



UNECE

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**Creating enabling environment for
Single Window implementation
for export and import clearance
and data harmonization**

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Trade Facilitation & the Single Window

PROBLEM – In order to carry out a foreign trade operation various control agencies require about 40 documents with often repeated data

=> SOLUTION:

- Simplify or cut procedures or documents
- Align them with international standards
- Automate documents and processes

RESULT: goods and trade information move faster across borders

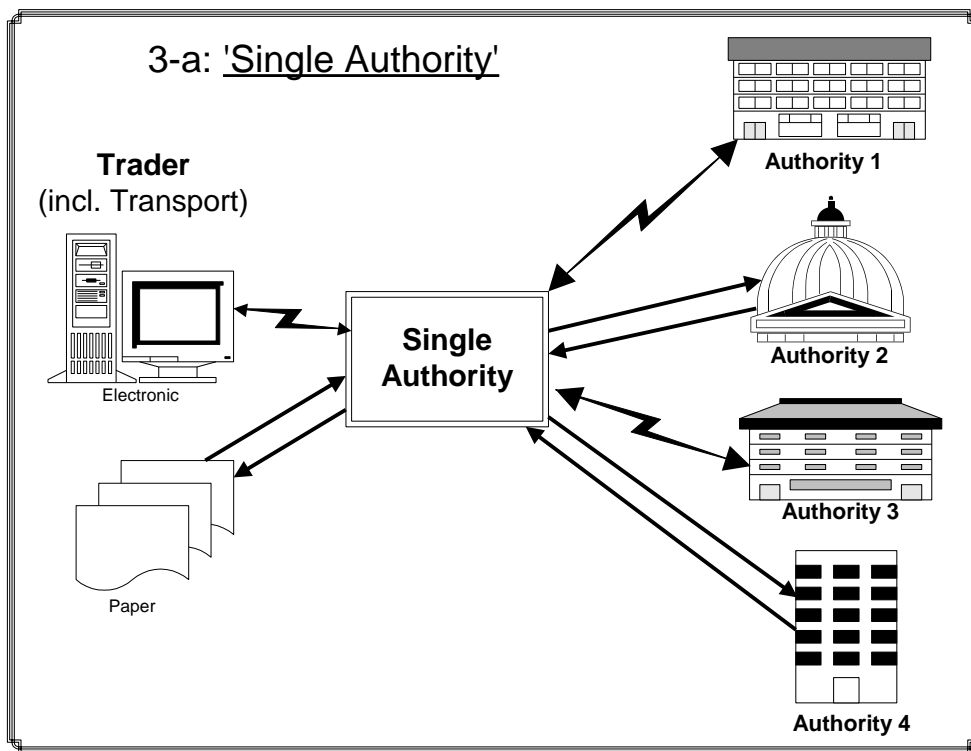


The “Single Window” helps solve this problem!



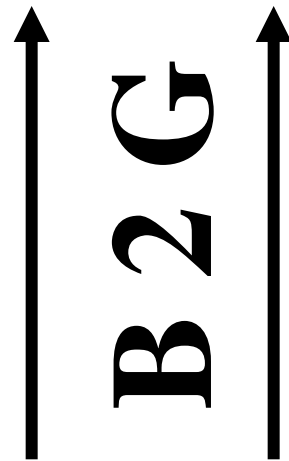
What the Single Window is: virtual info exchange

Definition (Rec.33): a system that allows all participants in trade and transport file requested information in only one place, in a standard format, in order to carry out import, export and transit operations.



