programme "Electronic Russia". In most of the state bodies implementation of the "Single Window" principle has begun before the realization of the said target programme.</p>
<b>Singapore</b>	<p>National system. It will eventually link-up with the rest of the ASEAN members' national systems to form the ASEAN Single Window. One practical approach for the linkage would be through a business-to-business linkage among the national Single Window operators</p>

<b>Chinese Taipei</b>	<p>Our operating Single Window is a national system. Both the TRADE-VAN and Universal EC networks are national-scale systems and allow the parties that are involved in customs clearance to lodge standardized electronic data at a single entry point to fulfill all the regulations governing the requirements of import, export and transit-related matters.</p>
<b>Thailand</b>	<p>Yes, we already have a part of Single Window service (e-Customs). We have planed to establish Single Window which will be fully implemented within 2008. The National Single Window will link with other Single Window systems such as the National Single Windows in ASEAN Members.</p>
<b>United States</b>	<p>US Single Window is a national system. US CBP is committed to the use of the international standards of the WCO Data Model ensuring interoperability with those countries and economies also using the WCO DM standards.</p>
<b>Viet Nam</b>	<p>A national system adaptable to ASEAN Single Window System is the most ideal choice.</p>

## QUESTION 12

### If you already have a Single Window, who are your government agency and industry stakeholders?

Several of the economies have listed industry sectors as stakeholders. If government and industry stakeholders work together in adopting international standards and data harmonisation, this would result in:

- business to government (B2G) benefits and
- increased opportunities for business to business (B2B) data exchange using harmonised information.

<p style="text-align: center;"><b>Australia</b></p>	<p>Although Australia has yet to develop a fully functioning whole-of-government Single Window the key stakeholders in the development of the ICS were:</p> <p><b>Government Agencies</b></p> <ul style="list-style-type: none"> <li>• Australian Quarantine and Inspection Service,</li> <li>• Australian Bureau of Statistics,</li> <li>• Australian Taxation Office and</li> <li>• Department of Industry, Tourism and Resources</li> </ul> <p><b>Industry</b></p> <ul style="list-style-type: none"> <li>• Australian Air Transport Association</li> <li>• Australian Chamber of Commerce and Industry</li> <li>• Australian Federation of International Forwarders,</li> <li>• Australian Exporters and Importers Association</li> <li>• Confederation of Asia Pacific Express Couriers</li> <li>• Customs Brokers and Forwarders Council of Australia</li> <li>• DHL (Integrated logistics courier)</li> <li>• Institute of Chartered Accountants in Australia</li> <li>• International Air Couriers Association of Australia</li> <li>• Law Council of Australia</li> <li>• P&amp;O Ports Ltd</li> <li>• Patrick Corporation (Stevedore)</li> <li>• QANTAS (Airline)</li> <li>• Shipping Australia</li> <li>• Various software developers</li> </ul>
<p style="text-align: center;"><b>Brunei Darussalam</b></p>	<p>N/A</p>

<p style="text-align: center;"><b>Canada</b></p>	<p><b>CBSA Internal stakeholders including:</b> Border Service Officers, Targeters, National Risk Assessment Center (NRAC), Enforcement Branch, Admissibility Branch, Innovation Science and Technology Branch, Strategy and Coordination Branch.</p> <p><b>Other Government Departments/Agencies (OGDs) including:</b> Canada Food Inspection Agency (CFIA), Statistics Canada (StatsCan), Natural Resources Canada (NRCan), Department of Foreign Affairs and International Trade (DFAIT), Health Canada (HC), Transport Canada (TC), Environment Canada (EC), Public Health Agency of Canada (PHAC), Department of National Defence (DND), Department of Fisheries and Oceans (DFO), Industry Canada (IC)</p> <p><b>External stakeholders including:</b> Carriers, freight forwarders, service providers, U.S. Customs and Border Protection (CBP), importing and exporting community, brokers, trade associations, WCO Data Model Working Group.</p> <p>* These lists are non-exhaustive and are subject to change.</p>
<p style="text-align: center;"><b>Chile</b></p>	<p>The Single Window project only involves government agencies. No industry stakeholders have been invited to join the project to date.</p>
<p style="text-align: center;"><b>China</b></p>	<p>The networking includes:</p> <ul style="list-style-type: none"> <li>• Ministry of Commerce</li> <li>• Ministry of Public Security</li> <li>• Ministry of Railways</li> <li>• Ministry of Communications</li> <li>• Ministry of Information Industry</li> <li>• General Administration of Customs</li> <li>• General Administration of Quality Supervision, Inspection and Quarantine</li> <li>• General Administration of Civil Aviation</li> <li>• State Administration of Industry and Commerce</li> <li>• State Administration of Taxation</li> <li>• State Administration of Foreign Exchange</li> <li>• China Council for the Promotion of International Trade</li> <li>• Commercial Banks</li> <li>• Enterprises and brokers involved in importing and exporting activities</li> </ul>
<p style="text-align: center;"><b>Hong Kong, China</b></p>	<p>Not answered</p>
<p style="text-align: center;"><b>Indonesia</b></p>	<p>Piloting Project in Batam:</p> <ul style="list-style-type: none"> <li>• Government Agency: Ministry of trade, Food and Drugs Control Agency, and Quarantine</li> <li>• Industry stakeholder: importers, exporters and customs brokers</li> </ul>

<p style="text-align: center;"><b>Japan</b></p>	<p><b>Government Agencies</b>  Ministry of Justice  Ministry of Finance  Ministry of Health, Labor and Welfare  Ministry of Agriculture, Forestry and Fisheries  Ministry of Land, Infrastructure and Transport</p> <p><b>Private Sector</b>  Airlines, consolidators, airline agents, customs brokers, banks, shipping companies, terminal operators, bonded warehouses, etc.</p>
<p style="text-align: center;"><b>Korea</b></p>	<p><b>Government Agencies</b>  17 government agencies connected through the SW including Korea Customs Service</p> <ul style="list-style-type: none"> <li>• Ministry of Maritime Affairs and Fisheries</li> <li>• Ministry of Justice</li> <li>• Ministry of Construction and Transportation</li> <li>• Korea Food &amp; Drug Administration</li> <li>• National Plant Quarantine Service</li> <li>• National Fisheries Products Quality Inspection Service</li> <li>• National Veterinary Research &amp; Quarantine Service</li> <li>• Korea Pharmaceutical Traders Association</li> <li>• Korea Medical Devices Industry Association</li> <li>• Korea Animal Health Products Association</li> <li>• Korea Dental Trade Association</li> <li>• Korea Testing Laboratory</li> <li>• Korea Environment &amp; Merchandise Testing Institute</li> <li>• Korea Toy Industry Cooperative</li> <li>• Korea Testing &amp; Research Institute</li> </ul> <p><b>Industry stakeholders</b></p> <ul style="list-style-type: none"> <li>• Import/export business, customs brokers, forwarders, shipping companies, airline companies and other parties involved in trade and transportation.</li> </ul>
<p style="text-align: center;"><b>Malaysia</b></p>	<p>N/A</p>
<p style="text-align: center;"><b>Mexico</b></p>	<p>N/A</p>
<p style="text-align: center;"><b>New Zealand</b></p>	<p>N/A</p>

Papua New Guinea	Not as yet
Peru	The government agencies included in the answer of question 1, and importers, exporters, customs brokers, shipping lines, airlines, warehouses, banks and in general terms all international trade operators.
Philippines	<p><b>Refer to answer in question 1</b></p> <ul style="list-style-type: none"> <li>Bureau of Animal Industry</li> <li>Bureau of Export Trade Promotion</li> <li>Bureau of Fisheries &amp; Aquatic Resources</li> <li>Bureau of Food and Drugs</li> <li>Bureau of Forestry</li> <li>Bureau of Immigration</li> <li>Bureau of Import Services</li> <li>Bureau of Internal Revenue</li> <li>Bureau of Plant Industry</li> <li>Bureau of Product Standards</li> <li>Bureau of Quarantine</li> <li>Central Bank of the Philippines</li> <li>Dept. of Environment &amp; Natural Resources</li> <li>Dept. of Foreign Affairs</li> <li>Environment Management Bureau</li> <li>Firearms and Explosives Office</li> <li>Insurance Commission</li> <li>Intellectual Property Rights</li> <li>Land Transportation Office</li> <li>Manila International Airport Authority</li> <li>Maritime Industry Authority</li> <li>National Food Authority</li> <li>National Meat Inspection Service</li> <li>National Telecommunications Commission</li> <li>One-Stop-Shop under DOF (Mabuhay)</li> <li>Optical Media Board</li> <li>Philippine Coconut Authority</li> <li>Phil. Drug Enforcement Administration</li> <li>Philippine Economic Zone Authority</li> <li>Philippine Nuclear Research Institute</li> <li>Philippine Ports Authority</li> <li>Philippine Shippers Bureau</li> <li>Securities and Exchange Commission</li> <li>Subic Bay Metropolitan Authority</li> <li>Other Free Ports and economic zones</li> <li>Sugar Regulatory Administration</li> <li>Tariff Commission</li> </ul>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Philippines</b></p>	<p>Commission on Audit  Criminal Investigation and Detection Group  Dept. of Finance  Dept. of Trade and Industry  House of Representatives  National Statistics Office  National Economic and Development Authority  National Intelligence Coordination Agency  National Statistics Coordinating Board  National Tax Research Center  Office of the President  Senate of the Philippines</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>The Russian Federation</b></p>	<p>Ministry of Economic Development and Trade of the Russian Federation  Federal Customs Service of the Russian Federation  Chamber of Commerce of the Russian Federation</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Singapore</b></p>	<p><b>Controlling agencies:</b></p> <ul style="list-style-type: none"> <li>• Agri-Food and Veterinary Authority – agriculture, food and veterinary matters</li> <li>• Central Narcotics Bureau – controlled substances</li> <li>• Health Sciences Authority – health products</li> <li>• Infocomm Development Authority of Singapore – telecommunication equipment</li> <li>• International Enterprise Singapore Board – controlled commodities</li> <li>• Media Development Authority – publications, sound media, films, videos</li> <li>• Ministry of Health – medicinal products and radioactive equipment</li> <li>• Ministry of Manpower – industrial safety items</li> <li>• National Environmental Agency – hazardous substances and ozone depleting substances</li> <li>• Singapore Civil Defence Force – petroleum and flammable materials</li> <li>• Singapore Customs – duties and taxes, chemicals, strategic goods, mastering and replication equipment</li> <li>• Singapore Police Force – prohibited and controlled goods</li> </ul> <p><b>Industry (not exhaustive):</b></p> <ul style="list-style-type: none"> <li>• Freight forwarders</li> <li>• Declaring agents</li> <li>• Importers and exporters</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Chinese Taipei</b></p>	<p>The government agencies that are linked to the 'one-stop platform' are listed as in the answer to Q.1. Industry stakeholders comprise customs brokers, freight forwarders, warehouse operators, and carriers.</p> <p><b>The government agencies:</b></p> <ol style="list-style-type: none"> <li>1. The Directorate-General of Customs (DGOC), Ministry of Finance</li> <li>2. Department of Health (DOH)</li> <li>3. Atomic Energy Council (AEC)</li> </ol>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Chinese Taipei</b></p>	<ol style="list-style-type: none"> <li>4. Environmental Protection Administration (EPA)</li> <li>5. Council of Agriculture (COA)</li> <li>6. National Communications Commission (NCC)</li> <li>7. Government Information Office</li> <li>8. Bureau of Foreign Trade (BOFT), Ministry of Economic Affairs</li> <li>9. Bureau of Standards, Metrology and Inspection (BSMI), Ministry of Economic Affairs</li> <li>10. Bureau of Energy (BOE), Ministry of Economic Affairs</li> <li>11. Industrial Development Bureau (IDB), Ministry of Economic Affairs</li> <li>12. Export Processing Zone Administration (EPZA), Ministry of Economic Affairs</li> <li>13. The Intellectual Property Office (TIPO), Ministry of Economic Affairs</li> <li>14. Department of Commerce (DOC), Ministry of Economic Affairs</li> <li>15. Bureau of Animal and Plant Health Inspection and Quarantine (BAPHIQ), Council of Agriculture</li> <li>16. Civil Aeronautics Administration (CAA), Ministry of Transportation and Communications</li> <li>17. National Treasury Agency (NTA), Ministry of Finance</li> <li>18. Science Park Administration (SPA), National Science Council</li> <li>19. Pingtung Agricultural Biotechnology Park (PABP)</li> <li>20. Financial Data Center (FDC), Ministry of Finance (for VAT Business Tax data)</li> <li>21. The Port Authority (for Customs manifest data)</li> </ol> <p><b>The industry stakeholders are as follows:</b></p> <ol style="list-style-type: none"> <li>1. TRADE-VAN</li> <li>2. Universal EC networkwarehouse</li> <li>3. Customs brokers</li> <li>4. Freight forwarders</li> <li>5. Warehouse operators</li> <li>6. Carriers</li> <li>7. Chamber of Commerce</li> <li>8. Chinese Cargo Clearance Automation Association</li> <li>9. Chinese National Federation of Industries</li> </ol>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Thailand</b></p>	<p>Ministry of Finance  Ministry of Agriculture and Cooperatives  Ministry of Information and Communication Technology  Ministry of Commerce  Ministry of Public Health  Ministry of Industry  Ministry of Transport  Ministry of Energy</p> <p>Commercial banks, international traders such as sea and air ports, warehouses, bonded warehouses, CY, ICD, export processing zones, free zones, sea and air carriers, importers, exporters, customs brokers, freight forwarders.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>United States</b></p>	<p>ITDS stakeholders are the Participating Government agencies and the international trade/business community.</p>



**The Government Agencies mentioned in Q.1**

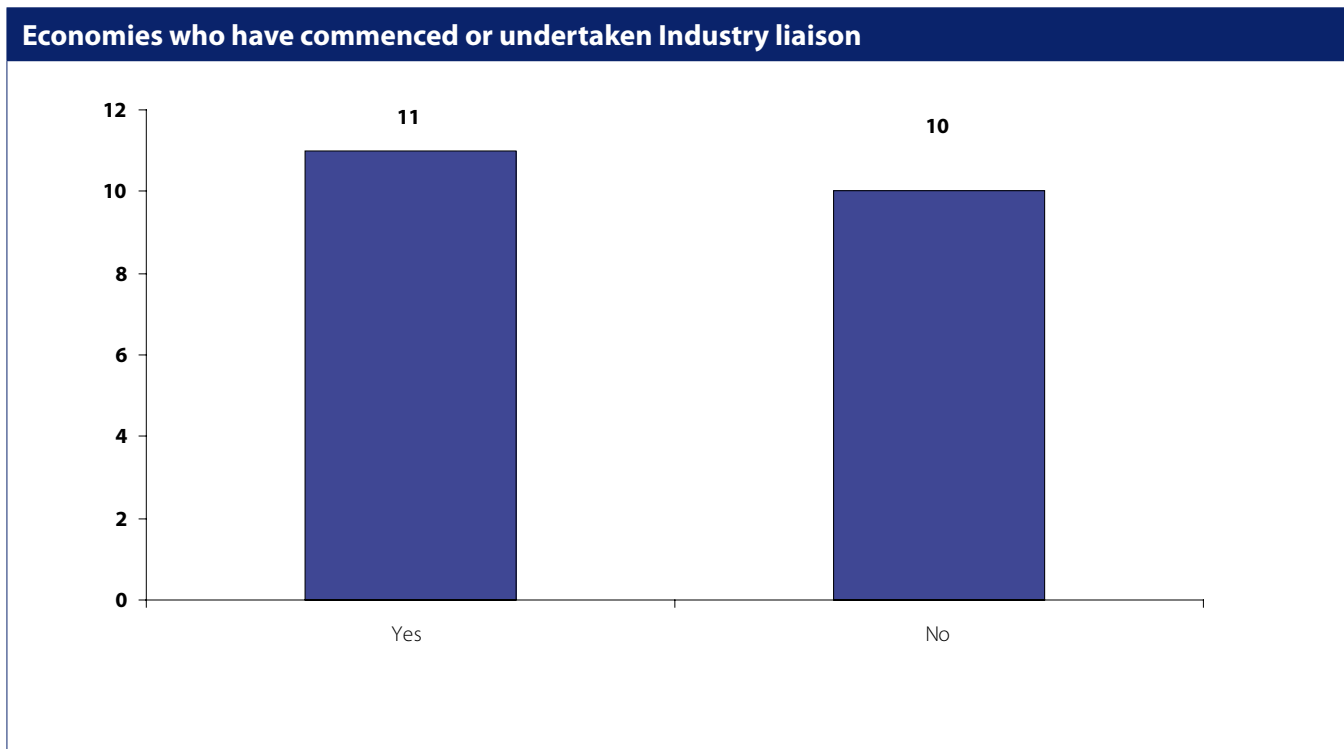
Ministry of Industry  
Ministry of Agriculture and Rural Development  
Ministry of Cultural and Information  
Ministry of Post and Telecommunication  
Ministry of Health  
Ministry of Transportation  
Ministry of Science and Technology  
Ministry of Sea Products  
Ministry of Trade  
State Bank of Viet Nam  
Ministry of Public Security  
Ministry of Defence  
National Security

**and the following industry stakeholders:**

1. Trade Producer Associations
2. VN Automobile Association
3. Transport Forwarding and Logistics Associations
4. Express Couriers Association
5. VCCI - Chamber of Commerce
6. Software Suppliers
7. Port /Airport Operators
8. Customs Brokers
9. Commercial Banks
10. Insurance Companies

# QUESTION 13

Have you commenced or undertaken any Industry liaison?



### Shipping Australia Case Study

The reporting requirements by Shipowners and their agents to port authorities and border agencies are increasing rapidly in response to global drivers such as security and the environment. The burden placed on industry and business is exacerbated when the same information is required at each country or economy and each different port of call, which can be as many as 12 in one round voyage, with each port requiring the information in a different format.

The Single Window projects around the world provide opportunities for governments and businesses, in partnership, to review the current reporting requirements to ensure duplication is removed and data re-use is maximised.

Efficiencies will not be realised if the existing paper processes are simply turned into electronic processes without critical review of the need, purpose and security of the information.

The shipping industry firmly supports adopting international standards as this will facilitate data re-use and also provide greater opportunities for international data exchange. Governments must recognise industry participation as vital to the successful development of Single Window systems and ensure industry “buy in”.