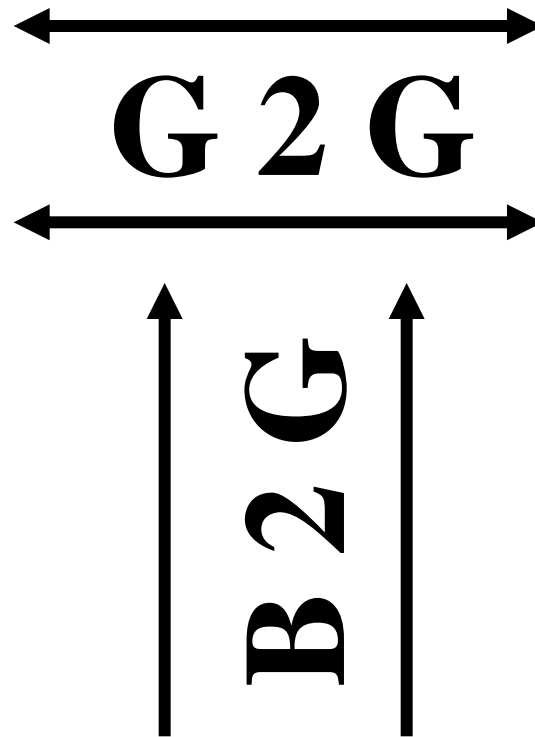


Information flows



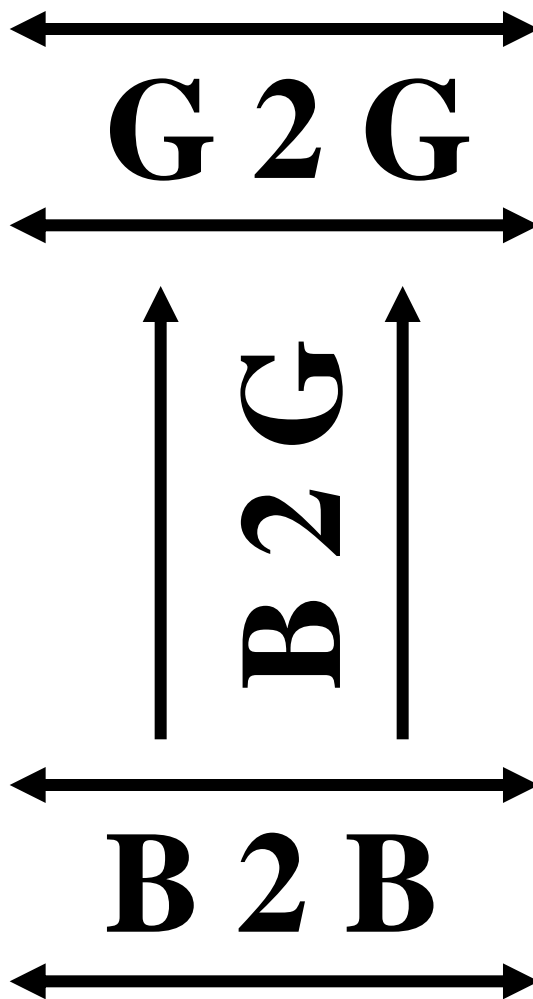


Information flows





Information flows

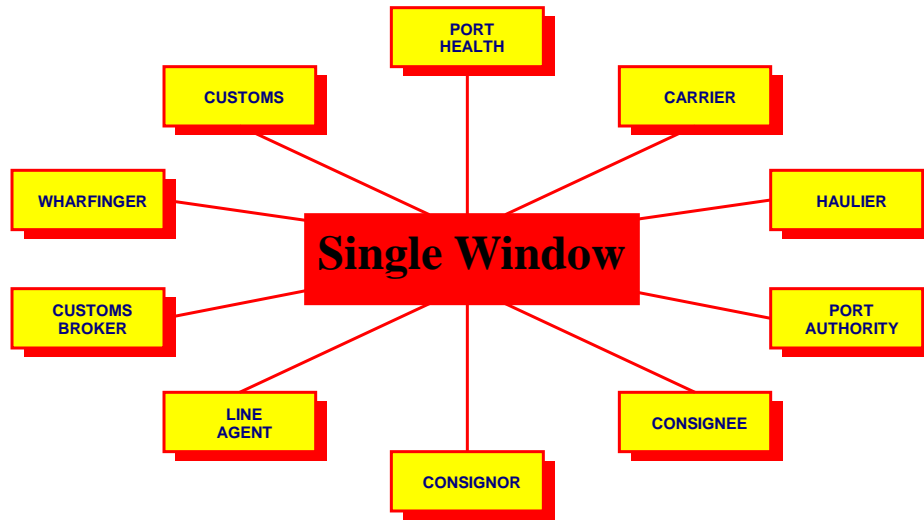
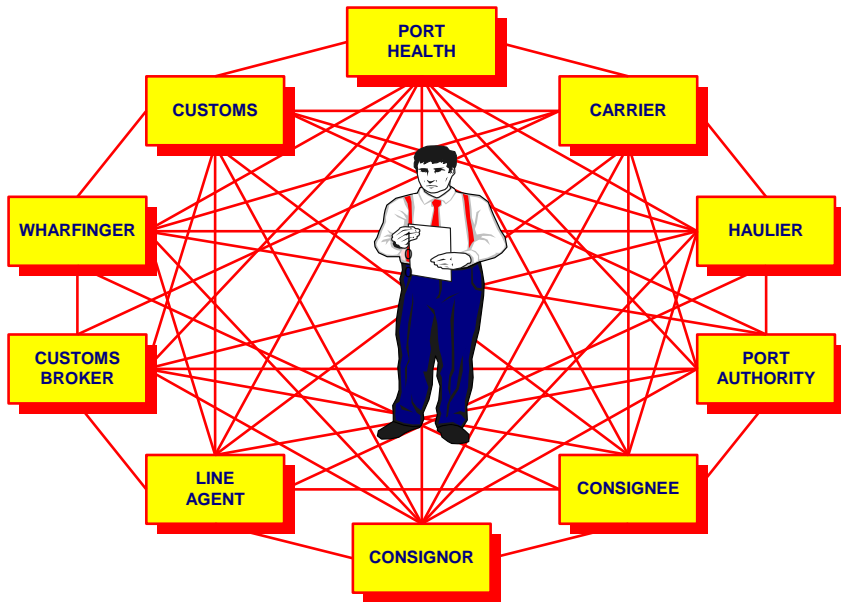




Community service: A Single Window

FROM

TO



Mountains of paper

30% mistakes

Weeks for clearance

Customs, export, import, etc. processes together

Many documents filed together

Appr. 1 hour for clearance

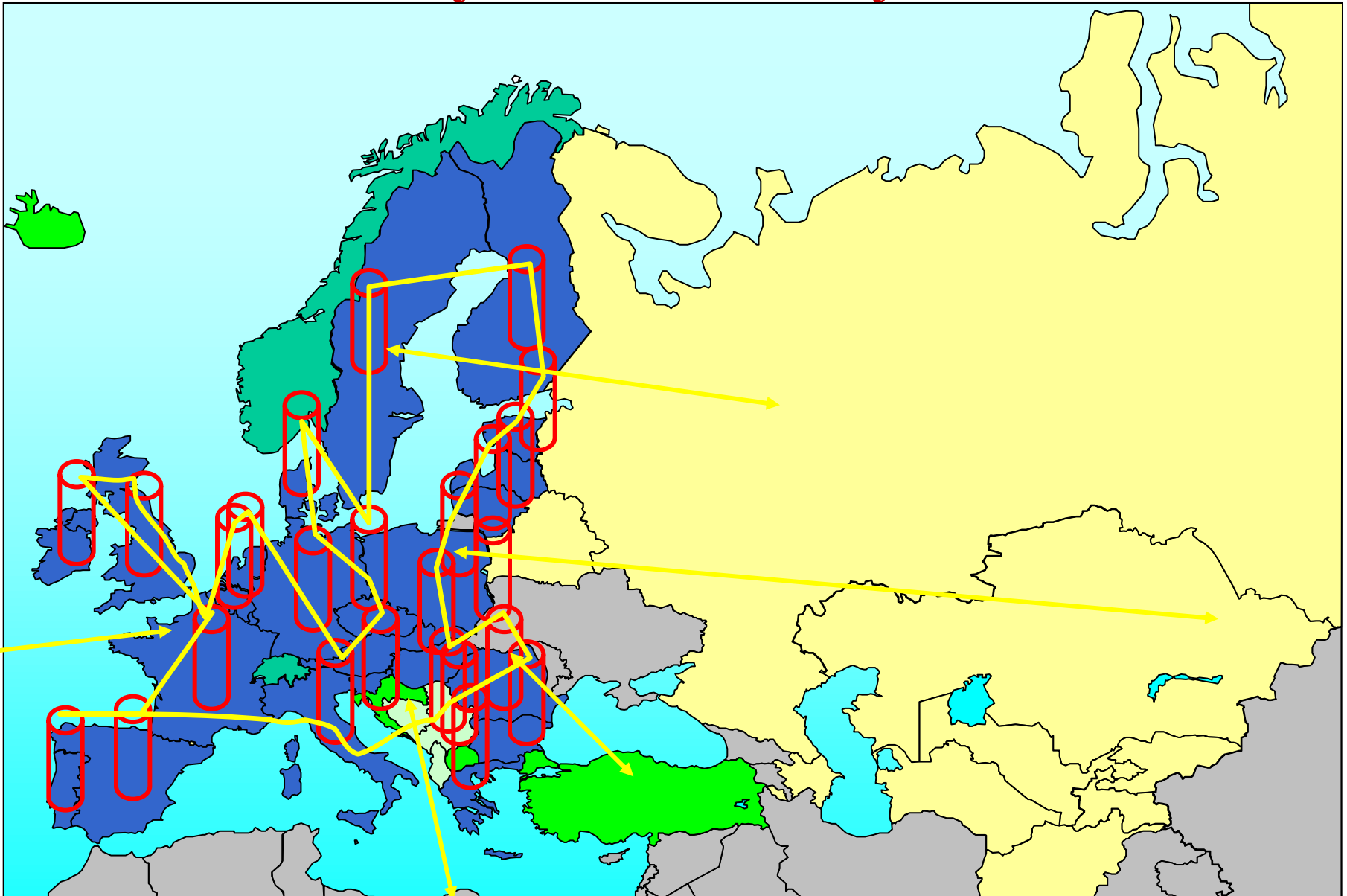


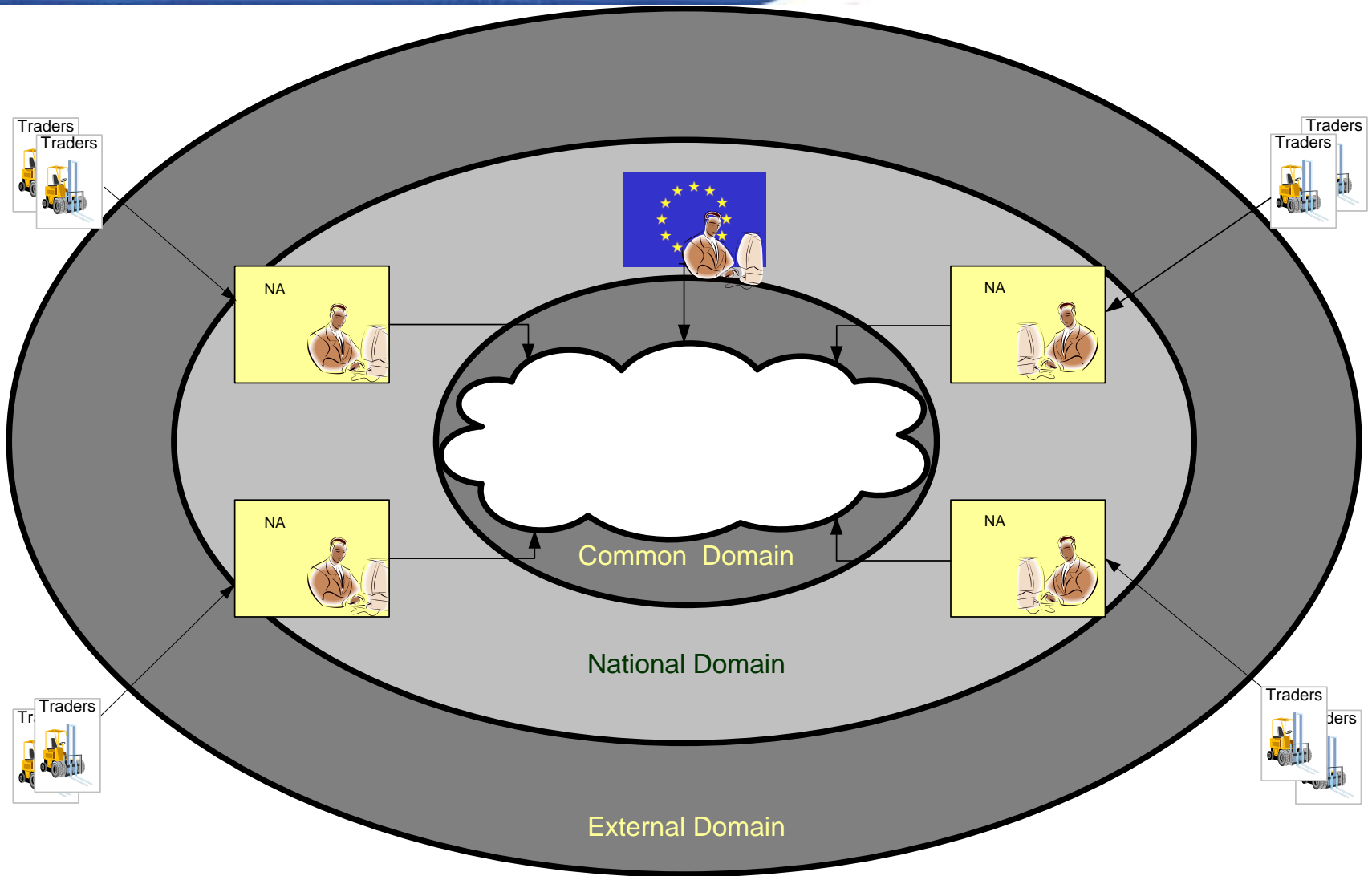
Single Window in the EU

- Full scope Single Window (in phases)
- Customs oriented and managed – goods only;
- Lodge all information with Customs electronically
- 27 interoperable national SW systems (not just one)
- Based on international standards
- Deadline not set
- No shift of competences between administrations
- Standardised tool for Customs controls
- Veterinary and agricultural docs chosen as a pilot