*Llew Russell, Shipping Australia*

If yes, please provide further information including their level of support and involvement

<b>Australia</b>	<p><b>Yes</b></p> <p>Formal consultation mechanisms were put in place with:</p> <ul style="list-style-type: none"> <li>Customs National Consultative Committee (CNCC)</li> <li>Software developers</li> <li>Industry Action Group (IAG)</li> </ul>
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<b>Brunei Darussalam</b>	<b>No</b>
<b>Canada</b>	<b>Yes</b> All areas of the trade community have representation at Canada the OGD Single Window Sub Committee in which CBSA, OGDs and industry are members. There is strong support from the trade community for moving forward and engaging the OGDs.
<b>Chile</b>	<b>Yes</b> Port administration Logistics integration Public and private Chile co-ordination with and among all parties involved in the international supply chain of goods and services such as: <b>Other Government Agencies (Single-Window)</b> Seaports Warehouse Administrators Shippers Transport agents Consolidators
<b>China</b>	<b>No</b>
<b>Hong Kong, China</b>	<b>No</b>
<b>Indonesia</b>	<b>No</b>
<b>Japan</b>	<b>Yes</b> Under NACCS, government and Industry have been sharing information, and government is providing information related entrance and clearance of Vessel, Cargo control information to private sector. Also, GOJ will adopt industry liaison for Single Window service.
<b>Korea</b>	<b>Yes</b> The Single Window Advisory Committee, consisting of academies, research institutes and related associations, was formed in November 2003, when the BRP/ISP project for the establishment of Single Window was first launched. The committee offers advice on development, expansion and management of Single Window and collects users' opinion.
<b>Malaysia</b>	<b>No</b>

<b>Mexico</b>	<b>No</b>
<b>New Zealand</b>	<b>No</b>
<b>Papua New Guinea</b>	<b>Yes</b> Customs meet monthly with the Customs Brokers Association and annually with the Industry representatives.
<b>Peru</b>	<b>Yes</b> In our economy's Single Window development Peru will participate stakeholders directly, who will approve a development model to be implemented
<b>Philippines</b>	<b>No</b>
<b>The Russian Federation</b>	<b>Yes</b> Agreements on information exchange are being promoted. Russia. In order to fulfill these agreements the structure of data as well as order of the information exchange, subject of exchange between the State bodies are defined.
<b>Singapore</b>	<b>Yes</b> We have regular dialogue sessions with industry, as well Singapore has annual surveys and other avenues for feedback from the industry.
<b>Chinese Taipei</b>	<b>No</b> Under the Customs Internet, FT Net and MT Net, Customs and other Government agencies involved in international trade have been sharing with relevant Industries.
<b>Thailand</b>	<b>Yes</b> We have partnership with other government agencies and private sectors to establish the National Single Window.

<b>United States</b>	<p><b>Yes</b></p> <p>ITDS has extensive industry liaison. ITDS is part of the USA development of the Automated Commercial System (ACE). There is a ACE Trade Support Network (TSN) which meets at least twice yearly. There is a ITDS Sub-Committee co-chaired by an industry and PGA representatives. The ITDS Sub-committee meets four times yearly. In addition to the trade liaison there is an ITDS Program Support Group (PSG) consisting of PGA.</p>
<b>Viet Nam</b>	<p><b>No</b></p> <p>Supposed to have a National Steering Committee but not yet decided which agency to take the lead of the WG.</p>

## QUESTION 14

If you do not have a Single Window have you identified possible stakeholders ?

<b>Australia</b>	<p><b>Yes</b></p> <p>64 Agency stakeholders in total – 41 collect data directly from trade and transport (majority have permit issuing roles)</p> <p>28 Industry Peak Bodies–Brokers, Freight Forwarders, Port Authorities, Business, Transport operators (air and sea) International Agencies and Organisations–Customs, WCO, UN, WTO, APEC, IMO.</p>
<b>Brunei Darussalam</b>	<p><b>Yes</b></p> <p>No further information provided</p>
<b>Canada</b>	<b>[Already operating]</b>
<b>Chile</b>	<b>[Already operating]</b>
<b>China</b>	<b>[Already operating]</b>
<b>Hong Kong, China</b>	<b>No</b>
<b>Indonesia</b>	<p><b>Yes</b></p> <p>All parties involved in cargo clearance system.</p>
<b>Japan</b>	<b>[Already operating]</b>
<b>Korea</b>	<b>[Already operating]</b>

<b>Malaysia</b>	<b>[Have not started to develop]</b>
<b>Mexico</b>	<b>No</b>
<b>New Zealand</b>	<b>Yes</b> Ministry of Agriculture & Forestry New Zealand Food Safety Authority
<b>Papua New Guinea</b>	<b>Yes</b> PNG has established a National Customs Consultative Forum in 2006 to formally discuss Customs policy matters, legislative and procedural issues relevant to the trading community. This will be an annual event. The forum will provide an avenue to identify key stakeholders to work in partnership with Customs and other government agencies that regulates the international trade supply chain to develop a National Single Window.
<b>Peru</b>	<b>Yes</b> Yes, review answer of question 12. In our project the President of the Peruvian Customs Brokers has the role of users leader.
<b>Philippines</b>	<b>Yes</b> Yes, it's a public/private partnership.
<b>The Russian Federation</b>	<b>Yes</b> State Control bodies, exporters, importers and others involved.
<b>Singapore</b>	<b>Yes [Already Operating]</b>
<b>Chinese Taipei</b>	<b>[Started to Develop]</b>

<b>Thailand</b>	[Started to Develop]
<b>United States</b>	[Started to Develop]
<b>Viet Nam</b>	<p><b>Yes</b>  Those Ministries/Agencies as mentioned in Q.1 and industry stakeholders mentioned in Q.12.</p>



## QUESTION 15

Was/is Customs the lead agency for the development of a Single Window in your economy?

**Table 15.1: Economies where Customs is the lead agency**

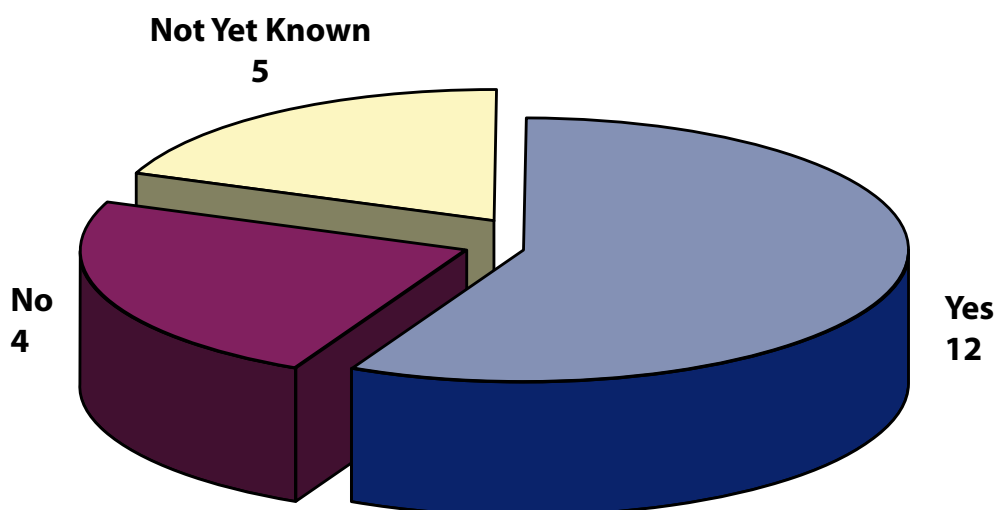
	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam	
Yes	✓		✓	✓				✓	✓		✓		✓	✓	✓		✓		✓	✓		
No		✓					✓			✓								✓				
Not yet known					✓	✓						✓				✓						✓

This pie graph shows where Customs is the lead agency for the economy for the development of a Single Window. In the majority of cases (57%), Customs is, or will be, the lead agency in the development of a Single Window. The economies where Customs is not the lead agency (which accounts for 19% of the economies) are Brunei Darussalam, Indonesia, Malaysia and Chinese Taipei.

- In Brunei Darussalam, Customs is the lead agency together with the Ministry of Foreign Affairs and Trade.
- In Indonesia, a Coordinating Ministry of Economic Affairs is appointing a team to consist of 29 Governmental authorities - Customs is assigned to lead the Information Technology development.
- In Malaysia the Ministry of International Trade and Industries (MITI) is the lead agency.
- In Chinese Taipei the Council for Economic Planning and Development (CEPD) is acting in the capacity of lead agency for developing Single Window (See Chinese Taipei Case Study).

Five economies (or 24%) have not yet determined the lead agency for the development of Single Window in their economy.

**Economies where Customs is the lead agency in the development of a Single Window**



## QUESTION 16

If you have used/or intend to use a network service provider for your Single Window, please provide details of their role and services.

### **Chinese Taipei Case Study – Single Window project led by the CEPD**

Chinese Taipei adopts the “Single Window Concept” in improving its trade facilitation environment. Rather than creating a single authority or a single system, our concept is to provide an automated system. At the present moment, Chinese Taipei already has two value-added network companies providing electronic services for customs clearance. Based on the existing framework, we shall add in new features to enhance its function for trade administration. The business users will only need to visit the Single Window and complete their applications for import/export permits, certificates of origin, certificates of inspection, and quarantine certificates, etc. In addition, all the information provided for trade administration will link with the customs clearance system with no need for data re-entry. Currently, we are planning to develop a Single Window project that is led by the Council for Economic Planning and Development (CEPD). The CEPD has initiated a plan to integrate the two customs clearance data dispatch service providers with the MTnet of the Ministry of Transportation and Communications (MOTC) at some time in the future.

<b>Australia</b>	The legacy systems replaced by the ICS used a proprietary network service provider. The network service provider operated a private network and managed message flows between Customs and industry. This included security and access control. In developing the ICS, Australian Customs decided to move away from a network service provider to SMTP messaging over the internet, as this was seen to have more cost and efficiency benefits from adopting open messaging standards.
<b>Brunei Darussalam</b>	N/A
<b>Canada</b>	N/A
<b>Chile</b>	The data is transmitted via INTERNET by the diverse public agencies which are linked in compliance with the security rules set out in the executive orders that rule the electronic government; they are available in the Web site <a href="http://www.modernizacion.cl">www.modernizacion.cl</a>
<b>China</b>	Provider: China E-Port Data Center Role: network service and system operation, Service: one-stop authentication and service.
<b>Hong Kong, China</b>	Not answered

<b>Indonesia</b>	Yes, the system will use an Application Service Provider (ASP) that will be appointed with open bidding process in March 2007. ASP will build Single Window portal and integrate to all government agencies systems.
<b>Japan</b>	Not using network service providers. Currently single window service is provided by both NACCS and the Port EDI. NACCS is customs clearance system both in airport and seaport in Japan operated by an independent administrative agency, Nippon Automated Cargo Clearance System Operations Organization (NACCS Center), and Port EDI is vessel clearance system operated by the Waterfront Vitalization and Environment Research Center. It is decided to integrate single window functions into Common Portal in 2008 and Common Portal will be operated by the NACCS Center.
<b>Korea</b>	Korean Single Window has been developed over three phases. (Please refer to the answer to Q10) The first phase of SW for conveyance report was designed on the basis of EDI system operated by two VAN providers (IKT-Net and KL-Net). VAN providers are performing as a Single Window which provides data transmission between users and C.I.Q. agencies/port authorities, data distribution and document format conversion service. Since the second stage, on the other hand, the SW for imp/export related requirement has been developed and operated on the Web basis, which does not require any network service provider.
<b>Malaysia</b>	Yet to be finalised
<b>Mexico</b>	Not answered
<b>New Zealand</b>	Not yet determined
<b>Papua New Guinea</b>	Have not decided as yet.
<b>Peru</b>	Mainly communication will be implemented using Internet.

<b>Philippines</b>	Most likely. We are in the process of accrediting for Value-Added Service Providers (VASPs) for the Bureau of Customs (BOC). They will provide the facility for submitting to, and receiving from, the BOC electronic documents and processed information. In the absence of VASPs for other government agencies, their role and coverage may be expanded.
<b>The Russian Federation</b>	No information
<b>Singapore</b>	We provide the front end message specifications to vendors for the development of the front end solutions and appoint an operator to provide the backend processing systems.
<b>Chinese Taipei</b>	Please refer to the answer to Q. 10.
<b>Thailand</b>	A service provider must act as a Single point of data process, coordination and cooperation including standard and protocol conversions.
<b>United States</b>	N/A
<b>Viet Nam</b>	No exact model has been chosen to date.

# QUESTION 17

**What do you perceive to be the benefits of implementing a Single Window? (please provide a full list of those you have identified)**

**The main benefits from developing a Single Window identified by the economies that returned the questionnaire were:**

- Reduced cost for business and government
- Reduced time for goods clearance, paperwork
- Simplification of clearance procedures and paperwork
- Integration of the approach of information collection
- Reduced duplication of reporting
- Increased competition
- Increased security
- Increased transparency in cargo processing

<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Australia</b></p>	<p>The benefits of the proposed development work include a cost/benefit analysis building upon the broad spectrum of options explored in the Standardised Data Set (SDS) project and a potential development path for an International Trade cluster. The work to be conducted would provide detailed understanding of the benefits and costs to relevant industry sectors and government agencies. The SDS work examined the feasibility of introducing an agreed international trade data standard supported by systems, including a Single Window system, that would enable the linking of trade data across government and industry and facilitate data reuse and pre-population.</p> <p><b>Benefits identified include:</b></p> <ul style="list-style-type: none"> <li>• Reduction in government red tape for industry;</li> <li>• Increased supply chain security;</li> <li>• Reduction in duplicate reporting;</li> <li>• Agency interoperability increased and the breaking down of silos “Connected Government”;</li> <li>• Opportunities for a fully integrated risk assessment system;</li> <li>• More effective and efficient deployment of resources;</li> <li>• Predictable application and explanation of rules;</li> <li>• Correct revenue yields; Improved trader compliance;</li> <li>• Cutting costs through reducing delays – potential for faster clearance and release;</li> <li>• Growth in Australia’s overseas trade;</li> <li>• Enhancement of the competitiveness of Australian exporters and importers; and</li> <li>• Potential for international data exchanges with other whole-of-government Single Window systems.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Brunei Darussalam</b></p>	<p>To expedite clearance of cargo and to make an efficient effort on cargo processing.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Canada</b></p>	<ul style="list-style-type: none"> <li>• Collection of the right information, at the right time, using standardized technologies provides for greater analysis and intelligence-based targeting</li> <li>• A comprehensive data set to assess threats related to the health and safety of Canadians</li> <li>• A more efficient, effective, and integrated approach for the collection and consolidation of advance commercial information</li> </ul>

<b>Canada</b>	<ul style="list-style-type: none"> <li>• A single entry point for the electronic submission of OGD import/export data prior to arrival/ departure</li> <li>• Automated risk assessment of goods prior to arrival in Canada so shipments of interest can be held at first point of operational intervention</li> <li>• Consistent EDI reporting requirements that are harmonized with other countries, economies and OGDs</li> <li>• Elimination of duplicate reporting</li> <li>• Improved communication between programs allows for more coordinated activities</li> <li>• Improved competitiveness for Canadian businesses</li> <li>• Increased accuracy and timely reporting of data</li> <li>• Increased compliance as a result of simplified and efficient reporting requirements</li> <li>• Integrated border services that support Canada's security priorities and facilitate the free flow of persons and goods</li> <li>• Opportunity to collaborate on strategic investments in developing and implementing new technologies, thereby improving the ability to employ technology for all programs</li> <li>• Reduced costs of compliance through elimination of paper-based reporting and duplicate reporting</li> <li>• Removal of barriers identified by the trade community</li> <li>• Streamlined clearance of goods with integration of CBSA and OGD requirements</li> </ul>
<b>Chile</b>	<ul style="list-style-type: none"> <li>• Enhance effectiveness of law enforcement in Chile</li> <li>• Improve the quality of customer service</li> <li>• Reduce and simplify procedures</li> <li>• Enhance the reaction capacity</li> <li>• Co-ordination of Public Agencies involved in the enforcement network</li> </ul>
<b>China</b>	<p><b>The benefit includes, at least,</b></p> <ul style="list-style-type: none"> <li>• Improving administrative services</li> <li>• Simplifying import and export procedures</li> <li>• Greatly enhanced the clearance efficiency and reduced the cost of logistics</li> <li>• Improving the investment environment of China</li> <li>• Effectively promoted the administrative efficiency and transparency</li> </ul>
<b>Hong Kong, China</b>	Not answered
<b>Indonesia</b>	<p><b>The benefits of implementing a Single Window :</b></p> <ul style="list-style-type: none"> <li>• It can enhance the availability and handling of information, and it can simplify and expedite information flows between trade and Government.</li> <li>• It can also bring about greater harmonization and better sharing of relevant data across governmental systems, bringing meaningful gains to all parties involved in cross – border trade.</li> <li>• It can result in improved efficiency and effectiveness of official control and reduce costs both for Governments and for traders due to better use of resources.</li> </ul>
<b>Japan</b>	<ul style="list-style-type: none"> <li>• Reduce cost for international movement of goods</li> <li>• Reduce cargo release time</li> <li>• Ensure transparency of Customs procedures</li> <li>• Have database of information on import/export clearance procedures, which leads to the strengthening of risk management</li> <li>• Exchange import/export clearance information by being interoperable with foreign systems</li> </ul>

<b>Korea</b>	<p><b>Benefits for clients</b></p> <ul style="list-style-type: none"> <li>• Importers themselves can make application for requirement confirmation and import declaration easily.</li> <li>• EDI fees for application for requirement confirmation and import declaration can be saved.</li> <li>• Application for requirement confirmation and import declaration can be made anywhere through the internet.</li> <li>• By integrating under one system procedures of requirement confirmation application which differ from agency to agency, Single Window simplifies application for requirement confirmation without the need to visit individual agencies or apply through the system of each agency.</li> </ul> <p><b>Benefits for requirement for Participating Government Agencies</b></p> <ul style="list-style-type: none"> <li>• The agencies can save EDI fees charged in transmitting the result documents to the Customs.</li> </ul>
<b>Malaysia</b>	<ul style="list-style-type: none"> <li>• Reduce redundancy of data,</li> <li>• Reduce data entry error,</li> <li>• Expedite document transmission and processing,</li> <li>• Expedite cargo clearance,</li> <li>• Reduce cost of doing business, etc.</li> </ul>
<b>Mexico</b>	Not answered
<b>New Zealand</b>	Not yet determined
<b>Papua New Guinea</b>	<ul style="list-style-type: none"> <li>• Fast release process</li> <li>• Online release</li> <li>• Reduce administrative cost</li> </ul>
<b>Peru</b>	<p><b>We expect to obtain the following benefits:</b></p> <ul style="list-style-type: none"> <li>• Simplification for providing authorizations through integrated mechanisms of government agencies and share information.</li> <li>• A single point of web access for all restricted goods authorization proceedings in import, export and transit.</li> <li>• Avoid document forgery and get a better control for goods.</li> <li>• Get a payment platform that considers government services payment management through the Single Window by electronic means and using private banks network.</li> <li>• Standardized authorization request for restricted goods and harmonized procedures.</li> <li>• Services available 24/7, from any place with Internet access.</li> </ul>
<b>Philippines</b>	<ul style="list-style-type: none"> <li>• Increase in transparency in cargo processing</li> <li>• Provide a more accurate, time and cost-efficient exchange of information</li> <li>• Reduce customs operational costs</li> <li>• Improve revenue collection</li> </ul>