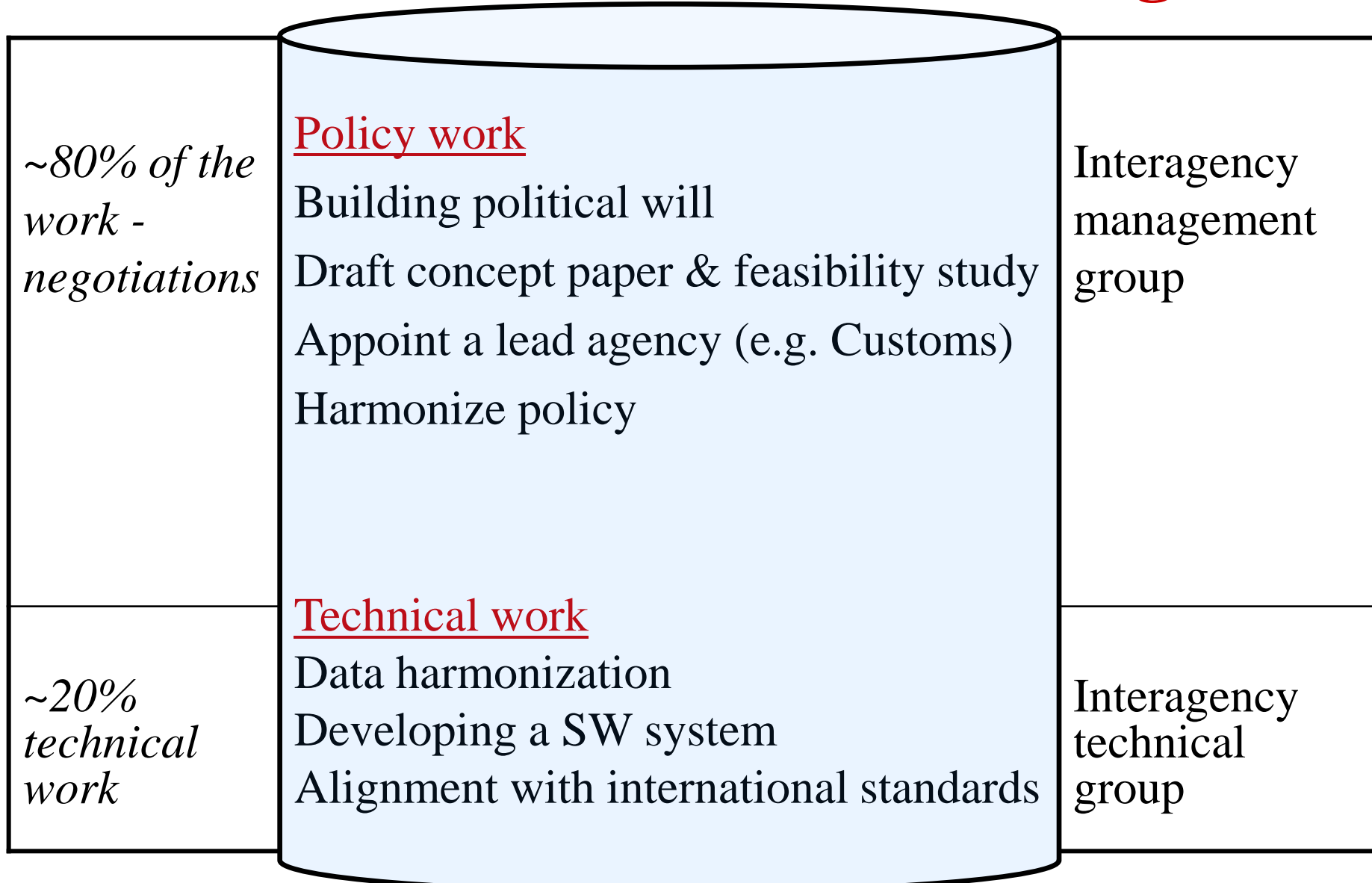
Set of 27 SW systems linked by int'l standards







Two directions of work in building a SW





UNECE/CEFACT Recommendations

1. Rec.33: The Single Window Concept
2. Rec.34: Data Harmonization
3. Rec.35: Creating enabling legal environment
4. Rec 36 to be developed: Interoperability of Single Window systems

+ standards and tools of WCO, EU, sectorial organizations (IMO, IATA e-freight, e-TIR, etc. tools)



Step-by-Step SW Implementation / Master Plan (guiding document for all agencies) UNECE Recommendation 33

- 1. Business can make a well argued request**
- 2. Create interagency groups:**
 - 1. of decision-makers**
 - 2. of technical specialists**
- 3. Develop a Single Window Concept**
- 4. Build political will**
- 5. Feasibility study / Analysis of purpose/cost**
- 6. Selection of a lead agency / implementing agency**
- 7. Draft a Work Plan**
- 8. Creating the technical system: data harmonizat^o, start step-by-step: e.g. licenses**



In the feasibility study: What should be done/analyzed?

What processes to cover
(in each location)?

Freight

Import

Export

Customs clearance

Statistics

Certification

Transportation (road / railway)

Dangerous goods

Payment

etc.

What documents to
cover?

Manifests (with amendments)

Certificates (phytosanitary, sanitary,
technical standards, compliance,
origin, etc.)

Consignment notes and other
transport documents

Invoices

Licenses

Inspection acts

etc, etc.