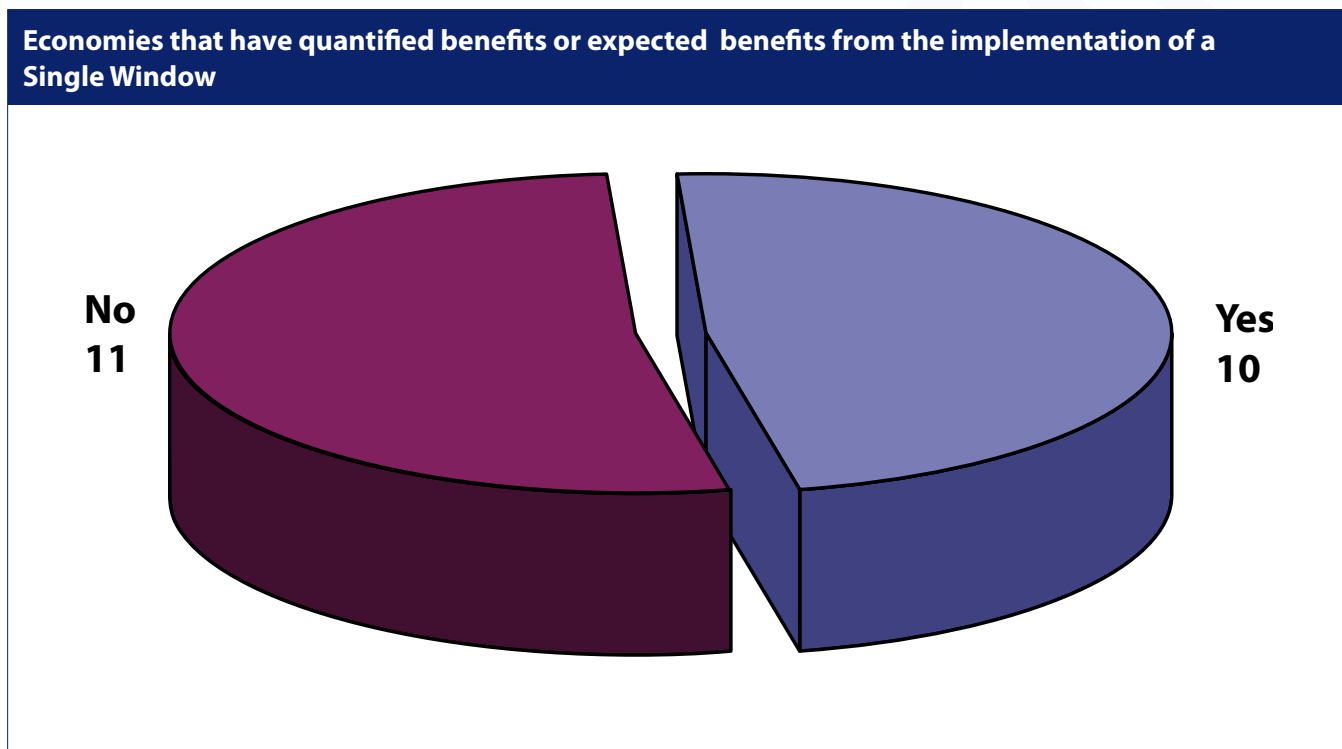
<b>The Russian Federation</b>	<ul style="list-style-type: none"> <li>• Information is being presented once</li> <li>• The speeding of government control procedures</li> <li>• The improvement of the government management efficiency</li> <li>• Trade facilitation</li> </ul>
<b>Singapore</b>	<ul style="list-style-type: none"> <li>• Reduce the cost of trade documentation</li> <li>• Reduce delays in turnaround time for trade documentation</li> <li>• Increase authorities' processing efficiencies with streamlined process flow</li> </ul>
<b>Chinese Taipei</b>	<ul style="list-style-type: none"> <li>• Lowered operational costs and processing time in customs clearance.</li> <li>• Greatly reduced average time for customs clearance.</li> <li>• Reduced relevant businesses' inventory costs.</li> <li>• Improved overall trade competitiveness.</li> <li>• Raised the data-entry accuracy rate and the percentage of green-line cases.</li> </ul>
<b>Thailand</b>	<ul style="list-style-type: none"> <li>• To expedite and simplify information flow between government and trade</li> <li>• To establish the viable, simplified, standardized and integrated environment for cargo clearance</li> <li>• To reduce time and resources</li> </ul>
<b>United States</b>	<p><b>Briefly, benefits include:</b></p> <ul style="list-style-type: none"> <li>• Reduced cost for maintenance and system development for both government and the trade,</li> <li>• Reduced reporting burden by eliminating redundancies and duplication,</li> <li>• Accuracy of data by eliminating data manipulation among non-standard data and messages,</li> <li>• Greater efficiency, facilitation, and simplification.</li> </ul>
<b>Viet Nam</b>	<p>Viet Nam Customs fully recognizes the benefits of SW to both Government and Business sides, for example:</p> <ul style="list-style-type: none"> <li>• Facilitating the process of administrative reform of government agencies</li> <li>• Simple, efficient, transparent management</li> <li>• Automated procedures</li> <li>• Less use of human and financial resources of businesses and government agencies, increased revenue</li> <li>• Enhanced security</li> <li>• Increased integrity and transparency</li> <li>• Faster clearance and release</li> <li>• Enhance connectivity between systems of government agencies and businesses.</li> </ul>



## QUESTION 18

### Have you quantified any benefits or expected benefits from the implementation of a Single Window?

Number of economies that have quantified the benefits or expected benefits from the implementation of a Single Window – 48% percent of the economies have quantified the benefits of Single Window implementation.



#### **The expected benefits from the implementation of a Single Window were (or included):**

- Reduced time for clearance of goods and resource consumption
- Reduced costs
- Reduced duplication of data entry
- Increased monetary benefits for the economy
- Greater efficiency and effectiveness in goods control
- Improvement of data sharing between agencies

The answers to Questions 17 and 18 demonstrate that integrated border processes, between agencies that work together, facilitate trade by reducing clearance times and regulatory burden on businesses while increasing interoperability between agencies. The work being done by the economies in implementing a Single Window is a key step in bringing this to fruition.

#### **Economies quantified the benefits of Single Window Implementation using two measures:**

- Time required for the release of goods from Government control
  - Time Release Survey undertaken by Japan showed a 6.7 hour reduction in the time necessary to release Sea cargo
  - Korea saw a reduction of an average of 1 day in the time needed for clearance
- Money saved and the benefits to that economy
  - China had a 23.5 billion USD surplus
  - Chinese Taipei saw a 3.38 billion benefit after an initial investment of 0.69 billion

<b>Australia</b>	<b>No</b>
<b>Brunei Darussalam</b>	<b>Yes</b>
<b>Canada</b>	<b>No</b> Analysis is currently being conducted to quantify benefits.
<b>Chile</b>	<b>No</b>
<b>China</b>	<b>Yes</b> In 1998, there were 13874 fake declaration documents and 11.24 billion US dollars of foreign exchange was defrauded. After the establishment of verification system conducted jointly by General Administration of Customs and State Administration of Foreign Exchange on 1st January 1999, the whole foreign exchange income was US\$23.5 billion in that year.
<b>Hong Kong, China</b>	<b>No</b>
<b>Indonesia</b>	<b>No</b>
<b>Japan</b>	<i>See also Japan Case Study</i> <b>Yes</b> It is not necessarily by only SW effects, however according to the result of 7th Time Release Survey which was implemented just after SW introduction, the necessary time for Sea cargo release was reduced by 6.7 hours in comparison with previous TRS. It is possible to quantify Single Window effects by implementing TRS.
<b>Korea</b>	<b>Yes</b> The time consumed for clearance is reduced by an average of 1 day, which might be spent in getting the notification of the requirement confirmation result from the PGAs and making import declaration. According to the research done by Korea National Information Society Agency in 2006, when the Single Window is completely implemented and 750,000 cases of requirement confirmation are processed through the system, it will create about 17 million USD of annual benefits through the simplification of report procedures.

<b>Malaysia</b>	<b>No</b>
<b>Mexico</b>	<b>Yes</b> Expedite Customs Clearance.
<b>New Zealand</b>	<b>No</b>
<b>Papua New Guinea</b>	<b>No</b> Papua New Guinea have not experienced a Single Window System therefore unable to further comment.
<b>Peru</b>	<b>Yes</b> Simple and transparent Foreign Trade proceedings. Lower compliance costs. Reduction of proceeding time Efficiency and effectiveness in restricted goods control.
<b>Philippines</b>	<b>No</b>
<b>The Russian Federation</b>	<b>No</b>
<b>Singapore</b>	<b>Yes</b> There were studies done by various organisations such as Harvard Business School. Details can be found at: <a href="http://www.tradexchange.gov.sg/txwebp/pfk/PfkMainServlet?pContents=/forward.jsp?url=/7_Published_Journal_Studies_on_TradeNet.html&amp;ptabSelect=3">http://www.tradexchange.gov.sg/txwebp/pfk/PfkMainServlet?pContents=/forward.jsp?url=/7_Published_Journal_Studies_on_TradeNet.html&amp;ptabSelect=3</a>

<p style="text-align: center;"><b>Chinese Taipei</b></p>	<p><b>Yes</b></p> <p>According to Chinese Taipei's experience for the one-stop platform system, the government has invested 0.69 billion, but created 3.38 billion benefits to the economy.</p> <p>Since it went online on March 14, 2005, FT Net has made the traders and brokers submit license and inspection applications electronically to the Bureau of Foreign Trade, the Bureau of Standards, Metrology and Inspection, and Bureau of Animal and Plant Health Inspection and Quarantine. Furthermore, starting on August 31st, 2005, the compliance checking process that takes place between the aforementioned three agencies and Customs became an automated part of FT Net. By November 30th, 2006, the number of license and inspection applications processed via FT Net broke the 1,253,545 mark. Once Chinese Taipei complete our Single Window system, it will improved the overall efficiency of international trade supply chain.</p>
<p style="text-align: center;"><b>Thailand</b></p>	<p><b>No</b></p>
<p style="text-align: center;"><b>United States</b></p>	<p><b>Yes</b></p> <p>A cost benefit analysis for ITDS has been completed. If not restricted, CBP will share this with the APEC working group.</p>
<p style="text-align: center;"><b>Viet Nam</b></p>	<p><b>Yes</b></p> <p><b>In terms of social matter:</b></p> <ul style="list-style-type: none"> <li>• The establishment and implementation of the Single Window facilitates the process of administrative reform in government agencies; enabling a substantial change in activities of customs administration, other relevant government agencies and stakeholders and a transparent, simple and efficient management mechanism; facilitating domestic and regional trade.</li> <li>• On the other hand, the establishment and implementation of the Single Window may require the application of modern information and communication technology, which will then facilitate the application of technological achievements in State management in the area of trade in particular and State management in general.</li> <li>• For customs, the Single Window enables Customs to carry out the process of customs reform and modernization, harmonization and simplification of customs procedures in order to go in line with regional and international standards.</li> </ul> <p><b>In economical terms:</b></p> <ul style="list-style-type: none"> <li>• The Single Window facilitates the standardization of customs procedures, enables the transparency of trade requirements, which help to reduce clearance time and costs of businesses and government agencies, promoting export, import and making the domestic investment environment become more attractive.</li> </ul>

### Japan Case Study

It is not necessarily by only SW effects, however according to the result of 7th Time Release Survey which was implemented just after SW introduction, the necessary time for Sea cargo release was reduced by 6.7 hours in comparison with previous TRS. It is possible to quantify Single Window effects by implementing TRS.

### Comparison of required time per one invoice JETRO: Accessibility Research toward

Procedure	Detail	Japan		
		Paper	Electronic (2002)	Electronic (2005)
Port Clearance (per vessel)	Port Authorities	14h	9h40m	1h05m
	Manifest(Customs)			
	Immigration/Quarantine			
Carry-In to CY		3m	3m	-
PGA Clearance	Food Quarantine	2h20m	1h30m	-
	Plant/Animal Quarantine			
Customs Clearance	Prepare Documents	6h20m	55m	-
	Typing Import Declaration			
	Declare-Permit			
	Duties payment			
Carry-out from CY	Delivery Order Matching	30m	15m	-
<b>Total</b>		<b>23h13m</b>	<b>12h23m</b>	<b>(3h48m)</b>

MOF reviewed same companies in November 2005 that was sampled by JETRO in July 2002.

## QUESTION 19

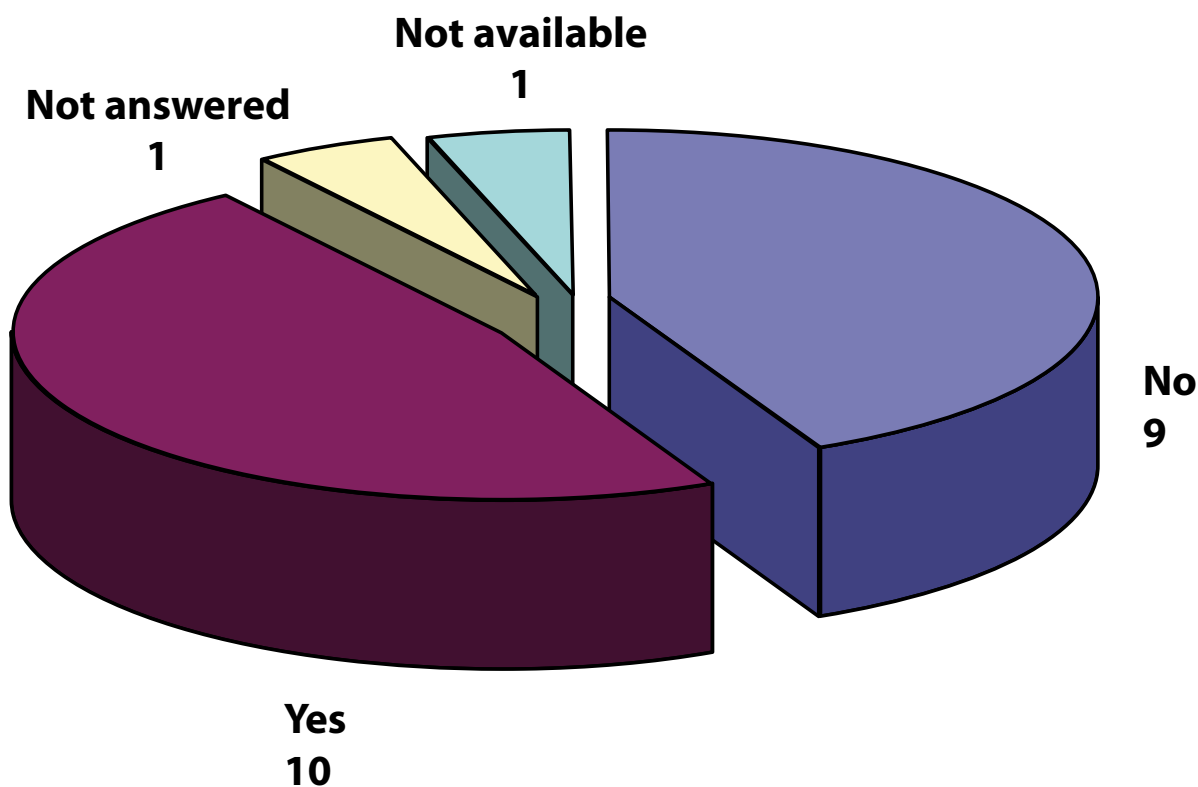
Have you developed a preliminary document such as a scoping paper, business case or concept paper that investigates Single Window as well as the associated issues related to Single Window?

**Table 19.1: Economies that have developed a preliminary document**

	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam	
Yes	✓		✓				✓	✓	✓					✓	✓		✓		✓	✓		
No		✓			✓	✓				✓	✓	✓	✓			✓		✓				
Not answered				✓																		
Not available																						✓

The number of economies that have developed a preliminary document is 43% and those that have not is 48%.

**Economies that have developed a preliminary document**



**If yes, please provide further information**

<b>Australia</b>	The Standardised Data Set Project Case Study is an internal document that establishes parameters of the project team, defines the scope and governs the design, development and implementation of the project. Options for a Single Window operating system were developed with the assistance of industry and agency stakeholders. The options explored, for the international trade environment, accord with those being considered for Standard Business Reporting Programme.
<b>Canada</b>	There is an OGD Single Window Project Charter. This is an internal document that establishes parameters of the project team, defines the scope and governs the design, development and implementation of the project. Consultations with OGDs are underway to develop a strategic document that will define the concept, scope and issues related to the Single Window Project. This document will be made available when it is completed.
<b>Indonesia</b>	No, it is not under Customs authorization.
<b>Japan</b>	Only available in Japanese language.
<b>Korea</b>	From November 2003 to June 2004, the Presidential Committee on Government Innovation and Decentralization carried out 'BPR/ISP project for innovation of national logistics information system', working out a future business model, suggestions for legislative and institutional reform, plans for Single Window development and steering group formation, phased action plans for SW, etc.
<b>Peru</b>	Initially, we conducted two studies for the implementation of SW. The first one about process studies and entity feasibility about which agency should be included in the first phase of SW, and the second one about legal rules study. We can provide the Project Plan of Single Window.
<b>Philippines</b>	Yes, during the pilot implementation of Philippine-Thailand Single Window.
<b>Singapore</b>	Refer to Q18.
<b>Thailand</b>	We have the ASEAN Single Window Technical Guide for implementing Single Window and this Guide is used for ASEAN Members.
<b>United States</b>	Yes, appropriate documentation will be provided.

## QUESTION 20

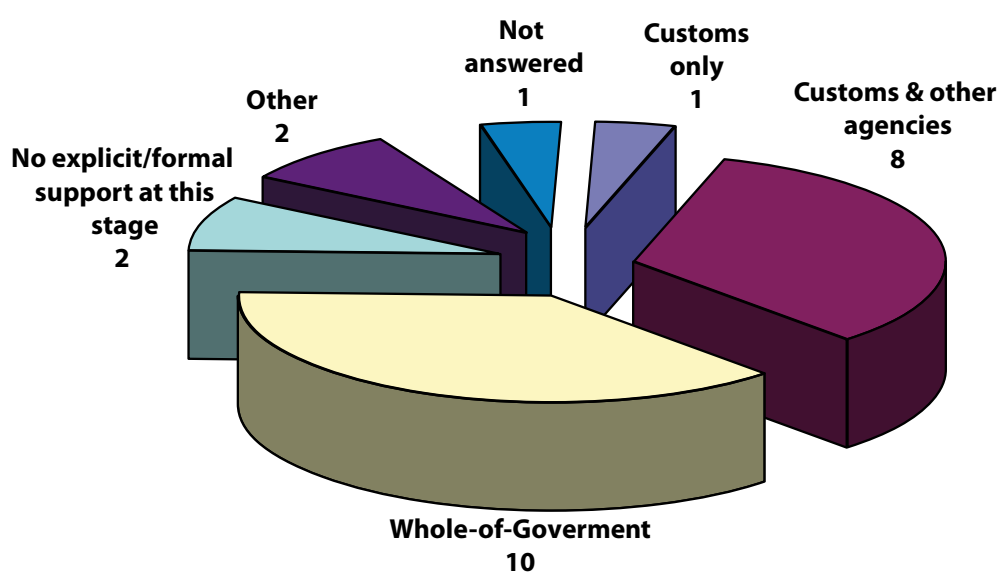
What level of executive and political support is there for Single Window in your economy ?

**Table 20.1: Level of executive and political support for Single Window in the economies**

Level of support	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam	
Customs only																					✓	
Customs & other agencies		✓	✓	✓	✓						✓				✓			✓		✓		
Whole-of-Government	✓						✓	✓	✓	✓				✓		✓	✓			✓	✓	
No explicit/formal support at this stage												✓	✓									
Other															✓				✓			
Not answered						✓																

Although Customs is the lead agency in the majority of the Economies, the level of support was from Customs and other agencies or whole-of-government (38% and 48%, respectively). In Japan, the "Next Generation" Single Window which is planned to start operating in October 2008, continued whole-of-government support is being offered as a part of their political measure, the *Asia Gateway Initiative*. Two economies did not have formal or explicit support at this stage, which is in line with the status of their Single Window development. New Zealand and Papua New Guinea have not started to develop a Single Window (in Papua New Guinea, the concept has not been marketed). The Philippines has support from Customs and other agencies and Head of State. The United States has executive and political support for Single Window from 3 of the listed categories being: Customs only, Customs and other agencies as well as whole-of-government.

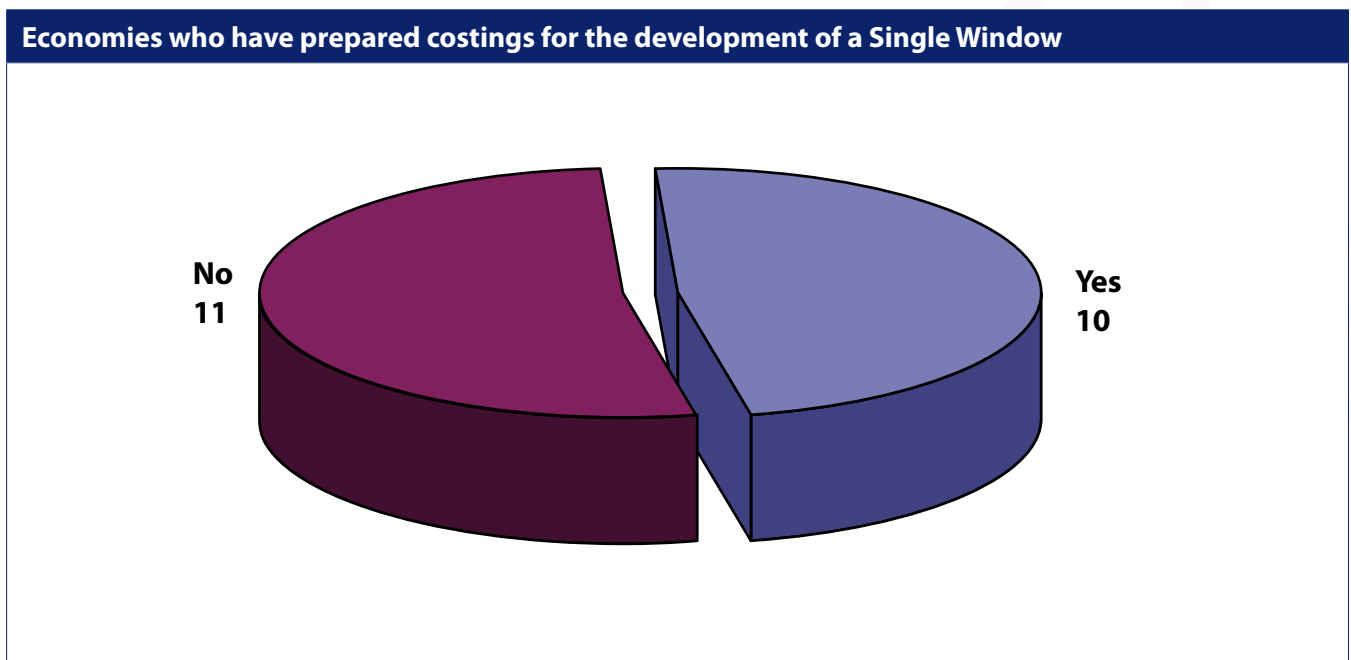
**Level of Support for Single Window in the APEC Economies**





## QUESTION 21

Have you prepared any costings for the development of a Single Window ?



If yes, are you able to provide the Single Window Working Group with a copy (In English)?

<b>Australia</b>	Yes
<b>Brunei Darussalam</b>	No
<b>Canada</b>	Yes CBSA received funding over 5 years beginning in fiscal year 2004/2005 to complete the next series of activities in a process that will lead to the implementation of mandatory Electronic Data Interchange (EDI) reporting for all commercial shipments. Funding for the OGD Single Window will be used to identify and document data requirements and align them with the World Customs Organization (WCO), identify and develop business models and interface solutions, and implement any system changes that may be required. Financial documents are protected and cannot be shared.
<b>Chile</b>	No
<b>China</b>	Yes But the copy is not available.

<b>Hong Kong, China</b>	<b>No</b>
<b>Indonesia</b>	<b>Yes</b> No, it is not under Customs authorization.
<b>Japan</b>	<b>Yes</b> Not available
<b>Korea</b>	<b>Yes</b> Yes, but not available in English <ul style="list-style-type: none"> <li>• Phase I (with 2 C.I.Q. agencies and 2 port authorities): 1.1 billion KRW (1.2 million USD)</li> <li>• Phase II (with 8 PGAs): 3.6 billion KRW (3.9 million USD)</li> <li>• Phase III (with 4 PGAs): 1.3 billion KRW (1.4 million USD)</li> </ul>
<b>Malaysia</b>	<b>No</b>
<b>Mexico</b>	<b>No</b>
<b>New Zealand</b>	<b>No</b>
<b>Papua New Guinea</b>	<b>No</b>
<b>Peru</b>	<b>Yes</b>

<b>Philippines</b>	<b>No</b>
<b>The Russian Federation</b>	<b>No</b>
<b>Singapore</b>	<b>Yes</b> Refer to Q18.
<b>Chinese Taipei</b>	<b>No</b> Not available
<b>Thailand</b>	<b>Yes</b>
<b>United States</b>	<b>Yes</b> If not restricted, documentation will be provided
<b>Viet Nam</b>	<b>No</b> No information available

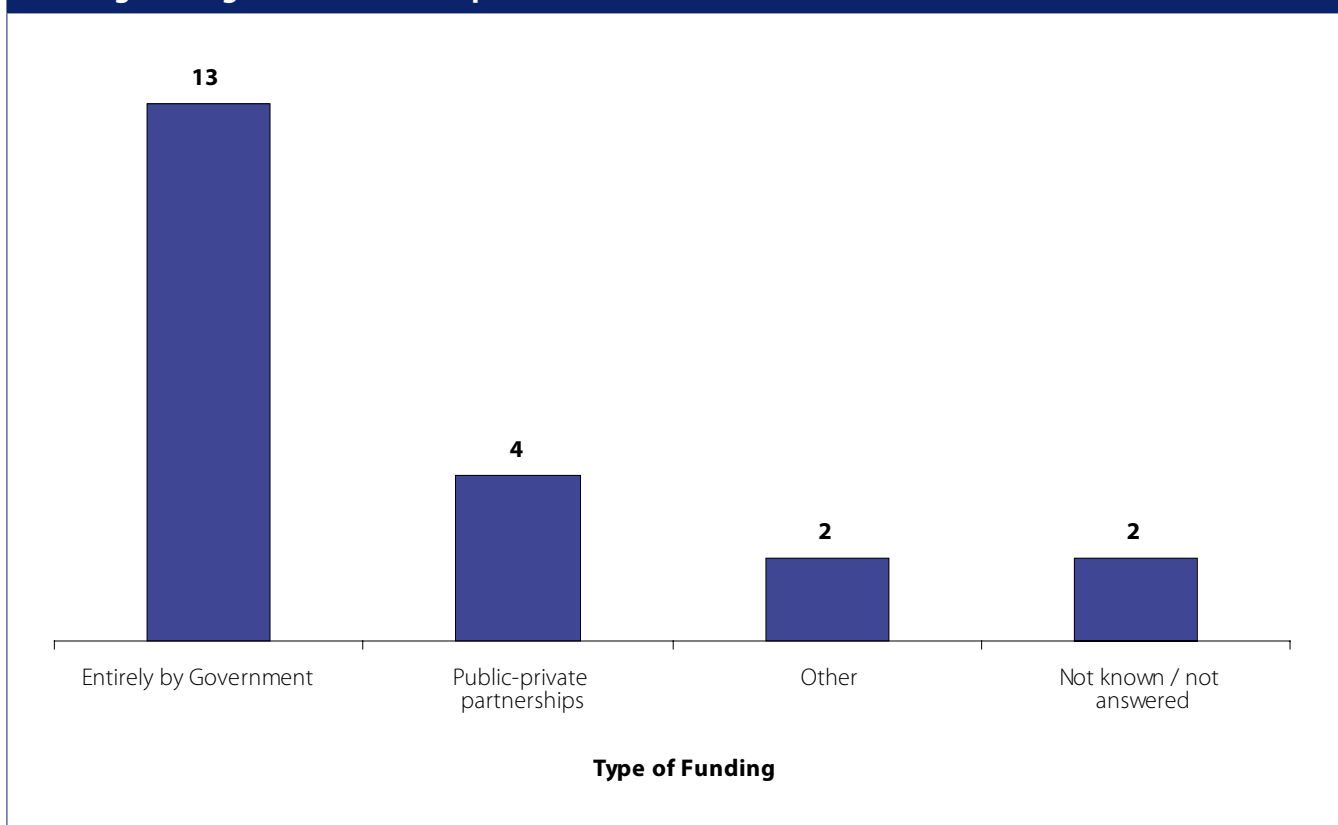
## QUESTION 22

### How was/will the development of your Single Window be funded?

**Table 22.1: Comparison of whether Customs is the lead agency in the economy and the source of funding for Single Window development and maintenance and operation between the economies.**

	✓ - yes, X - no, * - not yet known or not answered	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam
		Customs is the lead agency		✓	X	✓	✓	*	*	X	✓	✓	X	✓	*	✓	✓	✓	*	✓	X	✓
Funding for Single Window Development	Entirely Government funded	✓	✓	✓	✓	✓	*	✓	✓	✓		✓	*				✓			✓	✓	✓
	Public-Private Partnerships						*				✓		*		✓	✓			✓			
	Other						*						*	✓				✓				
Funding for Single Window Maintenance and Operation	Entirely Government funded		✓	✓	✓	✓	*					*		✓	*		✓			*	✓	✓
	Public-Private Partnerships						*		✓	✓	✓	*			*	✓			✓	*		
	Fees						*	✓				*			*	✓		✓		*		
	Other	✓					*					*	✓		*					*		

#### Funding for Single Window Development

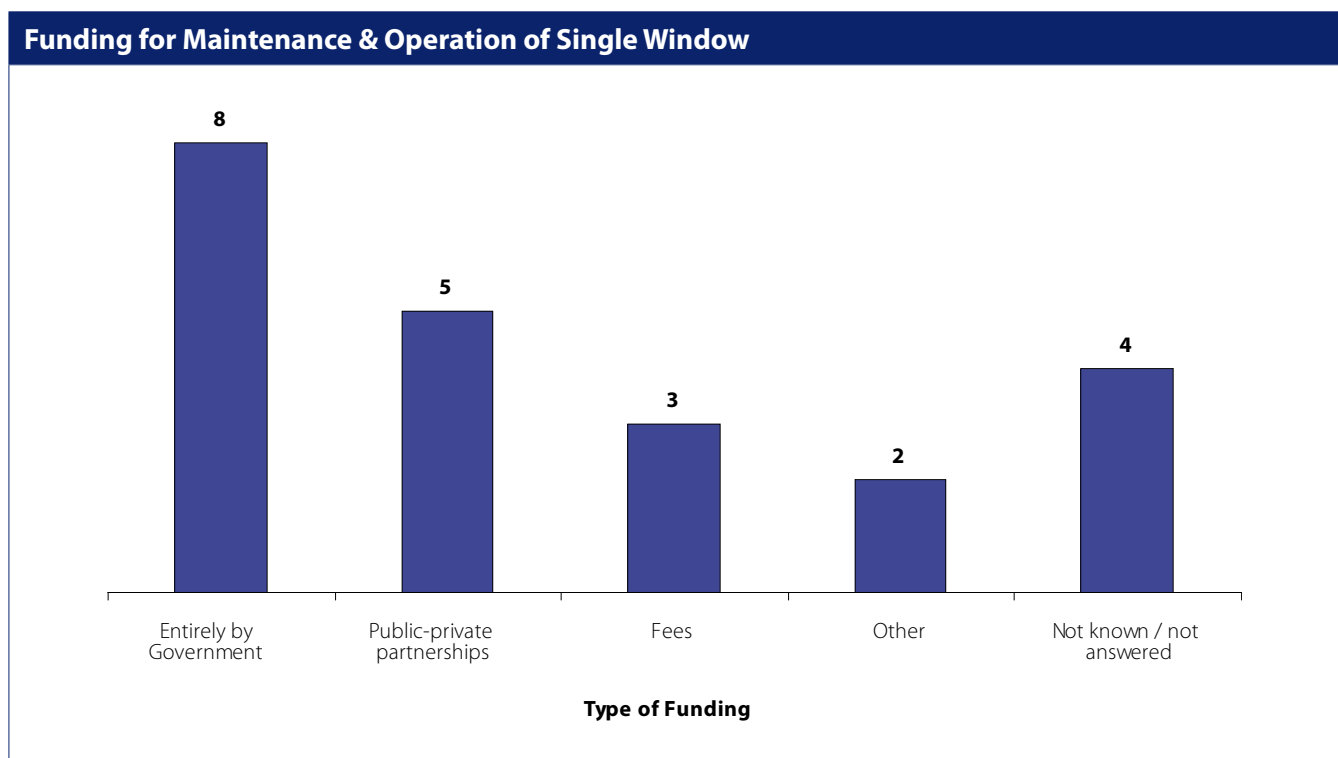


## Further information

<b>Australia</b>	ICS development costs were government funded and it is anticipated that the future development costs of implementing a Single Window system will be most likely borne by government.
<b>Hong Kong, China</b>	Not Yet Known
<b>Korea</b>	The development of SW was funded by the Presidential Committee on the Northeast Asia Business Hub entirely because the project was conducted as one of the seven tasks of the Roadmap toward the Logistics Hub of Northeast Asia pursued by the Committee.
<b>New Zealand</b>	Not Yet Determined
<b>Papua New Guinea</b>	Collaborated approach by Customs, the government agencies involved in regulating the international trade and the industry towards developing a National Single Window project will encourage government assist in the project.
<b>Peru</b>	Public and Private funded. The studies were funded by the Mundial Bank, and the implementation will be funded by the European Union and the Andean Development Corporation (CAF).
<b>Singapore</b>	A private company was incorporated with startup funds from the government to develop and maintain the Single Window at a start and subsequently tendered out via public-private partnerships.
<b>Thailand</b>	It is expected that, the government will finance establishing the Single Window. The final conclusion for the long term operation and maintenance of the National Single Window is still being considered.
<b>United States</b>	Funded by the government as part of Automated Commercial Environment (ACE).
<b>Viet Nam</b>	Not Decided Yet

## QUESTION 23

How was/will the maintenance and operation of the Single Window be funded?



### Further information

<b>Australia</b>	The maintenance and operation of the whole-of-government Single Window is yet to be decided
<b>China</b>	Entirely by government
<b>Hong Kong, China</b>	Not Yet Known
<b>Japan</b>	Each government agency bears the cost for maintenance and operation of each system except NACCS.
<b>Korea</b>	In the case of the departure/arrival declaration, the SW is operated on the EDI basis and maintained by means of EDI user fees. In the case of import declaration of goods that require permit the procedure is handled through the Web-based SW operated and maintained by government budget.

<b>New Zealand</b>	Not Yet Determined
<b>Papua New Guinea</b>	The government will fund the maintenance and operation of Single Window as long as the accrued benefits are economically sound.
<b>Philippines</b>	Private-public partnerships and Fees (self-sustainable).
<b>United States</b>	Funded by the government as part of Automated Commercial Environment (ACE).
<b>Viet Nam</b>	Not Decided Yet

## QUESTION 24

Have you identified any sources of resistance or opposition to the development and implementation of a Single Window in your economy?

**Table 24.1: Identified sources of resistance**

	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam	
Yes	✓		✓		✓		✓		✓					✓		✓	✓			✓		
No		✓		✓				✓		✓	✓	✓	✓		✓			✓	✓			✓
Not answered						✓																

The sources of resistance or opposition from the economies that answered yes or provided further information to this question are as follows:

<b>Australia</b>	During initial discussions of a Single Window in the SDS and SBR projects there has been no opposition by any industry group, some agencies have expressed concerns about loss of identity with their clients but this has been isolated cases rather than organised opposition.
<b>Canada</b>	Funding pressures facing CBSA and OGDs, competing priorities for scarce resources and expertise, lack of a common understanding of the Single Window concept, the interface options and future needs of OGD programs are all potential risks to the successful development and implementation of Single Window.
<b>China</b>	Yes. The oppositions are: <ul style="list-style-type: none"> <li>• Data flow and sharing</li> <li>• Allocation of resources</li> <li>• Accreditation of identity</li> <li>• Data standardization and data transfer</li> </ul>
<b>Indonesia</b>	Seminar and workshop to other government agencies and businesses on single window system and its benefit.
<b>Korea</b>	As in many other countries and economies, at the initial stage of SW development, we experienced significant strain because of insufficient attention and difficulty in coordinating interests of different organizations. To overcome the initial barrier, the KCS and the Presidential Committee on Government Innovation and Decentralization took the initiative and exercised strong leadership. The lead agencies continued to persuade related agencies to take part in the SW project and coordinated their interests actively.