Why harmonize data? (Rec.34)

In order to:

- Create enabling environment for SW (“same language”)
- Link different countries’ SW systems
- Create electronic (XML) documents with shared data

Using international standards:

(a) UNTDDED <http://www.unece.org/trade/untdded/untdded2005.pdf>

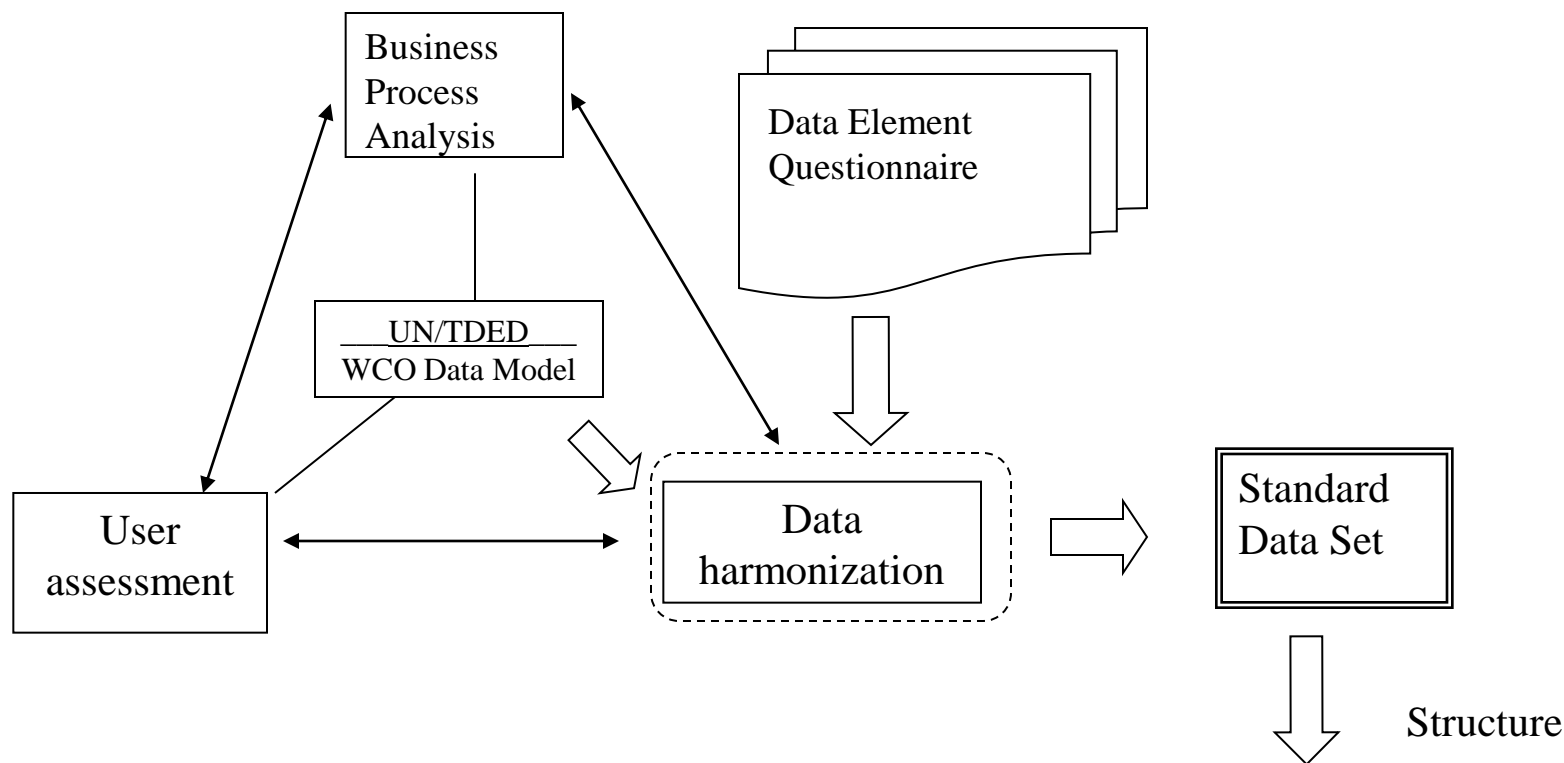
(b) WCO Data Model

(c) Core Components

Using int’l best practice (USA, EU, Aus, East Asia)



Data harmonization & modelling (US best practice / UNECE draft Rec.34)



**Data modelling (incl. mapping to UNTDED)
Regional agreement / harmonized data model**



Harmonization Steps

Document-by-document; national -> regional

- **Capturing**
 - Identifying and inventorying agencies requirements
- **Defining**
 - The meaning – what information is conveyed
- **Analyzing**
 - Comparing similar names and definitions
- **Reconciling**
 - Agreement to use one name, definition, coding



Data in phytosanitary certificate, FAL1 form

31	PSC-RE	** *	4412	**	Packaging condition	Values include "packed" or "repacked"	
32	PSC-RE	** *	4412	**	Container condition	Values include "new" or "original"	
33	PSC-RE	** *	**	**	Basis for certification	Values include "original phytosanitary certificate" or "additional inspection"	
	FAL1				arrival or departure		
1.1a	FAL1	T005	8212		Name of ship	Name of a specific means of transport such as the vessel name	
1.1b	FAL1	T010	8179		Type of ship	Code specifying a type of means of transport.	
1.2	FAL1	T006	8213		IMO number	To identify a specific means of transport such as the International Maritime Organisation number of a vessel	
1.3	FAL1	240	8213		Call sign		
1.4	FAL2	149			voyage number		S.P.Sahu has included it (?)
2a	FAL1	L054	3392, 3393, or 3225 (location.Identifier)		Port of arrival	Name or code identifying the port, airport or other type of location at which a means of transport is scheduled to arrive or has arrived	The use of Recommendation 16: The UN/LOCODE is recommended. 3392 (text), 3393 (coded); or as suggested by Kenji Itoh in Japan: 3225 (location.Identifier)
2b	FAL1	L053	3214, 3215		Port of departure	Name or code identifying the	The use of Recommendation 16: The UN/LOCODE is