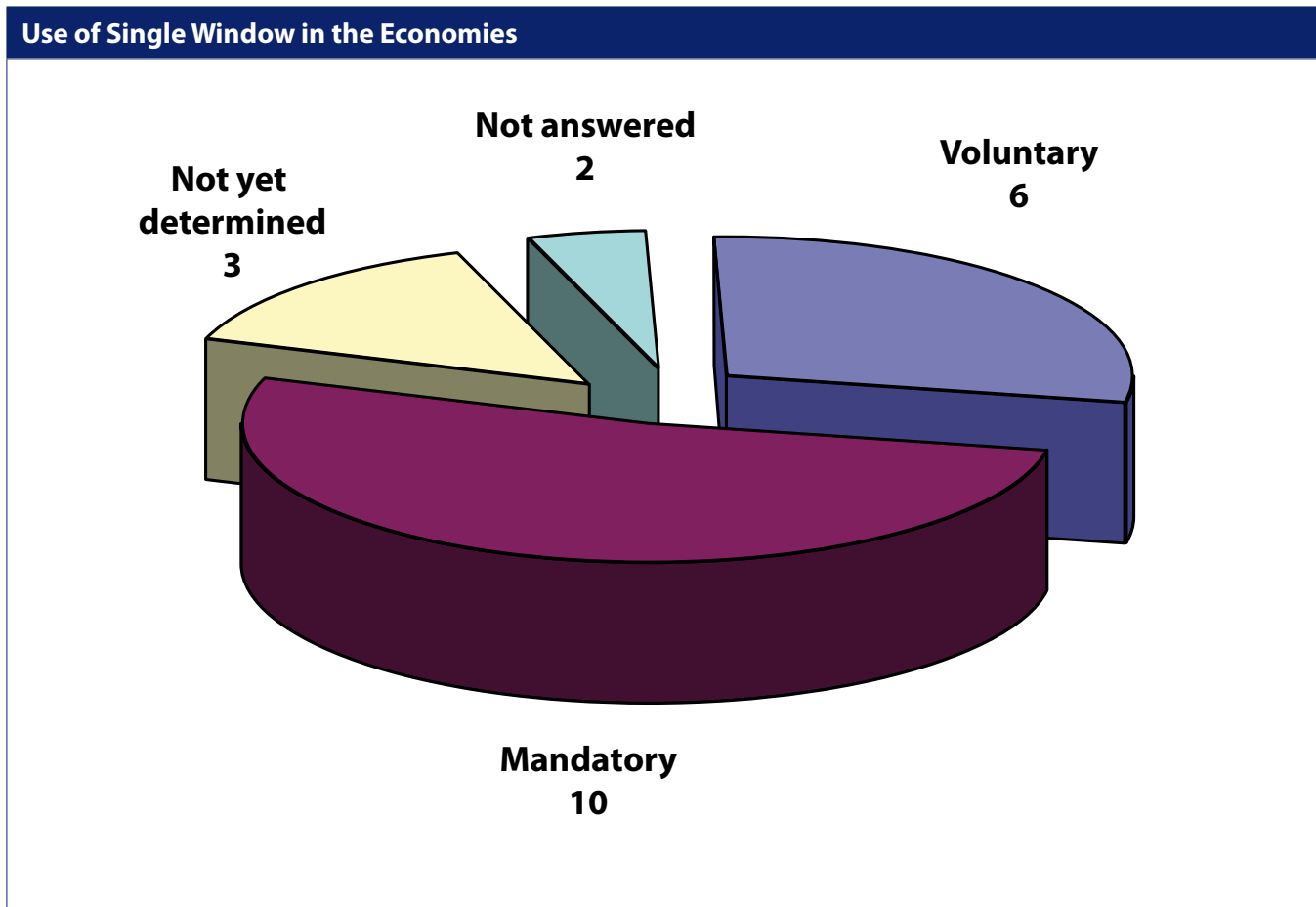


<b>Papua New Guinea</b>	Not as yet
<b>Peru</b>	Basically, the greatest obstacles are the need to change the mindsets of the users to switch from their existing manual process to an electronic means of trade declaration.
<b>The Russian Federation</b>	Intergovernmental barriers and absence of strategy of the "Single Window" implementation approved by the Government.
<b>Singapore</b>	The greatest obstacles during the initial phases of implementation were the need to change the mindsets of the users to switch from their existing manual process to an electronic means of trade declaration. Public education programmes were formulated to raise the awareness and increase the acceptance of computerization.
<b>United States</b>	Some resistance came from within government regarding governance of ITDS. Other resistance came from agencies which felt threatened by the concept feeling that the agency's role and responsibilities might be eliminated. Some resistance came from traders who were intimidated by the size of the ITDS data set feeling that all of this information would be required for each transaction. All of these issues were misconceptions. The most effective method to manage these misconceptions is education and communication. Likewise there was enthusiastic support for ITDS.
<b>Viet Nam</b>	Not yet

## QUESTION 25

### Is/will the use of your Single Window be voluntary or mandatory?

This pie graph shows how Single Window will be implemented in the economy. Most economies (52%) are implementing or planning to implement a mandatory Single Window system, with only 29% choosing to make the system voluntary. Three economies have not yet determined whether its use will be mandatory or voluntary and one economy did not answer this question.



<b>Australia</b>	<p><b>Mandatory</b></p> <p>The ICS is mandatory. The option of paper lodgment is available at Customs counters only and currently represents 0.5% of transactions. This decision has not been made relating to a whole-of-government Single Window system.</p>
<b>Brunei Darussalam</b>	<p><b>Not answered</b></p>
<b>Canada</b>	<p><b>Mandatory</b></p> <p>Single Window end state will require mandatory EDI.</p>

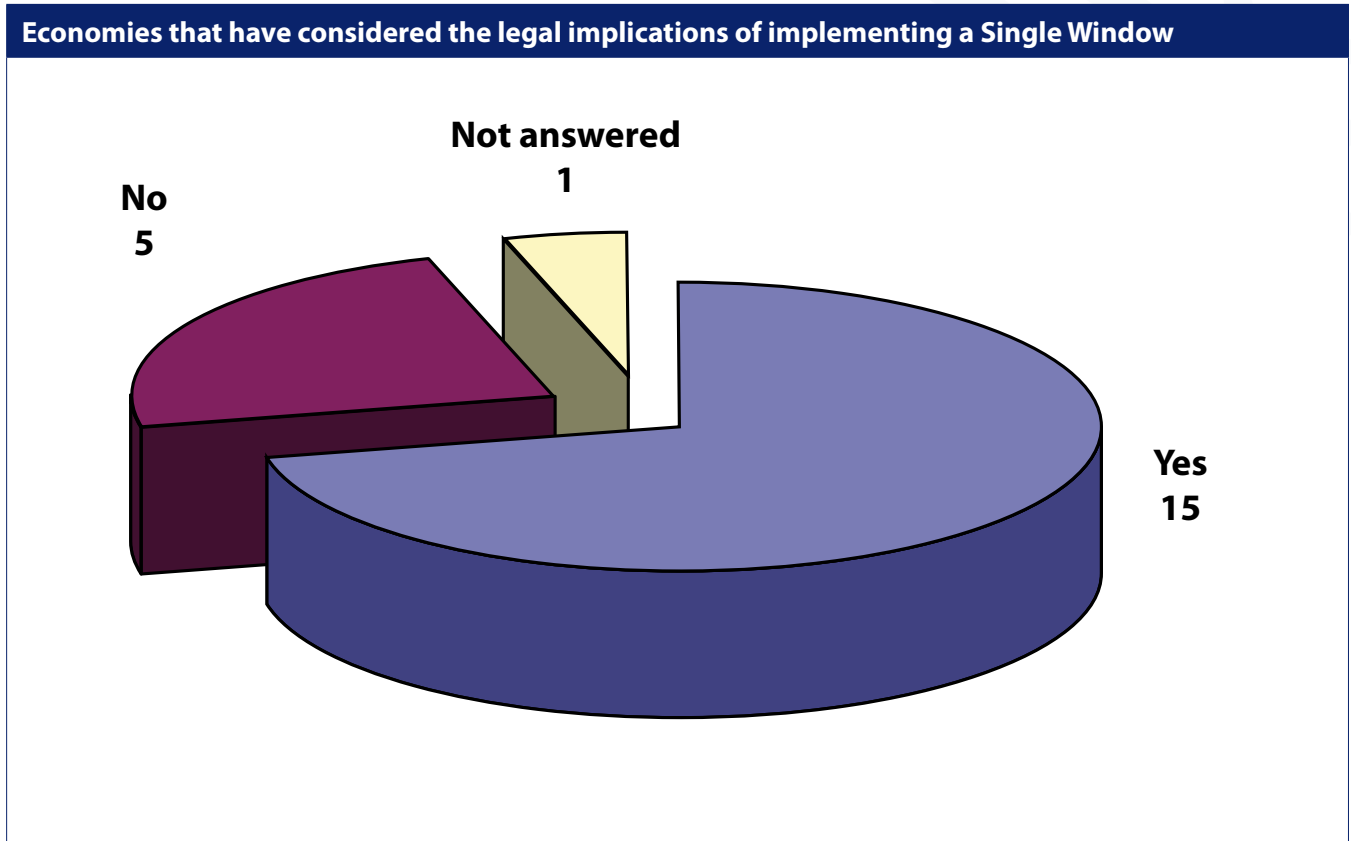
<b>Chile</b>	<b>Voluntary</b> In Chile, the use of electronic transfer of documents is voluntary.
<b>China</b>	<b>Voluntary</b> It is definitely voluntary.
<b>Hong Kong, China</b>	<b>Not answered</b>
<b>Indonesia</b>	<b>Mandatory</b>
<b>Japan</b>	<b>Voluntary</b>
<b>Korea</b>	<b>Voluntary</b> Im/exporters use Single Window voluntarily.
<b>Malaysia</b>	<b>Not yet determined</b> To be mandated by the government.
<b>Mexico</b>	<b>Mandatory</b>
<b>New Zealand</b>	<b>Not yet determined</b>
<b>Papua New Guinea</b>	<b>Not yet determined</b> Single Window will benefit both government and trade but the question of mandatory rests with the government.
<b>Peru</b>	<b>Mandatory</b> Its utilization is expected to be mandatory with an implementation process that allows participants to prepare for changing. This means a test stage, pilot stage and implementation stage.

<b>Philippines</b>	<p><b>Mandatory</b> Mandatory, an Executive Order was signed by the President last December 2005, creating the National Single Window Task Force for Cargo Clearance.</p>
<b>The Russian Federation</b>	<p><b>Voluntary</b> Voluntary (assumption).</p>
<b>Singapore</b>	<p><b>Mandatory</b></p>
<b>Chinese Taipei</b>	<p><b>Voluntary</b> It is voluntary in its present form.</p>
<b>Thailand</b>	<p><b>Mandatory</b> Establishment of the National Single Window is the mandate of the government and the commitment among ASEAN Members.</p>
<b>United States</b>	<p><b>Mandatory</b> The recently signed US Safe Port Act of 2005 states that "...All Federal agencies that require documentation for clearing or licensing the importation or exportation of cargo shall participate in the ITDS." Participation can be waived "...based on national security interests..."</p>
<b>Viet Nam</b>	<p><b>Mandatory</b> Compulsory, as Viet Nam has been a signatory to the ASEAN Agreement on the Establishment and Implementation of the ASEAN Single Window, of which Viet Nam is committed to implement the ASEAN Single Window by the year 2012. To be connected to the ASEAN Single Window, Viet Nam must firstly carry out its national Single Window.</p>

## QUESTION 26

Have you considered the legal implications of implementing a Single Window (eg authentication, privacy, digital signatures, security and storage of data, access rights, archiving, sharing agreement frameworks)?

The pie graph below shows that 71% of the economies have considered the legal implications of implementing a Single Window whilst 24% have not.



### Legal Implications

<b>Australia</b>	<p><b>Yes</b></p> <p>The Standardised Data Set Project identified several high level potential legal issues and obtained preliminary legal advice regarding the areas identified. What we wanted to know was whether there were any showstoppers if agencies were to move to a common "data language" and explore the issues surrounding the creation of a "Single Window" system. The legal advice received did not present any insurmountable obstacles. A detailed review would be required once government direction is known.</p>
<b>Brunei Darussalam</b>	<p><b>Not answered</b></p>

<b>Canada</b>	<p><b>Yes</b></p> <p>The Customs Act authorizes the collection and use of paper and electronic data. CBSA regulations prescribe the manner and format in which reporting can be conducted by traders, as well as the length of time that these records must be retained. These regulations can be found in our Customs Act and D-memoranda. The collection, use and sharing of information for the CBSA and OGDs is governed by various regulations and legislation. As the project moves forward legislative and regulatory amendments will be pursued as necessary.</p>
<b>Chile</b>	<p><b>Yes</b></p> <p>There are particular instructions through Executive Orders by the Government which provide for the regulatory framework to conduct information exchange with privates and between state agencies. For further information, please visit: <a href="http://www.modernizacion.cl">www.modernizacion.cl</a></p>
<b>China</b>	<p><b>Yes</b></p> <p>On 1st April 2005, Electronic Signature Law went into effect. According to this law, electronic signature is as effective as manuscript signature. This is the first authentic information law and legal rights are given to electronic signature. In Single Window, electronic authorization service provider will be chosen to offer services.</p>
<b>Hong Kong, China</b>	<p><b>No</b></p>
<b>Indonesia</b>	<p><b>No</b></p> <p>All Legal aspects including legal implications of implementing Single Windows is being taken care by other government agency.</p>
<b>Japan</b>	<p><b>Yes</b></p> <p>Specific legislation was necessary. For NACCS, employee of operational body is prohibited to leak information by the law. Government employees are obliged to keep information by law.</p>
<b>Korea</b>	<p><b>Yes</b></p> <p>Every electronic system of Korean government agencies should be designed and operated in compliance with the 'Electronic Transaction Act' enacted as the prerequisite for the accomplishment of the e-government in 2001, and Korean SW cannot be excepted.</p> <p>KCS also took several measures in the SW for protecting privacy. A client uses a certificate issued by the certified organization, electronic documents transmitted among organizations are in the XML form and for security, GPKI and NPPI requiring electronic signature are used. For standardization of the application form for requirement confirmation, the individual application forms for each organization have been modified.</p>
<b>Malaysia</b>	<p><b>No</b></p>
<b>Mexico</b>	<p><b>Yes</b></p> <p>Mexican government agencies have different legal standards.</p>

<b>New Zealand</b>	<b>No</b> Only a very preliminary acknowledgement of legal implications.
<b>Papua New Guinea</b>	<b>No</b> Not as yet
<b>Peru</b>	<b>Yes</b> Yes, we consider there will be legal changes. During the project development, in the technological modeling stage, we will clarify which security standards and instruments we must implement.
<b>Philippines</b>	<b>Yes</b> Legal implications are considered but details will be determined during discussions with other agencies.
<b>The Russian Federation</b>	<b>Yes</b>
<b>Singapore</b>	<b>Yes</b> The use of electronic permits applications are provided in the relevant legislation.
<b>Chinese Taipei</b>	<b>Yes</b> The legal implications have been considered. Chinese Taipei has laws to regulate the security of data and the protection of privacy.
<b>Thailand</b>	<b>Yes</b> Use of electronic documents required for legal revision for enabling paperless environment including the use of PKI and digital signature technology.
<b>United States</b>	<b>Yes</b> The ITDS project office has a group dedicated to identifying and resolving legal issues in ITDS. The CBP Office of Regulations and Rulings and Chief Counsel are an integral part of the legal group. It has been determined that digital signatures is a larger, government-wide issue, not just an ITDS issue. Regarding access to data, part of the data harmonization process for each data element is to identify agencies' authority to collect and view data.

**Yes**

Reviewing and accomplishing the regulatory framework on electronic transaction is important work that need to be done to implement the Single Window. What matters to Viet Nam at this moment is that though the Law on electronic transaction, Decree on electronic commerce have been promulgated, the implementation of those document is not consistent. Besides, the information exchange among ministries/agencies is another problem as now the mechanism which defines the relationship of coordination/consulting/exchange between government agencies and those who are involved in the management of trade transaction has not been established yet. As a result, systems of information parameters have not been standardized, which cause great difficulty in exchanging data and information.



## QUESTION 27

If you have a Single Window operating or have commenced a Single Window development project, what governance structure do you have in place?

**Table 27.1: Single Window governance structure**

	Australia	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam
No mechanism in place as yet										✓	✓			✓					
Steering Committee	✓	✓		✓					✓			✓	✓				✓		
Inter-agency/departmental committee	✓	✓	✓			✓	✓		✓				✓		✓			✓	
Project board	✓	✓							✓										
Other (please provide further information)					✓			✓								✓			✓

### Other (further information)

<b>Australia</b>	<p>The SDS Project in 2005-06 operated with an inter-departmental committee chaired by Australian Customs and included membership from</p> <p>The Department of Transport and Regional Services (DOTARS), Australian Quarantine and Inspection Services (AQIS), Australian Bureau of Statistics (ABS), Department of Immigration and Citizenship (DIAC), Department of Defence (DoD), Department of Foreign Affairs and Trade (DFAT), Department of Prime Minister and Cabinet (PM&amp;C), and the Department of Finance.</p> <p>The next phase of the project has a governance structure led by the Department of the Treasury.</p>
<b>China</b>	<p>In 2000, State Council approved the establishment of the Coordinating and Steering Committee of Port Enforcement System. In 2001, Office of the Coordinating and Steering Committee of Port Enforcement System and China E-Port Data Center were both approved of establishing. In 2002, we began to set up 41 China E-Port Data Local Center. In 2006, State Council defined the basic content, steering principle and developing goals of E-Port. The Coordinating and Steering Committee of Port Enforcement System was renamed as the Coordinating and Steering Committee of State E-Port Development.</p>
<b>Hong Kong, China</b>	Not yet known
<b>Japan</b>	<p>Inter-agency/departmental committee</p> <p>In current SW system, each agency administrates its own system.</p>
<b>Korea</b>	<p>In developing the Single Window system, a Task Force team consisting of those in charge in relevant organizations was formed to manage the system.</p> <p>For stable operation and management of the system, KCS signed MOUs with four PGAs and is still working on it with other PGAs.</p>

<b>Papua New Guinea</b>	Not as yet
<b>Peru</b>	<p><b>Steering Committee</b></p> <p>The Special Committee who is in charge of implementing the Single Window will be integrated by:</p> <ul style="list-style-type: none"> <li>• One representative from the National Service on Agricultural Sanity</li> <li>• One representative from the General Directorate of Supplies and Controlled Chemical Products</li> <li>• One representative from the General Direction of Medicines and Supplies, General Direction on Environmental Health.A representative from theGeneral Direction on Telecommunications</li> <li>• A representative from the Ministry of Foreign Trade and Tourism</li> <li>• A representative from the Presidency of Ministers Council</li> <li>• A representative from the Ministry of Economy and Finances</li> <li>• A representative from the Natural Resources Institute</li> <li>• A representative from the Ministry of Internal Affairs</li> <li>• A representative from the Tax Collection and Customs Administration</li> <li>• A representative from Exporters Association</li> <li>• A representative from Chamber of Commerce of Lima</li> <li>• A representative from National Society of Industries</li> <li>• A representative from Foreign Trade Society of Peru</li> <li>• A representative from Customs Brokers Association</li> </ul> <p>The Committee has a Technical Secretariat in charge of the Tax Collection and Customs Administration.</p>
<b>Philippines</b>	Steering Committee and Inter-Agency/Department Committee as specified in E.O. 482 s. 2005
<b>Chinese Taipei</b>	The Ministry of Finance, Bureau of Foreign Trade, Ministry of Economic Affairs and the Ministry of Transportation and Communications will conduct the development of the relevant regulations to govern the operations of the Single Window.
<b>Thailand</b>	A National body will be established. The steering Committee on the Single Window and relevant Working Groups are currently conducting the detail for the establishment of the Single Window.
<b>United States</b>	The US Safe Port Act of 2005 established the Interagency Steering Committee under the Department of the Treasury. The committee includes the Secretary of the Treasury (or representative) the Office of Management and Budget and the head of each agency participating in ITDS. The Committee assists in overseeing the implementation of participation in ITDS.
<b>Viet Nam</b>	Not determined yet (one of a preferable choice is the model of a National Steering Committee headed by a leading agency (Customs may be preferable) in coordination with relevant Ministries/Agencies).

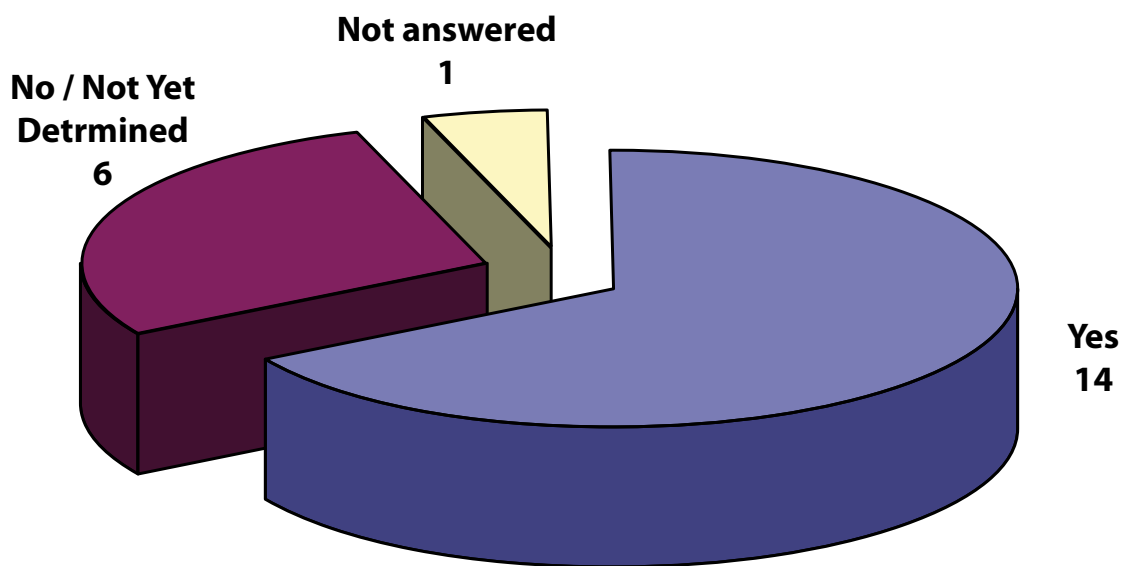
# SECTION 3 – DATA / INFORMATION TECHNOLOGY STANDARDS

## QUESTION 28

Have you undertaken a data collection and harmonisation exercise involving your Single Window participating agencies?

66% of economies answered 'Yes' to having undertaken a data collection and harmonisation exercise, 5% did not answer and 29% answered 'No'.

### Economies that have undertaken a data collection and harmonisation exercise involving Single Window participating agencies



If Yes, please provide further information relating to the scope of the exercise, business processes included, who was involved (eg Customs, other agencies, industry) and your progress to date.

#### Australia

The draft Australian Standardised Data Set (SDS) lists the required metadata for the trading community to meet present regulatory requirements for reporting international movements related to cargo, conveyance and crew. The Australian SDS only includes elements from business to government agency (B2G) information flows.

The SDS project has gathered the data requirements in consultation with agencies that administer international border regulatory controls at both the State and Territory and Commonwealth level. This includes some fully or partially privatised entities that administer similar border regulatory controls such as Australia Post and the Victorian Employers Chamber of Commerce and Industry. Harbour and airport authorities have not been included in the data collection and classification phase of the project yet.

<p style="text-align: center;"><b>Australia</b></p>	<p>The Australian SDS includes the information fields on forms and messages in scope for permit, licence and certificate applications and required declarations made to agencies to allow goods, vessels and crew to move into, out of and transit through Australia. The Australian SDS concerns trade related activities until the time that all border regulatory requirements are satisfied and the goods are released into the domestic market or exported.</p> <p>In developing the Australian SDS, it was considered appropriate to base it on a recognized international trade data standard. The WCO was determined to be a useful starting point, as it provides a data model which covers requirements for international trade for Customs purposes covering import and export of cargo (including transit) and conveyances and crew. The United Nations Trade Data Element Directory (UNTDDED) was also used as a data standard in this project.</p> <p>A data collection and harmonisation methodology was developed. A questionnaire was sent to all participating agencies to collect their data requirements and the team documented business collaborations in use-case diagrams. A number of agency and industry forums and workshops were held to shape the options for the data set's use in the Australian environment.</p> <p><i>The data harmonisation work undertaken to date has proven that much of the information required by a large number of agencies that regulate international trade is in fact the same.</i></p> <p><i>The Australian Standardised Data Set Version 1.0</i>  <i>41 agencies were included</i>  <i>275 forms and an uncounted number of screens were deemed in scope</i>  <i>7,649 data elements were collected from these forms/screens</i></p> <p>The harmonisation exercise produced a core set of 637 data elements.</p>
<p style="text-align: center;"><b>Canada</b></p>	<p>Data requirements for OGDs already partnered with CBSA have been documented and are being cross-referenced against version 2 of the WCO data model. Analysis of these existing data elements in order to identify and document DMRs for submission to the WCO will be complete by May 2007.</p> <p>Consultations with Health Canada, Public Health Agency of Canada, Department of Fisheries and Oceans, Pest Management Regulatory Agency, Industry Canada, Environment Canada, Natural Resources Canada and Transport Canada to document their business process and collect and analyze their data requirements against version 2 of the WCO data model for the May 2007 deadline.</p>
<p style="text-align: center;"><b>Chile</b></p>	<p>Customs has performed compatibility exercises with each agency at bilateral level involving both procedures and documents.</p> <p>The pending phase is the gathering of every electronic transfer in a unique web site.</p>
<p style="text-align: center;"><b>China</b></p>	<p>From 1999, development of China E-Port has been strengthening the cooperation of related governmental agencies and enhancing the administrative effects and facilitating import and export procedures.</p>
<p style="text-align: center;"><b>Indonesia</b></p>	<p>We are adopting Single Administrative Document (SAD) element data which is recommended by ASEAN.</p>
<p style="text-align: center;"><b>Japan</b></p>	<p>Harmonization of information items was discussed at the related inter-agencies meeting. In vessel clearance procedures, we reduced information item from 600 to 200. We will plan further facilitation to reduce 23 vessel clearance related processes into almost 7 processes in 2008.</p>

<b>Korea</b>	<p>Comprehensive National Logistics Information Service Innovation Project, 31st task of e-Government of Korea, has been carried out since 2004, with a total of 16 organizations participating - 4 organizations related to entry and departure of cargoes including Customs and 12 requirement confirmation agencies.</p> <p>Reduction of items to be reported</p> <p>Arrival/departure declaration form: 40 items &gt; 20 items</p> <p>10 kinds of forms in 8 requirement confirmation agencies: a total of 542 items &gt; 287 items</p> <p>Data harmonization was undertaken in parallel with a 3-phased development of Single Window.</p> <ul style="list-style-type: none"> <li>Phase I: Concerning a sea cargo report, four items were deleted from the carry in/out form of Ministry of Maritime Affairs and Fisheries, and eight items from a manifest of KCS were shared with MOMAG. Regarding an air cargo report, a report form of KCS was used as a standard, and seven items were added on it for special needs of National Quarantine Service and Aviation Administration.</li> <li>Phase II: Task Force consisting of 22 representatives from eight PGAs and KCS carried out analysis of the working process, and classification, confirmation, analysis and arrangement of reported data. 542 items of ten report forms were simplified to 287 items after 102 items were classified as common items and 255 items were deleted.</li> <li>Phase III: 48 items of two kinds of forms were simplified to 43 items after 28 items were classified as common items and 5 items were deleted.</li> </ul>
<b>Peru</b>	<p>The integration of the Customs Administration with the four most important government agencies allowed us to know preliminarily the interoperability with them.</p>
<b>Philippines</b>	<p>Yes. Initially with the pilot agencies under Department of Agriculture (DA), they do have an initiative to harmonize their own data and processes. They'll be coming up with a single document or single permit/clearance document to be used by all agencies under DA.</p>
<b>The Russian Federation</b>	<p>Agreements on information exchange are made with the range of Ministries and Services carrying out control functions.</p>
<b>Singapore</b>	<p>All the relevant agencies mentioned in question 1 were involved in the data harmonisation exercise and there were continuous reviews.</p>
<b>Chinese Taipei</b>	<p>The scope of the harmonisation exercise involved cargo clearance procedures, including customs declaration; manifest submission, administration license collation and cargo release. The Customs, relevant government administration agencies, customs brokers, transportation and warehouse stakeholders, etc. were involved in the exercise. Harmonization of information and data elements was discussed at the related meeting.</p>
<b>Thailand</b>	<p>We have closely worked with other government agencies and the business sectors relevant to the international trade. Standardization of information parameters have been conducted by the technical working group under the steering committee.</p>

<b>United States</b>	CBP has established an office for ITDS including CBP personnel and contractors who serve as data architects. Participating agencies completed an operations survey and data requirements questionnaire. These have been provided to many international organizations, economies and countries. To date, ITDS has harmonized the requirements of 23 trade agencies. More agencies will be harmonized as ITDS continues to grow.
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**If No, are you intending to undertake this task, and if so, what will you include in your scope, when are you planning to commence and who will be involved?**

<b>Brunei Darussalam</b>	This exercise will involve consolidation of physical form and business process flow within the related government agencies.
<b>Hong Kong, China</b>	Not yet known
<b>Malaysia</b>	The Royal Malaysian Customs will look at data/information related solely to Customs release. Parties involved: Other government agencies (permit issuing agencies, agencies giving endorsement at the time of importation/exportation, agencies required data/information on released import/export declarations), port/airport operators, free zone authorities, port/airport authorities.
<b>Mexico</b>	Not answered
<b>New Zealand</b>	Timeframe to be determined – scope partners will include MAF & NZFSA
<b>Papua New Guinea</b>	Not as yet
<b>Viet Nam</b>	Not implemented yet. But we intend to do it once the National Steering Committee has been defined.

## QUESTION 29

Have you harmonised your Single Window-participating agency data to an internationally-recognised standard? If Yes, what standard/s were used?

**Recommendation 3:** The APEC economies adopt the use of internationally recognised instruments and standards in Single Window design to increase international interoperability.

**Table 29.1: Internationally recognised standards being used by the economies**

	Australia	Brunei Darussalam	Canada	Chile	China	Indonesia	Japan	Korea	Mexico	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States
WCO Data Model version 1.1			✓					✓					✓		✓
WCO Data Model version 2.0	✓		✓							✓	✓			✓	✓
UNTDDED (United Nations Trade Data Elements Directory)	✓		✓				✓	✓				✓	✓	✓	✓
ISO (International Organization for Standardization)	✓						✓	✓		✓			✓	✓	✓
Other (please provide further information)						✓						✓	✓	✓	
Not answered		✓		✓	✓				✓						

### Other (further information)

<b>Indonesia</b>	Customs has harmonised to an internationally recognised standard. For Customs, we use 48 element data recommended by ASEAN.
<b>Japan</b>	For import procedures, own EDI standard and Internet are adopted. For port procedures, UN/EDIFACT is adopted based on Convention on Facilitation International Maritime Traffic.
<b>Korea</b>	UN, IMO, IATA, etc
<b>Singapore</b>	UN/EDIFACT and UN LOCODE

<b>Chinese Taipei</b>	WCO data Model version 1.1, UNTDED, ISO, E-cert, UN/CEFACT ebXML, UNeDocs were used.
<b>Thailand</b>	EbXML (ebMS v2.0) Local code for domestic use.
<b>United States</b>	CBP has mapped ITDS requirement to the WCO Data Model and UNTDED. US CBP is actively engaged in the WCO Data Model Project Team and has submitted numerous DMR's to add ITDS requirements to the WCO DM.

**If No, are you planning to harmonise the data of your Single Window participating agencies to international standards? Please provide your intended timeframe and details of the standard/s chosen or being considered.**

<b>Brunei Darussalam</b>	Harmonisation will be based on the latest version of WCO Data Model.
<b>China</b>	We plan to adopt WCO Data Model version 2.0.
<b>Hong Kong, China</b>	Not yet known.
<b>Malaysia</b>	Yes. The Royal Malaysian Customs has plan to harmonize data to WCO Data Model version 2.0 and UNTDED.
<b>New Zealand</b>	Most probably WCO Data Model version 3.
<b>Papua New Guinea</b>	Not as yet



<b>Peru</b>	<p>No, but the electronic transmission of the cargo manifest by the shippers to the Customs Administration include the utilization of EDIFACT standard.</p> <p>However, we are planning to include the study of international standards like the WCO Customs Data Model for implementing in our Single Window.</p>
<b>Viet Nam</b>	<p>Not implemented yet. But we intend, to once the National Steering Committee has been defined.</p>

## QUESTION 30

How is/will data be stored as part of your Single Window design?

**Table 30.1: Single Window data storage**

	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam
Central Storage			✓	✓	✓				✓						✓	✓	✓		✓	✓	
Disseminated data - portal			✓				✓		✓	✓				✓				✓	✓	✓	
Other	✓					✓		✓				✓	✓								
Not answered		✓									✓										✓

The way that the data will be stored as part of the Single Window design varies between economies – there is no one data storage method that seems to be preferred. The above matrix shows that seven economies are or will use the disseminated data storage while seven use a centralised hub.

**Economies that responded “other” or provided additional information gave the following answers:**

<b>Australia</b>	The ICS (the current system used by the economy) is a central storage hub. The options for a whole-of-government Single Window are yet to be decided. The options explored include both the central and disseminated models.
<b>Hong Kong, China</b>	Not yet known
<b>Japan</b>	Currently we have two windows for single window service, however we will integrate in to one portal in 2008.
<b>Korea</b>	Once an application for requirement assessment is lodged through Single Window, the original data is stored at Single Window DB and transferred to a PGA's system with digital signature after being encoded. The result from a PGA is stored at its own DB and transferred to the Single Window with digital signature after being encoded reversely.
<b>Malaysia</b>	Some data required for upfront validation and risk management or tracking can be residing at the centralised repository/hub.

<b>New Zealand</b>	Not yet determined
<b>Papua New Guinea</b>	Papua New Guinea is not sure at this stage.
<b>Peru</b>	Our national Single Window is expected to be implemented considering the model 3-c of the Recommendation 33 - United Nations, where each agency will continue storing their information.

## QUESTION 31

What interface and messaging standards do you have or are you planning to incorporate into the Single Window design?

**Table 31.1: Interface and messaging standards**

	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam	
Webservices	✓		✓	✓			✓	✓	✓	✓				✓		✓	✓	✓	✓	✓	✓	
EDI	✓		✓				✓	✓	✓	✓							✓		✓	✓	✓	
XML			✓	✓	✓		✓		✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	
e-mail	✓									✓									✓			
Other			✓			✓				✓		✓	✓								✓	
Not answered		✓									✓											✓

### Other (further information)

<b>Australia</b>	In the ICS, the above options are available. The messaging options in the whole-of-government Single Window is yet still to be determined but will likely include all four options.
<b>Canada</b>	Currently we use: ANSI, EDIFACT, WCO harmonized Data Sets and standardized Message Implementation Guides (MIGs), and MQ Series which is a communication software for the electronic exchange of data between government departments. In the future, we plan to use Government of Canada Web Portal standards to provide a common interface, and XML messages and message standards as they are recommended and endorsed by the WCO DMPT.
<b>Hong Kong, China</b>	Not yet known
<b>Japan</b>	EDI and Webservice
<b>Korea</b>	<ul style="list-style-type: none"> <li>• EDI: UNTDED, UNTDID</li> <li>• XML: ebXML, CCTS (Core Component Technology Specification) V2.01</li> </ul>

<b>Malaysia</b>	No further information
<b>New Zealand</b>	Not yet determined
<b>Papua New Guinea</b>	Papua New Guinea is not sure at this stage.
<b>Peru</b>	Standards will be determined during the development of the project, but Webservices and XML are the most suitable for our needs.
<b>Philippines</b>	Use of XML/ebXML
<b>The Russian Federation</b>	The issues of the use of different principles of connecting, including Web-service, XML are being worked out.
<b>United States</b>	<p>ACE/ITDS has developed a web portal for data input and queries. Regarding a web portal, this is not the solution for large scale trade participants because the use of the portal requires re-keying of data. In additions to EDIFACT and XML, ITDS will support the use of ANSI X12 and CBP proprietary syntaxes.</p> <p>From the responses of the economies, at least 2 standards have been / are being incorporated into the Single Window design. The main standards being used are webservices, EDI and XML.</p> <p>The World Customs Organisation has published V2 of the Worlds Customs Data Model with the EDI messaging housed in EDI FIX . They are currently working to produce XML message structures to compliment the EDI structure.</p>

***From the World Customs Organization web site – March 2007***

Customs has a major role to play in the administration of trade. This includes the collection of Customs duties and taxes, the preparation of foreign trade statistics, trade compliance, supply chain security and facilitation, and the protection of society, the environment and cultural heritage.

As international trade has developed within the global economy, out-of-date, incompatible, and inefficient customs procedures have been recognized as a costly constraint.

Customs modernisation and harmonisation therefore represent a key objective to facilitate international trade. Customs must also continue to maintain effective controls to combat cross-border crime, which has grown and become sophisticated as a result of the new possibilities offered by world markets.

The World Customs Organization promotes the national economic and social well being of its Members by promoting an honest, transparent and predictable Customs environment. This helps licit international trade to flourish, while at the same time making it possible to take effective action against fraudulent activities.

## QUESTION 32

What type/s of authentication do/will clients use in order to access the Single Window?

Table 32.1: Types of authentication

	Australia	Brunei Darussalam	Canada	Chile	China	Hong Kong, China	Indonesia	Japan	Korea	Malaysia	Mexico	New Zealand	Papua New Guinea	Peru	Philippines	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States	Viet Nam	
PIN and/or Password system			✓	✓			✓	✓	✓	✓				✓	✓		✓	✓	✓	✓		
PKI	✓		✓	✓	✓				✓	✓				✓	✓			✓	✓	✓		
Non PKI digital certificates																					✓	
Authetication Tokens																			✓			
Biometrics																					✓	
Smartcard																		✓	✓			
Other						✓						✓	✓			✓						
Not answered		✓									✓											✓

### Other (further information)

<b>Canada</b>	All options are still being evaluated.
<b>Hong Kong, China</b>	Not yet known
<b>New Zealand</b>	Not yet determined
<b>Papua New Guinea</b>	Papua New Guinea is not sure at this stage
<b>Peru</b>	According to required security levels, PIN and PKI could be used. However it will be decided during the development of our project.

<b>The Russian Federation</b>	Not defined
<b>United States</b>	<p>Currently, access is through PIN or password. ITDS will migrate to other security authentication. However this will be based on government-wide technology/solution, not CBP-specific.</p> <p>Most economies are/will use a combination of authentication systems for clients to access the Single Window. The PIN and/or Password system and PKI appear to be the most favoured systems.</p> <p>Australia uses PKI – please see the information below that provides some details of the Australian Customs Service PKI arrangements.</p>

### **Australian Customs Service – Public Key Infrastructure (PKI)**

#### **Customs and PKI**

Clients who intend to communicate electronically with Customs through the ICS are required to use PKI technology.

The Customs PKI framework is established under the Government's 'Gatekeeper Strategy'. This means that Customs will only accept certificates issued by Certifying Authorities accredited under Gatekeeper and which also meet Custom's service level standards.

#### **What is PKI?**

PKI is the mechanism for ensuring the integrity, confidentiality and security of electronic communications conducted in a global and open network.

PKI is designed to ensure the authenticity of both the message content and sender's identity in electronic communications to and from the ICS. For businesses, the Gatekeeper Strategy evidence of identity requirements are designed to ensure that the person who receives the certificate is legally able to commit a business entity to electronic transactions with relying parties, for example Customs.