UN Trade Data Elements Directory UNTDED

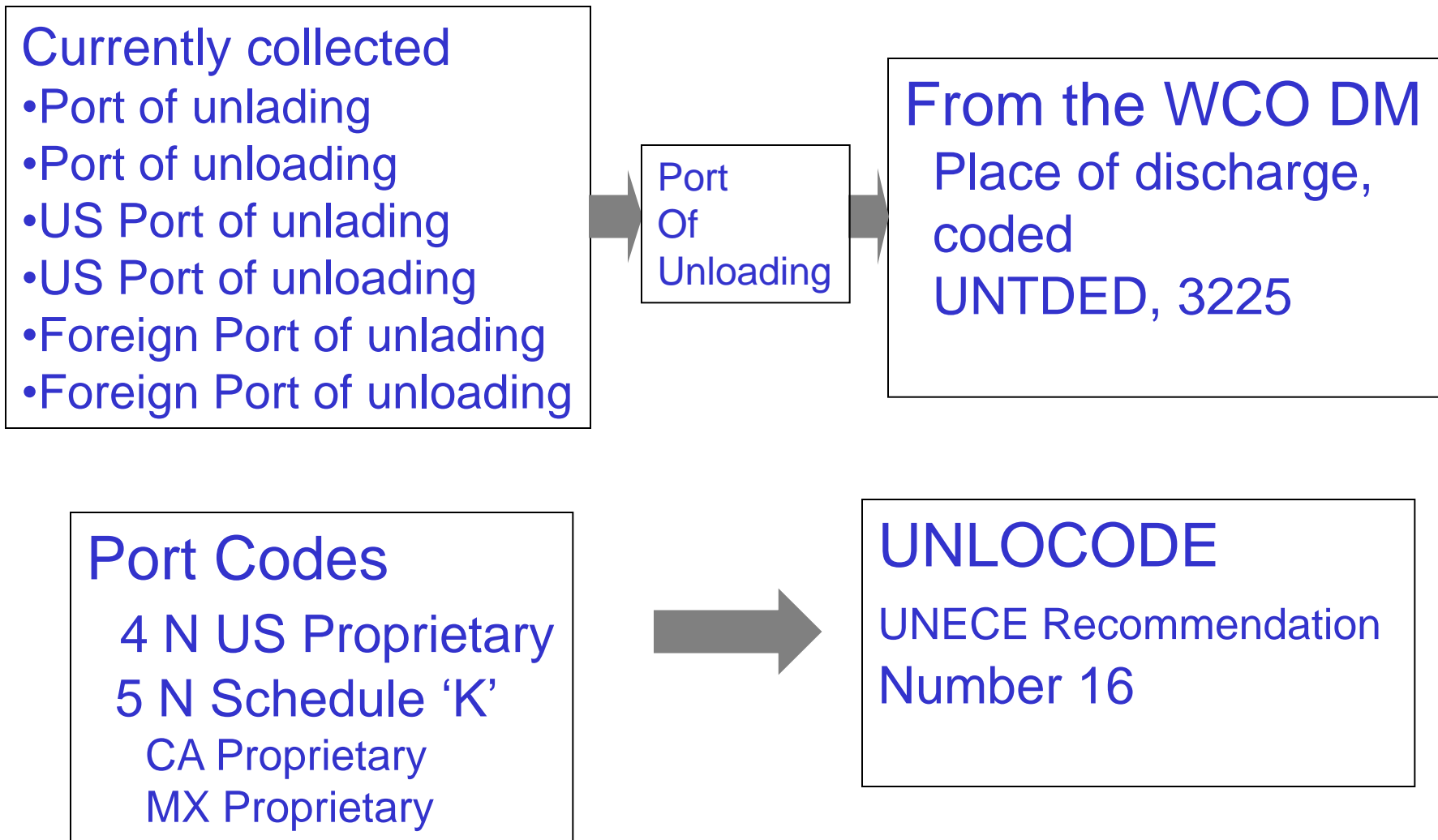
B2		Document. Type Name.Text		
A	B	C	D	E
	UID ISO7372 TDED Name	Definition	TDED repr.	Locations, Bridges
1				
2	1000 Document. Type Name.Text	Free text name of a document such as 352 for Proforma invoice, 380 for Commercial invoice.	an..35	UNLK: L 02, P 45-80 MAR: IMO/FAL 1-7
3	1001 Document. Type.Code	Code specifying the name of a document such as 352 for Proforma invoice, 380 for Commercial invoice.	an..3	UNLK: L 04, P 41-45 CIMP: (120): a1 SAD: (SAD 1(first to third subdivision))
4	1099 Transport Means. Stay.Identifier	Identifier of the stay of a means of transport in a port or airport	an..35	
5	4219 Transport Service. Priority.Code	Code specifying the priority of a transport service.	an..3	CIMP: (704):a1
6	5068 Invoice. Line Item. Amount	Total sum charged with respect to a single line item of an invoice.	n..18	UNLK: L 56, P 63-80
7	5070 Consignment. For Customs Total.Amount	Total amount for customs purposes of all goods in a consignment, whether or not they are subject to the same customs procedure, and have the same tariff/statistical heading, country information and duty regime	n..18	AWB: L 24, P 71-81 CIMP: (509):n..12, or the letters 'NCV'
8	6094 Consolidation. Package.Quantity	Count of the total number of packages in all of the consignments referred to as one consolidation.	n..16	
9	6292 Goods Item. Gross Weight.Measure	Weight (mass) of goods including packaging but excluding the carrier's equipment.	n..14	AWB: L 33-44, P 13-19 CIM: L 28-33, P 63-74 (CIM 26) CIMP: (600):n..7 CMR: L 28-42, P 63-71 (CMR 11) SAD: (SAD 35) UNLK: L 28-52, P 63-74
10				



Capturing, Defining, Analyzing, Reconciling

HARMONIZE

STANDARDIZE



Why align data with international standards?

Eight cities in the world called Odessa:

in the USA:

US ODF (FL)
US ODG (MO)
US ODS (NY)
US OSD (TX)
US ZGY (DE)
US ZOA (NE)

in Canada:

CA ODE (ON)

in Ukraine:

UA ODS

...just try to send a container using electronic means of data exchange to Odessa, Canada, without using UN/LOCODE



Problem:

Inconsistent definitions of the same data

Name of
a person

- Robert Shawn Triebel Ireland (WCO)
- Robert Ireland
- Robert
- Mr. Ireland
- Ireland, Robert S. T.
- Bob

In Russia: Robert Shawn Triebel ...