#### **PKI delivers:**

- **authentication** (knowing who the message is from);
- **integrity** (knowing it has not been tampered with);
- **non-repudiation** (knowing that the sender cannot deny having sent it);
- **confidentiality** (knowing that no unauthorized reading has occurred).

This is achieved through a framework of administrative, legal and technical arrangements, including: asymmetric encryption involving public and private keys used in association with the digital certificate; registration and certification processes for each certificate holder and communicator; and a set of legally binding contracts governing the obligations and responsibilities of the certificate holders, such as the Certificate Policy of the Certificate Issuing Authority and the users agreement with Customs.

In effect, a digital certificate used in communication with Customs is equivalent to a hand written signature for the purposes of the *Electronic Transactions Act 1999* with the added consequence that the Customs Act holds the signing party liable for all transactions made under their signature unless they can prove otherwise.

#### **Responsibility for Signatures**

The client whose electronic signature appears on the communication will therefore be considered to have made the statement to Customs. They will be regarded as being responsible for the content of the communication unless they can prove otherwise.

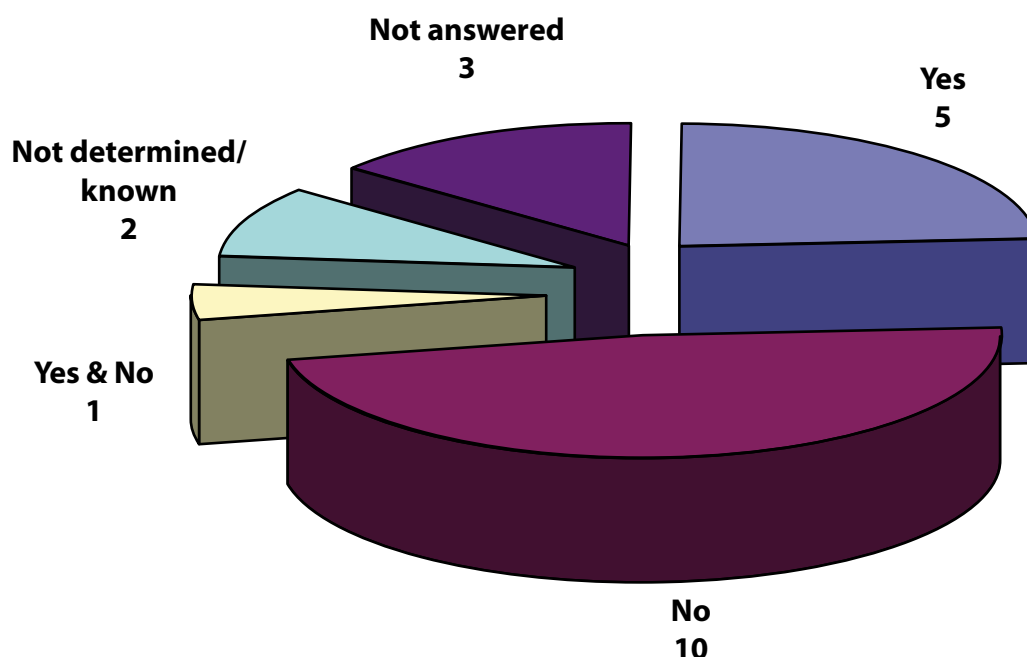
It is therefore imperative for the certificate holder to ensure that they meet the obligations under the User Agreement. The User Agreement is signed when the certificate holder registers with Customs to gain access to Customs IT systems. Agreeing with the obligations in the Certificate Policy is part of the process in acquiring a digital certificate.

Extract from PKI - *Customs and PKI Technology*, Fact Sheet produced by Australian Customs Service, 31 August 2006, available on the Internet at <http://www.customs.gov.au/webdata/resources/files/CustomsPKItechnology.pdf>

## QUESTION 33

Have you already or will you be incorporating the WCO Unique Consignment Reference (UCR) into any Single Window system design as described in the WCO UCR guidelines?

Incorporation of UCR into any single Window system design by the economies



<b>Australia</b>	<p><b>Yes</b></p> <p>The UCR has been incorporated into the ICS, but it is not in use. Single Window will include this element.</p>
<b>Brunei Darussalam</b>	<p><b>Not answered</b></p>
<b>Canada</b>	<p><b>Yes</b></p> <p>We will promote the WCO UCR concept and evaluate opportunities to incorporate it into the design of our Single Window. The decision to use the UCR will be based on the trade community's ability to implement it.</p>
<b>Chile</b>	<p><b>No</b></p> <p>This matter is still under consideration.</p>



<b>China</b>	<b>No</b>
<b>Hong Kong, China</b>	<b>Not yet known</b>
<b>Indonesia</b>	<b>No</b>
<b>Japan</b>	<b>No</b>
<b>Korea</b>	<b>Yes</b> We plan to make it mandatory to use UCR in the cargo declaration and import/export declaration form and expand the application of UCR by stages through a pilot project, etc.
<b>Malaysia</b>	<b>No</b>
<b>Mexico</b>	<b>Not answered</b>
<b>New Zealand</b>	<b>Not yet determined</b>
<b>Papua New Guinea</b>	<b>No</b> PNG is not using WCO UCR, but using WCO Data Model Version 2 for import and export. Customs executives will have to decide whether to use the WCO UCR guidelines when designing the National Single Window.
<b>Peru</b>	<b>Yes</b> During the development of our Single Window Project the incorporation feasibility will be evaluated.

<b>Philippines</b>	<b>Yes</b> Yes. For consideration.
<b>The Russian Federation</b>	<b>No</b> The subject is under consideration.
<b>Singapore</b>	<b>No</b> We recognise the permit application through a unique reference number (URN). Though not exactly as per UCR guidelines, it provides us with the referencing to the shipment.
<b>Chinese Taipei</b>	<b>No</b>
<b>Thailand</b>	<b>No</b> We plan to use the UCR in the future.
<b>United States</b>	<b>Yes &amp; No</b> The ITDS data set included an element named "international transaction number" and is mapped to the UCR. This is not currently used, but planned for the future. Many in ITDS see the value of the UCR.
<b>Viet Nam</b>	<b>Not answered</b>

# SECTION 4 – STRUCTURE AND SERVICES CURRENTLY OPERATING

## QUESTION 34

Please indicate the business processes and services already included and operating in your Single Window. (Please indicate whether the service exists for Customs only or for Customs and other participating government agencies, please leave both boxes blank if the feature is not already present and in operation)

Table 34.1: Business processes and services already involved and operating																												
Business Process Functionality Services	Australia		Canada		Chile		China		Indonesia <sup>6</sup>		Japan		Korea		New Zealand		Peru		The Russian Federation		Singapore		Chinese Taipei		Thailand		United States	
	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA	Customs	PGA
Electronic reporting and processing of goods declarations	✓	✓	✓				✓	✓	✓		✓	✓	✓	✓	✓		✓		✓		✓	✓	✓	✓	✓		✓	✓
Electronic reporting and processing of conveyance information	✓	✓	✓				✓	✓			✓	✓	✓	✓	✓		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓
Electronic reporting and processing of crew information	✓	✓					✓				✓	✓	✓	✓	✓						✓	✓					✓	✓
Electronic reporting of manifest information	✓		✓				✓	✓	✓		✓		✓	✓	✓		✓				✓		✓		✓	✓	✓	✓
Electronic application for licence/permit				✓	✓	✓	✓	✓	✓ <sup>7</sup>		✓	✓	✓	✓	✓				✓		✓	✓		✓		✓		
Electronic dangerous goods reporting			✓		✓		✓				✓	✓		✓	✓		✓		✓		✓	✓			✓	✓	✓	✓
Electronic authentication - PKI	✓	✓	✓		✓		✓	✓				✓	✓	✓		✓		✓							✓			
Electronic authentication – (eg pin and password or other)	✓				✓	✓			✓		✓	✓	✓		✓		✓		✓		✓	✓	✓		✓		✓	✓
Automated profiling/risk assessment of goods	✓	✓	✓				✓		✓		✓		✓		✓		✓		✓		✓	✓	✓		✓		✓	✓
Automated profiling/risk assessment of conveyance	✓	✓					✓						✓		✓				✓						✓		✓	✓
Automated profiling/risk assessment of crew	✓	✓						✓					✓		✓												✓	✓
Government research and analysis access/capability	✓	✓					✓				✓				✓				✓		✓	✓	✓	✓				
Secure electronic collection and processing of duties and fees	✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	✓		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓
Data warehousing	✓	✓			✓	✓	✓				✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Statistical reporting capability	✓	✓	✓	✓			✓				✓	✓	✓	✓	✓		✓		✓		✓	✓	✓	✓	✓	✓	✓	✓
Online learning/training modules	✓		✓				✓								✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓

<sup>6</sup>The information given is in relation to the piloting system in Batam

<sup>7</sup>Only 4 licensing agencies

## Economies where this feature is not already present and in operation:

Brunei Darussalam,  
Hong Kong, China,  
Malaysia,  
Mexico,  
Papua New Guinea,  
Philippines and  
Viet Nam

<b>Australia</b>	The connectivity between Customs and other government agencies is limited in the current environment.
<b>Hong Kong, China</b>	Has not yet implemented Single Window. It is difficult to indicate the business processes and services now.
<b>New Zealand</b>	The ticks do not refer to Single Window, but rather to Customs only electronic reporting.
<b>Peru</b>	Aforementioned services are already implemented even with no Single Window.
<b>United States</b>	Much of this functionality is available in the current Automated Commercial System (ACS). These interfaces and exchanges are done on an agency by agency basis, do not use international standards, and are not as comprehensive as those planned for ITDS.

## PART B

**Table 34.2: Business processes and services already involved and operating**

Does your existing Single Window already have these elements included and operational? X = No ✓ = Yes	Australia	Canada	Chile	China	Indonesia	Japan	Korea	Peru	The Russian Federation	Singapore	Chinese Taipei	Thailand	United States
Electronic Certificate of Origin	X	X	X	✓	X	X	X	X	X	✓	X	✓	X
Electronic Pratique Certificate (health) application and approval process	X	X	X	✓	X	✓	✓	X	X	✓	X	X	X
24-Hour pre load information from exporting country or economy	X	✓	X	X	X	X	X	X	X	X	X	X	✓
Unique Consignment Reference (UCR) field	Y&N	✓	X	✓	X	X	X		✓	X	X	X	✓
Track and trace technologies such as smart seals, GPS and RFID	X	X	X	✓	X	X	X		X	X	✓	✓	✓
Electronic commercial reporting to Port Authorities (sea)	X	X	X	X	X	X	✓	X	✓	✓		N/A	X
Electronic commercial reporting to Airport Authorities	X	X	X	X	X	X	✓	X	✓	✓		N/A	X
Cross border data exchange with other Single Window systems (pilots)	X	X	X	X	X	X	X	X	X	X	✓	✓	X
Cross border data exchange with other Single Window systems (permanent)	X	X	X	X	X	X	X	X		X	X	X	X
Cross border recognition of PKI domains	X			✓	X	X	X	✓	X	✓ (B to B)	✓	X	X
Ability to access and use goods export data as goods import data	X	X	Y&N	✓	X	X	X	✓	X	✓ (B to B)	X	X	X
Automatic pre-population of Customs goods declaration from data already reported to the Single Window (client details only)	✓	X		✓		X	✓	X	X	✓	✓	X	X
Automatic pre-population of Customs goods declaration from data already reported to the Single Window (other than client details)	X	X		X		X	✓	X	X	✓	✓	X	✓
Alternative reporting requirements for Authorised Economic Operator/Accredited Client/Trusted Trader schemes	X	✓		✓	X	X	X	X	X	✓	✓	X	✓
Business-to-Business data exchange	X	X			X	X	X	✓	Y&N	✓	✓	N/A	X

Economies that did not complete this question:

Brunei Darussalam, Hong Kong, China, Malaysia, Mexico, New Zealand, Papua New Guinea, Philippines, and Viet Nam

## QUESTION 35

Please describe any pilot data exchange projects or proof of concept trials relevant to Single Window you may be involved in (eg. Customs-to-Customs data exchange, Unique Consignment Reference [UCR] trial) and your results so far.

**Recommendation 4:** The SCCP establish a repository to capture information regarding relevant Single Window related initiatives in international trade facilitation and supply chain security.

<b>Australia</b>	<p>In 2006, Australian Customs and the Directorate General of Customs Chinese Taipei began work on a paperless trading pilot involving the exchange of an agreed set of 28 export data elements between the two Customs administrations. The purpose of the pilot was a proof-of-concept pilot between Australia and Chinese Taipei on sharing analytical techniques for data matching and identifying anomalies in the export data. The pilot involves two separate stages: 1) Data Exchange and 2) Implementation. Each of these stages contains a number of pilot phases.</p> <p>The first stage involved four phases and phases one, two and four have been completed to date. An outline of each phase and their outcomes are provided below:</p> <ul style="list-style-type: none"> <li>• <b>Phase 1 - Trial Data.</b> This involved each Customs administration exchanging a weeks worth of export data, which was then analysed to ensure that it was viable for the pilot to proceed. This data exchange also identified a few issues with data quality that needed to be resolved prior to moving to the next phase.</li> <li>• <b>Phase 2 - Data Analysis.</b> This phase consisted of two parts. The first part (conducted in September 2006) involved both Customs administrations working together to prepare the analytical techniques to be used for the analysis of the data. The second part of this phase involved a three-month (1 October to 31 December 2006) data exchange that tested whether the data matching techniques identified provided useful indicators on the agreed data matching fields and it also looked for anomalies with compliance and/or enforcement implications. The export data was exchanged by both Customs administrations weekly via e-mail messages signed with digital certificates. At the end of each month a report was produced by both Customs administrations, which outlined the data techniques explored and the results of the data analysis for that month. The three-month trial has identified a number of discrepancies and anomalies in the pilot data. These are currently being investigated further.</li> <li>• <b>Phase 3 - Evaluation of Data Exchange Methods.</b> This involves the preparation of a business case looking at the variety of possible data exchange methods between the two Customs administrations. Currently the data is being exchange via e-mail, but the business case will look at the implementation of other possible methods such as XML. The data exchange method chosen will be implemented in Stage 2 of the pilot.</li> <li>• <b>Phase 4 - Analysis of Stage 1</b> - During this phase an evaluation of phase 1 was conducted and a final report prepared. This phase is due to be completed shortly.</li> </ul> <p>Stage 2 of the pilot will look at the technical, administrative and legal infrastructure required to enable the implementation of the agreed data exchange method from Stage 1, Phase 3. It also involves a three-month trial using the agreed data exchange method. A final report will be produced at the conclusion of this stage with outcomes and future recommendations for the project.</p>
<b>Canada</b>	Not answered
<b>Chile</b>	Pilot Project on data exchange with the seaports of Valparaiso, San Antonio, and San Vicente (Talcahuano), plus landport of Los Andes. Customs exchanges data with concession companies in charge of port administration in order to speed-up the control of cargo entry to and exit from the port terminals.

<b>China</b>	<p>Electronic system of import and export customs declaration</p> <p>Electronic system of import and export cargo manifest</p> <p>Electronic Pratique Certificate(health)</p> <p><b>CEPA Network Verification System of Certificate of Origin</b></p> <p><b>Pilot action on Smart and Secure Trade Lanes between EC-China</b></p>
<b>Hong Kong, China</b>	N/A
<b>Indonesia</b>	N/A
<b>Japan</b>	N/A
<b>Korea</b>	In 2007, Korea Customs Service is planning to carry out a pilot project on advance exchange of export data based on WCO DM V2.0 and one on issuing UCR with more than one country or economy. From 2008, we will expand the range of economies, countries and regions for data exchange, aiming at building an International Trade Single Window by 2012.
<b>Malaysia</b>	The Royal Malaysian Customs has yet to implement a Single Window.
<b>Mexico</b>	Not answered
<b>New Zealand</b>	Trans-Tasman Trial during 2007.
<b>Papua New Guinea</b>	No, we have not experienced any such projects.
<b>Peru</b>	We have an information exchange with some world's Customs (Bolivia, U.S.A.) for control purposes.

<b>Philippines</b>	<p>On 12 November 2005, the Bureau of Customs of the Republic of the Philippines and the Royal Thai Customs Department of the Kingdom of Thailand entered into a Memorandum of Commitment for the Pilot Implementation of the ASW Project wherein they agreed to implement the ASW on a pilot basis in a phased approach. The first phase consists of exchange of information on: (1) Customs Declaration Document and its information and data, and regulatory documents of relevant agencies such as the Certificate of Origin (CEPT Form D). The second phase includes the implementation of end-to-end cargo clearance process that will involve the six spokes of the ASW conceptual model, with the aim of eventually rolling out the ASW working model to other ASEAN members within three years. The following communication standards were employed: Message Handler – ebMS Version 2.0; Communication Protocol – SOAP and Message standard – XML. While on the data and communication security, Public Key Infrastructure (PKI) was introduced as well as the digital signature as provided for by a third party Certificate Authorities (CA). The Director-General of Royal Thai Customs have expressed their eagerness to implement this live to further developed and interfaced with the National Single Window systems of other ASEAN members and it was suggested by the Philippine government to go live by 2nd quarter of this year.</p> <p>We also have started meeting the pilot agencies for the implementation of the National Single Window. The exchange of information between the Bureau of Customs and other ten (10) other government agencies will start by April 2007.</p>
<b>The Russian Federation</b>	<p><i>See also The Russian Federation Case Study</i></p> <ul style="list-style-type: none"> <li>• It was put into practice the Advanced Information Exchange on transportation of goods and conveyance between the Russian Customs Service and “the Russian Railway Company”.</li> <li>• Customs’ project of the programme TEDIM between the Russian and Finnish Customs Services was completed in 2004.</li> <li>• The project “the Kaliningrad transit” between the FCS of Russia and the European Commission was realised. The project provides the transit declaration’ for EU filling on the territory of the Russian Federation and its automatic transfer from the Information System of the FCS of Russia to the New Computer Transit System of the EU Customs Services.</li> <li>• The Russian Customs Service carrying out the information exchange with Customs Services of Ukraine and Kazakhstan on goods and conveyance transported across the borders.</li> <li>• The project on use of the Advanced Information concerning goods imported from Lithuania into Russia by vehicle was implemented.</li> </ul>
<b>Singapore</b>	<p>Not answered</p>
<b>Chinese Taipei</b>	<p>Chinese Taipei’s Customs Internet already has technical systems in place to support customs-to-customs data exchange. What we lack now is an agreement between Customs Administrations.</p>
<b>Thailand</b>	<p>We have established the ASEAN Single Window Pilot Project between Thailand and Philippines.</p>



<b>United States</b>	In early ITDS development Customs conducted a Single Window proof of concept under the North American Free Trade Agreement (NAFTA) called the North American trade Automation Prototype (NATAP). NATAP harmonized data and message requirements among Canada, the US and Mexico. All three economies were pleased with the outcome of the prototype. A separate evaluation of the prototype is available on request.
<b>Viet Nam</b>	Not available at this moment.

***The Russian Federation Case Study***

In December 2002 the Customs Services of Russia, Finland, and Sweden signed tri-parted Protocol on organization of "Green Corridor" project on transaction of goods from the EU member-states to the Russian Federation. Briefly, functional description of the system consists in the following: during the interactions of the Customs Information Systems of the participants the information on transported goods and conveyance is provided by the exporters. This data is transferred by the means of information environment to the customs system of Federal Customs Service (FCS of Russia). Received data are processed online by the information system and it is transferred to the Border Customs Service.