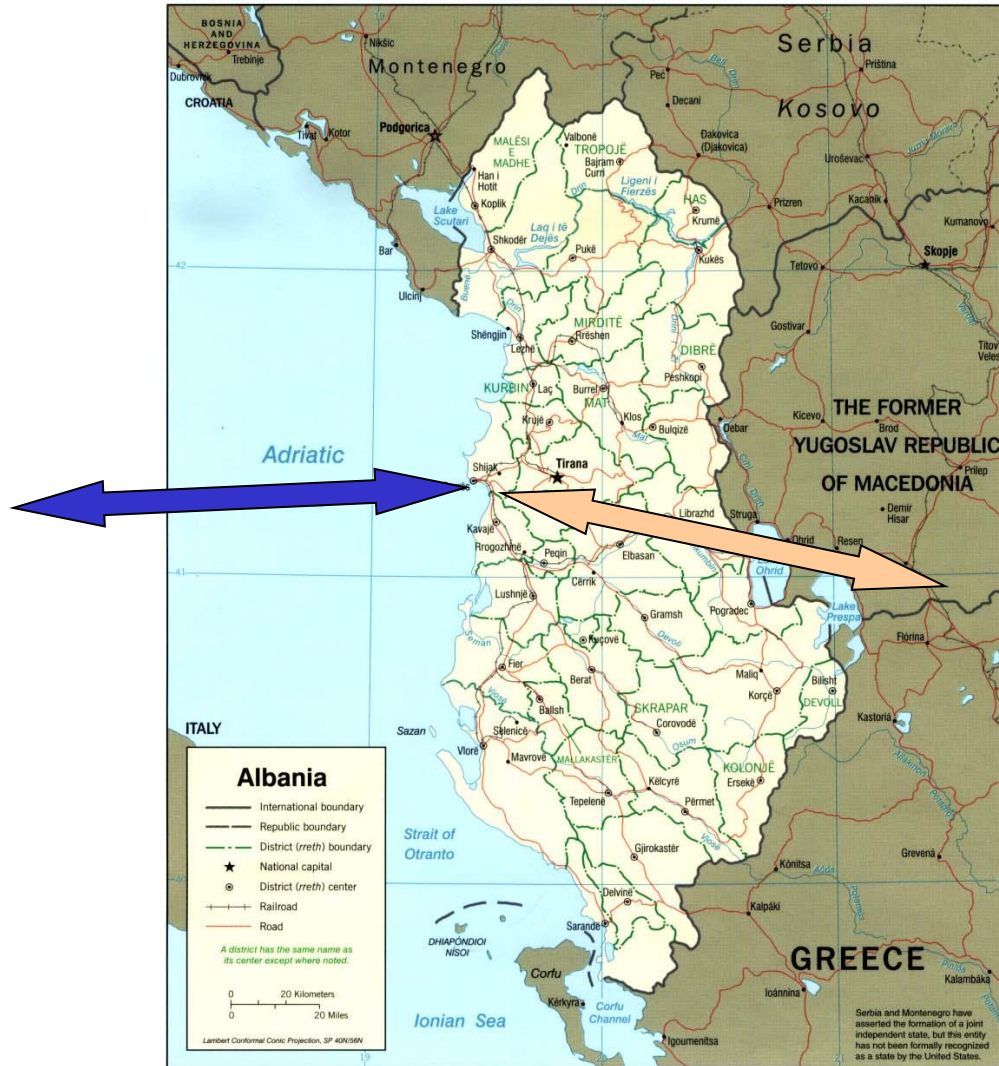
Solution:

The Core Components
Library of UN/CEFACT

The foundation: definition of the formats and semantic content of data

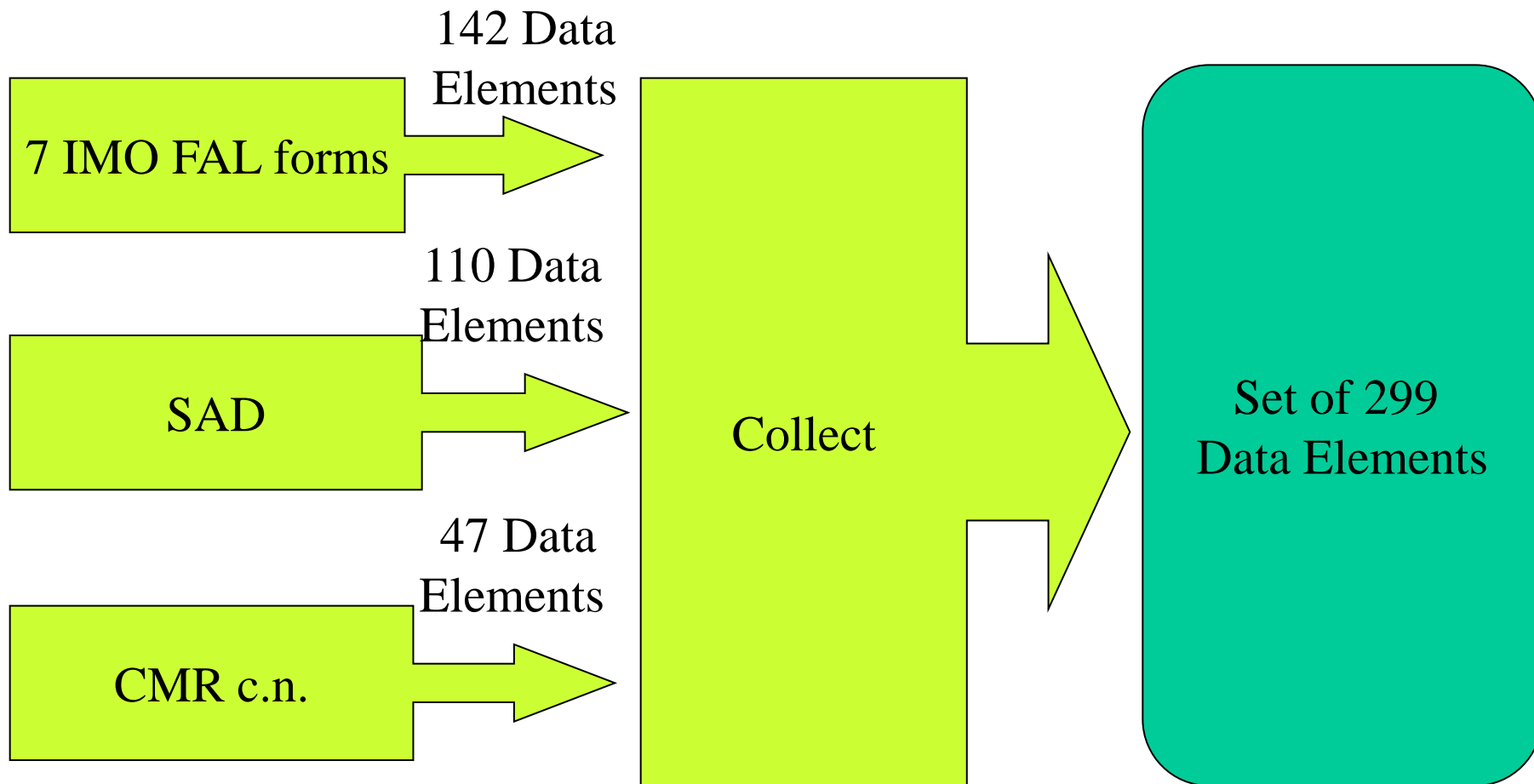


Practical example: e-corridor / transit





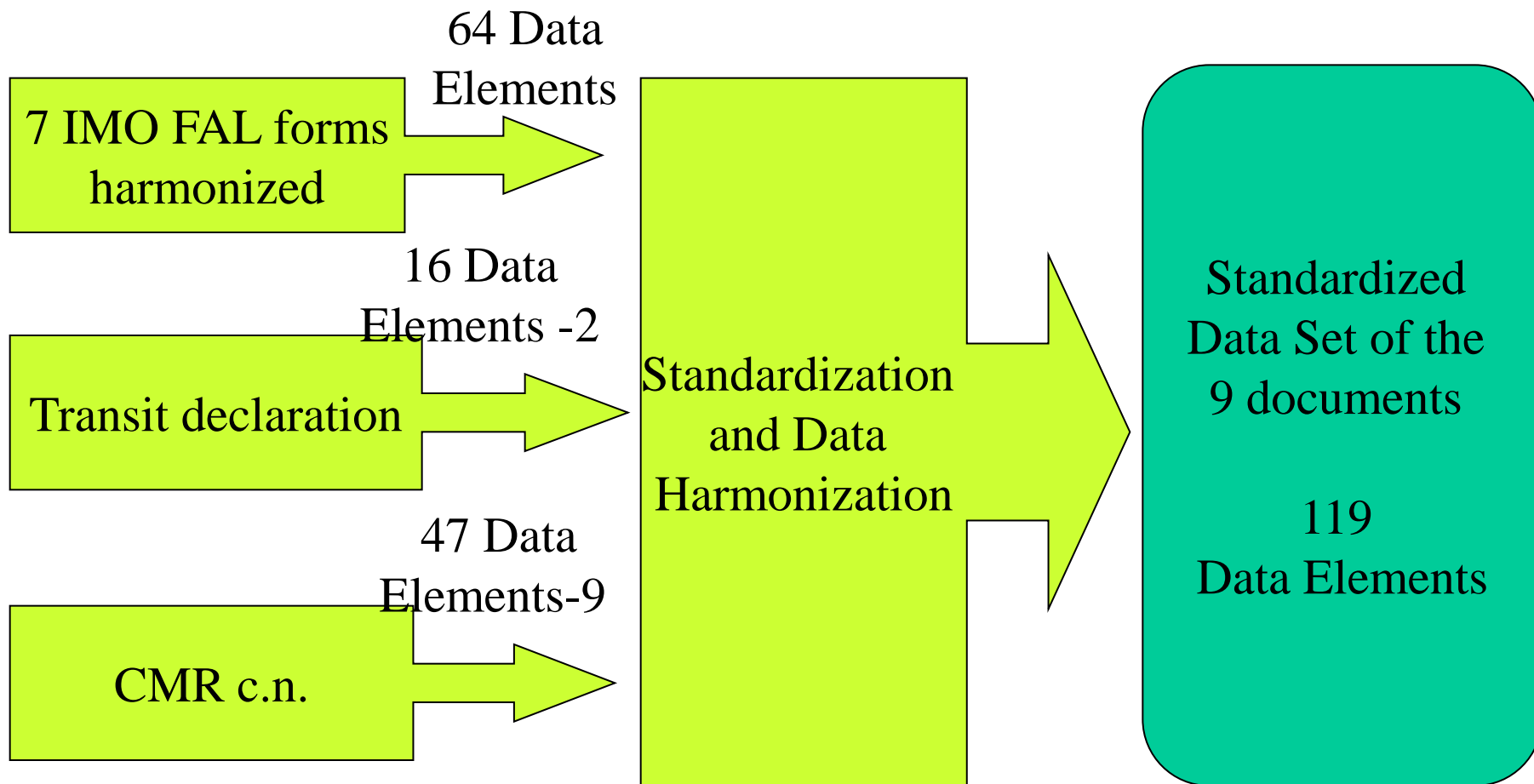
Data Harmonization of 3 documents



Required $142 + 110 + 47 = 299$ data elements



Data Harmonization of 3 documents



Standardization and Harmonization can reduce the data elements from 299 to 119 required data elements



Rec.35: Checklist of basic legal issues

1) Law on electronic signatures

→ Is the system working on a PKI basis?

→ Is there a root CA + functioning network of CAs?

2) Law on electronic commerce

3) Law on e-government

4) Law on data protection

5) Do sectoral laws (e.g. sanitary laws) envisage the use of sector and/or country specific codes

6) Are there requirements for paper originals in law?



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Thanks!



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www.unece.org/trade & www.unece.org/cefact