# CAPACITY BUILDING

## QUESTION 36

Please identify areas where you would like assistance, or where you could share experience or technical knowledge

**Recommendation 5:** The SCCP identify and coordinate relevant capacity building Single Window activities.

Assistance that can be given:

<b>Australia</b>	<p>Australia is able to provide assistance in the areas of:</p> <ul style="list-style-type: none"> <li>• Data mapping to the WCO Data Model.</li> <li>• Harmonization of Custom and OGA data requirements with the WCO.</li> <li>• Development of a risk management approach that uses automated risk assessment tools and techniques.</li> </ul>
<b>Canada</b>	<p>CBSA can offer its assistance in:</p> <ul style="list-style-type: none"> <li>• The documenting of data requirements and cross-referencing to WCO version 2 and preparing DMRs for WCO v.3.</li> <li>• Also, CBSA has experience in the analysis and documentation of business processes and requirements.</li> <li>• Furthermore, CBSA can share its experience with the design, development and implementation of advanced EDI reporting and the Single Window model</li> </ul>
<b>Chile</b>	<p>Experience or technical knowledge we could share:</p> <ul style="list-style-type: none"> <li>• Chilean experience in the integration of government agencies.</li> <li>• Development of web services.</li> </ul>
<b>China</b>	<p>Development and management experiences. Technical solution.</p>
<b>Indonesia</b>	<p>To identify and measure process electronically in portal system about licensing (related with programming).</p>
<b>Japan</b>	<p>We can provide assistance in the area of import and export procedures, automation of entrance procedures and risk analysis for import and export procedures.</p>
<b>Korea</b>	<p>Capacity building programs for the establishment of Single Window:</p> <ul style="list-style-type: none"> <li>• Data harmonization and standardization of Single Window.</li> <li>• Technical assistance for Internet based H/W S/W, communication network, and data security.</li> <li>• Facilitation of Single Window and development of a client-oriented customer portal.</li> </ul>

<b>Peru</b>	<p>We could share experience in:</p> <ul style="list-style-type: none"> <li>• Utilization of the EDIFACT standards for the cargo manifest.</li> <li>• Steps for integrating the Customs Administration with the Customs Community.</li> <li>• Utilization of the communication standards: web services.</li> </ul>
<b>The Russian Federation</b>	<p>Consultancy and recommendations on planning, implementation and application of the Single Window Concept.</p>
<b>Chinese Taipei</b>	<p>We would be able to share our experience in implementation and also technical knowledge.</p>
<b>Singapore</b>	<p>Singapore is willing to share her knowledge on the implementation of TradeNet® and is actively engaged in the ASEAN Single Window project.</p>

**Assistance would be appreciated in the following areas:**

<b>Chile</b>	<p>We would appreciate assistance on the following areas of knowledge:</p> <ul style="list-style-type: none"> <li>• Practical knowledge of internationally recognised standards for the harmonization of customs and trade documentation.</li> <li>• UCR.</li> <li>• Capacity building for Project.</li> <li>• Management of government initiatives on an economy-wide basis.</li> </ul>
<b>Malaysia</b>	<p>Assistance required:</p> <ul style="list-style-type: none"> <li>• Mapping of Malaysian Customs import/export data set to WCO Data Set version 2.0 and UNTDED;</li> <li>• Consolidation and harmonization of Malaysian data set;</li> <li>• Mapping of Malaysian data set to WCO Data set version 2.0 and UNTDED (and UNEDocs if necessary)</li> <li>• Technical training on data modeling using UMM;</li> <li>• Seminar/Workshop on UNTDED, UNEDocs, UN Layout Key, Single Administration Document, XML; and</li> <li>• Other related standards relevant for Single Window implementation.</li> </ul>
<b>Papua New Guinea</b>	<p>PNG would like assistance in developing a plan or undertaking a feasibility study on the over-all development of a National Single Window. The study report can be the basis to get the government to fully support the implementation of a National Single Window.</p>

<b>Peru</b>	<p>We would like assistance in:</p> <ul style="list-style-type: none"> <li>• All services included in questionnaire's PART B are highly interesting for the second phase of our National Single Window.</li> <li>• Instruments and standards for implementing Single Window</li> </ul>
<b>Philippines</b>	<p>More information on the following:</p> <ul style="list-style-type: none"> <li>• Cert. Authorities</li> <li>• WCO Data Set 2.0</li> <li>• UCR</li> </ul>
<b>Thailand</b>	<p>Assistance required for WCO Data Set and UCR technical training.</p>
<b>Viet Nam</b>	<p>Areas that need support:</p> <ul style="list-style-type: none"> <li>• Reviewing and establishing relevant regulatory frameworks.</li> <li>• Establishment of mechanism of coordinating, information exchange and security.</li> <li>• Development of technology applications, designing architecture for the Single Window.</li> </ul>

# LESSONS LEARNT

## QUESTION 37

Please provide any lessons you have learnt that may assist economies in their planning, development or maintenance phases

<b>Australia</b>	<ul style="list-style-type: none"> <li>• Strong, sustained political support is critical.</li> <li>• Industry participation and “buy in” is essential.</li> <li>• Form strong links with government agency experts.</li> <li>• Establish a robust governance model.</li> <li>• Where possible, use international experience.</li> </ul>
<b>Canada</b>	<p>Phase I provided CBSA with the opportunity to attain:</p> <ul style="list-style-type: none"> <li>• A better understanding of each other’s role in the trade process.</li> <li>• Improved level of service with the trade community.</li> <li>• Efficient and effective delivery of Single Window programs.</li> <li>• Importance of consultations with stakeholders.</li> <li>• Increased technical knowledge to aid in the design and development of future implementations.</li> </ul>
<b>Chile</b>	<ul style="list-style-type: none"> <li>• Paper Culture.</li> <li>• High percentage of manual procedures in different services.</li> <li>• Unequal implementation of ICT in the participating agencies.</li> <li>• Insufficient co-ordination between foreign trade actors.</li> <li>• Some of the destination countries and economies still do not accept the use of electronic signature.</li> </ul>
<b>Indonesia</b>	<p>What we need is not only political will of all related parties but also political commitment.</p>
<b>Japan</b>	<p>In order to realize SW system, strong political will is indispensable. And regarding to development, view of users should be examined and convenience for applicants should be considered.</p> <p>Regarding to operation included in SW system, it is necessary to consider the timing of individual application, similarity of requested information etc.</p>
<b>Korea</b>	<p>Building a SW is fundamentally a process reengineering and innovation project that overs numerous parties involved in the international trade. It must be conducted with strong focus on users of administrative service. Therefore, it cannot be successful without strong will and leadership. Only with unshaken political determination can participating organizations’ different interests be harmonized from a customer-centric point of view.</p>

<b>Singapore</b>	The main success of TradeNet® lies in the Government's foresight in identifying the problems, finding a solution and championing the implementation. The cohesiveness of all the stakeholders, the systematic planning with phased implementation strategy as well as the adoption and use of appropriate technology are also pivotal to success.
<b>Chinese Taipei</b>	The most critical factors for success are the degree of determination shown by the government and support from industry.
<b>Thailand</b>	Action Plan should be identified detail of all activities and actions required for the whole steps of development, implementation and responsibility of relevant agencies including the initiative of the pilot project focusing on the readiness area in terms of human resource, clear understanding, acceptance of technology and facilities.
<b>Peru</b>	It is advisable to have an established methodology for project development in order to distinguish each participant role, schedules, implementation details and others, which allow to follow-up the Project, and to make sure it is fulfilled. Commitment at the highest level is critical for getting an active participation of all government agencies.

## OTHER COMMENTS

<b>Brunei Darussalam</b>	Brunei Darussalam recently established a National Steering Committee for the implementation of National Single Window (NSW). Problems and issues of implementation is still discussed among the participating agencies. Model and concepts of Brunei Darussalam NSW shall confirm with the guideline and technical specification of ASEAN Single Window.
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# APPENDICES

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## Appendix A: Single Window Working Group (SWWG) – Terms of Reference

### Background

In September 2006, APEC Sub Committee on Customs Procedures (SCCP) approved a Single Window initiative to address identified issues in implementing Single Window. This initiative will support and promote trade facilitation and security enhancements. As part of this initiative, a SWWG was formed to lead the development of a Strategic Plan and Development Report.

### Function of the Working Group

The role of the SWWG is to contribute to the development of a strategic direction for APEC members and to draw from best practice in order to develop the appropriate tools to assist members in the development of their own Single Windows.

The SWWG will conduct the majority of its business online and via teleconference calls.

The SWWG will be responsible for the development of the following deliverables:

- 1. Strategic Plan** – This will provide a framework to support the development of national Single Windows drawing from current Single Window initiatives, experience and supporting standards.
- 2. Development Report** – This will provide analysis of the questionnaire completed by APEC economies, an overview of the status of Single Window initiatives and future directions. Case studies will be used to demonstrate benefits for both business and government and best practice examples. It will identify areas where members may require or can provide assistance. The development report will also be a reference guide for international standards that will assist members with the implementation of Single Window. This will culminate in practical “next steps” for SW development in the APEC region.

The SWWG will develop a questionnaire to identify the work being undertaken by APEC economies on Single Window and the approach economies are taking in the development of a Single Window.

SWWG members will plan a workshop to be held in Australia in 2007. The workshop will be open to all APEC economies and the SWWG members will showcase the work undertaken by the group to date and seek input from the APEC economies on the strategic and development plans.

### Membership

The SWWG will be chaired by Australia and will comprise the following APEC economies: Australia; Canada; China; Japan; Korea; New Zealand; the Philippines; Singapore; the United States; and Viet Nam.

In addition the World Customs Organization (WCO), the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), ASEAN Secretariat and the Electronic Commerce Steering Group (ECSG) have been invited to participate in the work of the SWWG.

### Presentation to SCCP – June 2007

The Strategic Plan and the Development Report will be presented to SCCP for their consideration and subsequent recommendation to Committee for Trade and Investment (CTI).

### SWWG Conclusion

The term of the SWWG will conclude when the deliverables are presented to SCCP in June 2007.

## Appendix B: Agenda for Single Window Workshop April 15-18 2007 – Sydney, Australia

<b>Sunday, April 15 2007 – Single Window Working Group</b>	
<b>Half day Session – Single Window Working Group</b>	
<b>1.20pm – 1.30pm</b>	<b>ARRIVAL OF PARTICIPANTS</b>
1.30pm – 1.40pm	Opening Remarks from the Chair Ms Julie Olarenshaw, Australia
1.40 pm – 1.50pm	Round Table Introductions
1.50pm – 2.45pm	Logistical Run Through
<b>2.45pm – 3.00pm</b>	<b>AFTERNOON TEA</b>
3.00pm – 5.00pm	<b>Presentation Review Development Report</b> Development Report Overview International trade Regulatory Environment Goods Reporting Single Window Planning & Development Single Window in the Economies Funding and Governance for Single Windows Data / Information Standards Business Processes and Services Already Included and Operating in Your Single Window
	<b>Strategic Plan</b> Long term Vision for Single Window in APEC Overview of Content Recommendations
<b>END OF SESSION</b>	



<b>Monday, April 16 2007 – Day 1 - Single Window workshop</b>	
<b>8.30am – 9.00am</b>	<b>ARRIVAL &amp; REGISTRATION OF PARTICIPANTS</b>
9.00am – 9.10am	Opening Remarks from the Chair Ms Julie Olarenshaw, Australia
9.10am – 9.20am	Official Opening Mr Neil Mann DCEO, Passenger & Trade Facilitation, Australian Customs Service
9.20am – 9.40am	<b>Presentations</b> <i>Overview of Single Window Working Group</i> Presented by Ms Julie Olarenshaw Chair, Single Window Working Group
9.40am – 10.00am	<i>The WCO and Single Window</i> Presented by Mr Robert Struthers Technical Officer, Facilitation World Customs Organisation
<b>10.00am – 10.20am</b>	<b>GROUP PHOTOGRAPH</b>
<b>10.20am – 10.50am</b>	<b>MORNING TEA</b>
10:50am – 11:10am	<i>United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)</i> Presented by Mr Bill Nolle (for Mr Khan) International and Trade Manager US Customs and Border Protection
11.10am – 11.30am	<i>The Philippine-Thailand Pilot Project for the ASEAN Single Window</i> Presented by Mr Alexander Arevalo Deputy Commissioner, Management Information Systems and Technology Group, Bureau of Customs, Philippines
11.30am – 11.50am	<i>Single Window Development – The Experience of Perú</i> Presented by Ms María del Rosario Huamán Planning and Strategy for e-Gov Office Tax Collection and Customs Administration, Perú
11.50am - 12.10pm	<i>Facilitating Cross Border Paperless Trading and Customs Clearance: Chinese Taipei's Experience</i> Mr Tzu-Chu Chen Deputy Director, Directorate General of Customs, Ministry of Finance, Chinese Taipei
12.10pm – 12.30pm	Question and Answer session with presenters
<b>12.30pm – 1.30pm</b>	<b>LUNCH</b>
1.30pm – 1.50pm	<i>What A Single Window Means To The Shipping Industry</i> Mr Llew Russell Chief Executive Officer Shipping Australia Limited
1.50pm – 2.10pm	<i>The Single Window: A Small Business Perspective</i> Dr Brent Davis Director Trade and International Australian Chamber of Commerce and Industry

2:10pm – 2.30pm	<i>Clearview: An EU Initiative For A Low Cost Single Window Access Model To Ensure Small Business Competitiveness</i> Mr Conor O’Riordan Chief Executive Officer CP3 Group
2.30pm – 2.50pm	Question and Answer session with presenters
<b>2.50pm - 3.20pm</b>	<b>AFTERNOON TEA</b>
3.20pm – 3.45pm	<i>IATA e-freight and Single Window Legal Issues</i> Ms Rita Filiaggi Head of IATA e-freight Governmental-Legal & Strategic Development International Air Transport Association
3.45pm – 4.05pm	<i>APEC Electronic Commerce Steering Group</i> Mr Jesús Orta Martínez Deputy Director-General Ministry of Economy, Mexico
4.05pm – 4.25pm	<i>Establishing And Operating ASEAN Single Window: Challenges And Initial Achievements</i> Mr Quang Anh Le Senior Officer Bureau for Economic Integration ASEAN Secretariat
4.25pm – 4.45pm	Question and Answer session with presenters
4.45pm – 5.00pm	Remarks from the Chair Ms Julie Olarenshaw
<b>END OF SESSION</b>	

<b>Tuesday, April 17, 2007 – Day 2 – Single Window workshop</b>	
9.00am – 9.10am	Opening Remarks from the Chair Ms Julie Olarenshaw, Australia
9.10am – 9.25am	<b>Development Report</b> <i>Development Report Overview</i> Presented by Korea Mr. Dae-Ho, Kwon Assistant Director Trade Cooperation Division Korea Customs Service
9.25am – 9.45am	<i>International Trade Regulatory Environment</i> Presented by People's Republic of China Mr Song Xin Yang Director, Department of International Cooperation General Administration of China Customs
9.45am – 10:05am	<i>Goods Reporting</i> Presented by the Philippines Mr Alexander Arevalo Deputy Commissioner Bureau of Customs, Philippines
10.05am – 10:25am	<i>Single Window Planning &amp; Development</i> Presented by Canada Mr Eric Sunstrum Manager, Advance Interdepartmental Reporting Initiative Canada Border Services Agency
10.25am – 10:45am	<i>Single Window in the Economies</i> Presented by Viet Nam Mr Dao Duc Hai Deputy Director, International Cooperation Department General Department of Viet Nam Customs
<b>10.45am – 11.15 am</b>	<b>MORNING TEA</b>
11.25am – 11.45pm	<i>Funding and Governance for Single Windows</i> Presented by New Zealand Mr Kit Hickey Senior Trade Policy Officer New Zealand Customs
11.45pm – 12.05pm	<i>Data / Information Standards</i> Presented by Japan Mr Yoshikazu Sakai Director, Information Management Office, Customs and Tariff Bureau Ministry of Finance
12.05pm – 12.25pm	<i>Business Processes and Services Already Included and Operating in Your Single Window</i> Presented by Singapore Ms Elaine Yeo International and Planning Branch Singapore Customs

12.25pm – 12.45pm	<b>Strategic Plan</b> Presented by United States Mr Bill Nolle International and Trade Manager US Customs and Border Protection
<b>12.45pm – 2.00pm</b>	<b>LUNCH</b>
2.00pm – 3.30pm	Breakout Group Session
	<b>Group 1:</b> Strategic Plan and Development Report Q1-14 To be facilitated by Ms Marianne Wong Mee Wan
	<b>Group 2:</b> Strategic Plan and Development Report Q9-20 To be facilitated by Mr Bill Nolle
	<b>Group 3:</b> Strategic Plan and Development Report Q21-33 To be facilitated by Mr Kit Hickey
	<b>Group 4:</b> Strategic Plan and Development Report Q28-37 To be facilitated by Mr Eric Sunstrum
<b>3.30pm – 3.50pm</b>	<b>AFTERNOON TEA</b>
3.50pm – 5.00pm	Breakout Group Session (continued)
<b>END OF SESSION</b>	

**Wednesday, April 18, 2007**

<b>Day 3 - Single Window workshop</b>	
9.00am – 9.10am	Opening Remarks from the Chair Ms Julie Olarenshaw, Australia
9.10am – 10.30am	Groups to finalise review of: <ul style="list-style-type: none"> <li>• Recommendations and Strategic Plan</li> <li>• Recommendations and Development Report</li> </ul>
<b>10.30am – 10.50 am</b>	<b>MORNING TEA</b>
10.50am – 11.20am	<b>Group 1:</b> Presentation by nominated member To be facilitated by Ms Marianne Wong Mee Wan
10.50am – 12.20pm	<b>Group 2:</b> Presentation by nominated member To be facilitated by Mr Bill Nolle
10.50am – 12.20pm	<b>Group 3:</b> Presentation by nominated member To be facilitated by Mr Kit Hickey
10.50am – 12.20pm	<b>Group 4:</b> Presentation by nominated member To be facilitated by Mr Eric Sunstrum
12.20pm – 12.45pm	Wrap up session & Farewell to participants Ms Julie Olarenshaw, Australia
12.45pm – 1.00pm	Official Closing Ms Gail Batman Regional Director, NSW Australian Customs Service
<b>1.00pm – 2.00pm</b>	<b>LUNCH</b>
<b>END OF WORKSHOP</b>	

	<b>Single Window Working Group</b>
2.00pm – 3.00pm	Review and incorporate comments from breakout sessions into drafts <ul style="list-style-type: none"> <li>• Strategic Plan</li> <li>• Development Report</li> </ul>
<b>3.00pm – 3.20pm</b>	<b>AFTERNOON TEA</b>
3.20pm – 5.00pm	<b>Wrap Up Session</b> What's next? <ul style="list-style-type: none"> <li>• Finalise outstanding task list in preparation for presenting deliverables to SCCP 2 in June 2007</li> </ul>
<b>END OF SESSION</b>	

