

Training of Trainers Workshop on Trade Facilitation and Paperless Systems for Agrifood Products

Bangkok, Thailand, 15-17 December 2014



Module 2.3:

Trade Single Window & Paperless Trade Project Implementation

Somnuk Keretho, PhD
Director, Institute for IT Innovation 
Kasetsart University, Bangkok

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Objectives of this module

- To briefly introduce **how to plan and implement SW and paperless trade project**
[based on the UNNExT Single Window Planning and Implementation Guide].
- To discuss some **case studies on SW/paperless trade planning and implementation**



Original Definition of Single Window (2005)*

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

Aiming to

1. enhance the **efficient information exchange** and **coordination** of traders, transport and government for **regulatory transactions**, and
2. facilitate **single submission of data** or **reduction of the same data/same document submissions**.

*UN/CEFACT Recommendation and Guidelines on establishing a Single Window, UNECE, 2005
http://www.unece.org/cefact/recommendations/rec33/rec33_ecetrd352_e.pdf

After about 10 years of experiences* Different forms of Single Windows emerged!

Pre-Single Window Evolution

- Basic Customs Automation
- Trade Points Portals, e.g. Lao PDR's Trade Portal
- Trade Electronic Data Interchange (EDI)/Value Added Network (VAN)

Single Window Evolution

- A limited form of SW - **Customs Single Window**, e.g. Pakistan Customs SW
- A limited form of SW - **Port Community System**, e.g. India Port Community Systems
- **Trade-regulatory National Single Windows**, evolving from few number of regulatory agencies, e.g. Azerbaijan NSW (with 11 agencies), Thai NSW (from 4, to 15 to 36)
- **Extended Trade National Single Window**, e.g. Korea uTradeHub, HK DTTN
- **Transport-regulatory National Single Windows**, e.g. China LOGINK (Maritime SW)
- **Integrated National Single Window (all-regulation NSW+PCS)**, e.g. Japan NACCS
- **Integrated Sub-National Single Window**, e.g. Shanghai e-Port SW
- **Regional/Global Single Windows**, e.g. ASEAN Single Window (regional trade SW), NEAL-NET (connecting China, Japan, Korea maritime SWs)

* "Ten Years of Single Window Implementation: Lessons Learned for the Future," J. Tat Tsen - Global Trade Facilitation Conference, 2011

(1) Single Window/Paperless-Trade Evolutionary Roadmap

(not necessary in a sequential fashion)

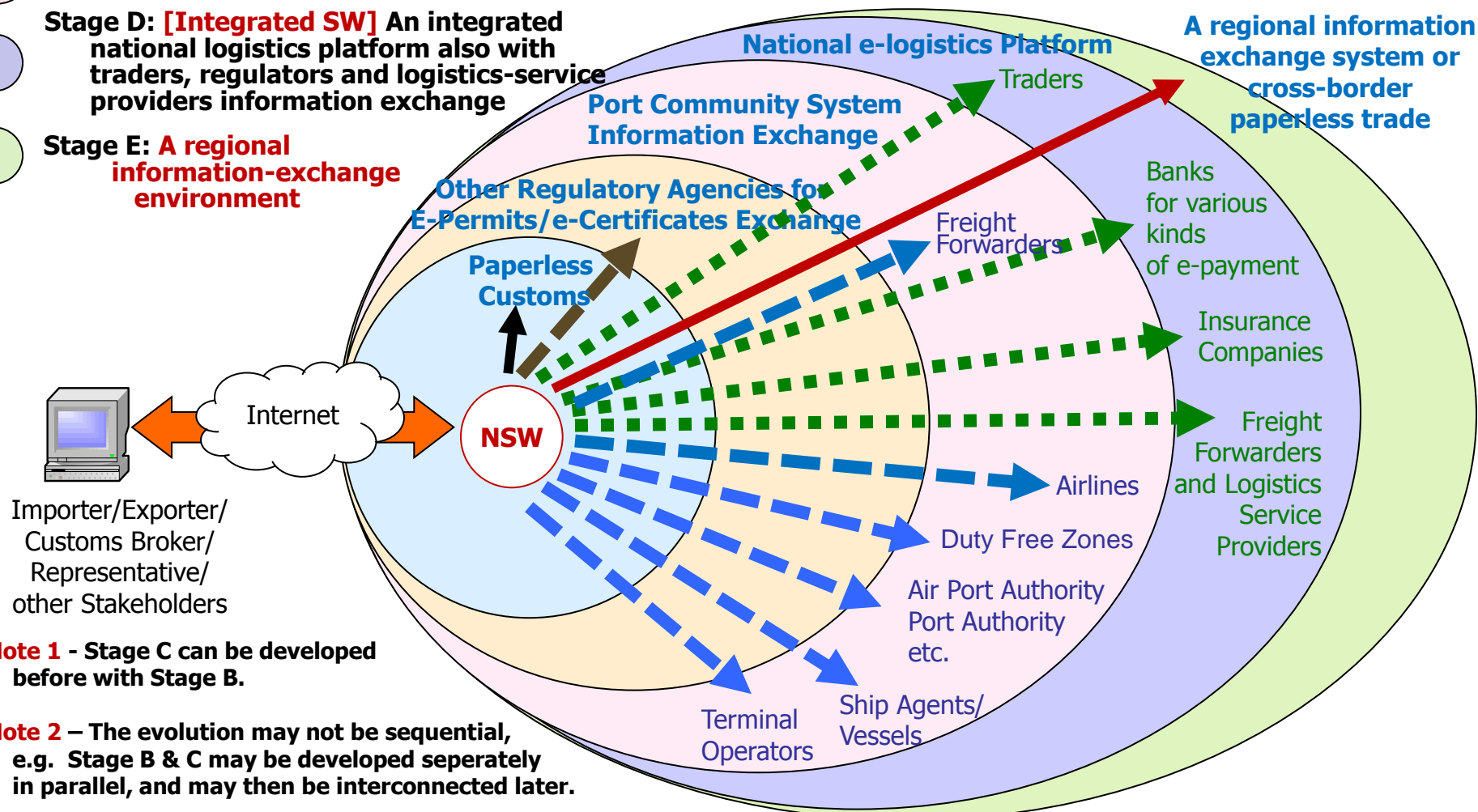
Stage A: [Customs SW] Paperless Customs + e-Payment for Customs Duty + e-Manifest + and electronic risk-based inspection

Stage B: [Regulatory SW] Connecting Other Government Back-end IT systems, and e-Permit/e-Certificate Exchange with Paperless Customs System

Stage C: [PCS] e-Document/Data Exchange among Stakeholders within the (air, sea) port community

Stage D: [Integrated SW] An integrated national logistics platform also with traders, regulators and logistics-service providers information exchange

Stage E: A regional information-exchange environment



Why a systematic approach is needed?

Because there are so many complicated challenges to be managed such that the SW Vision could be transformed into reality.



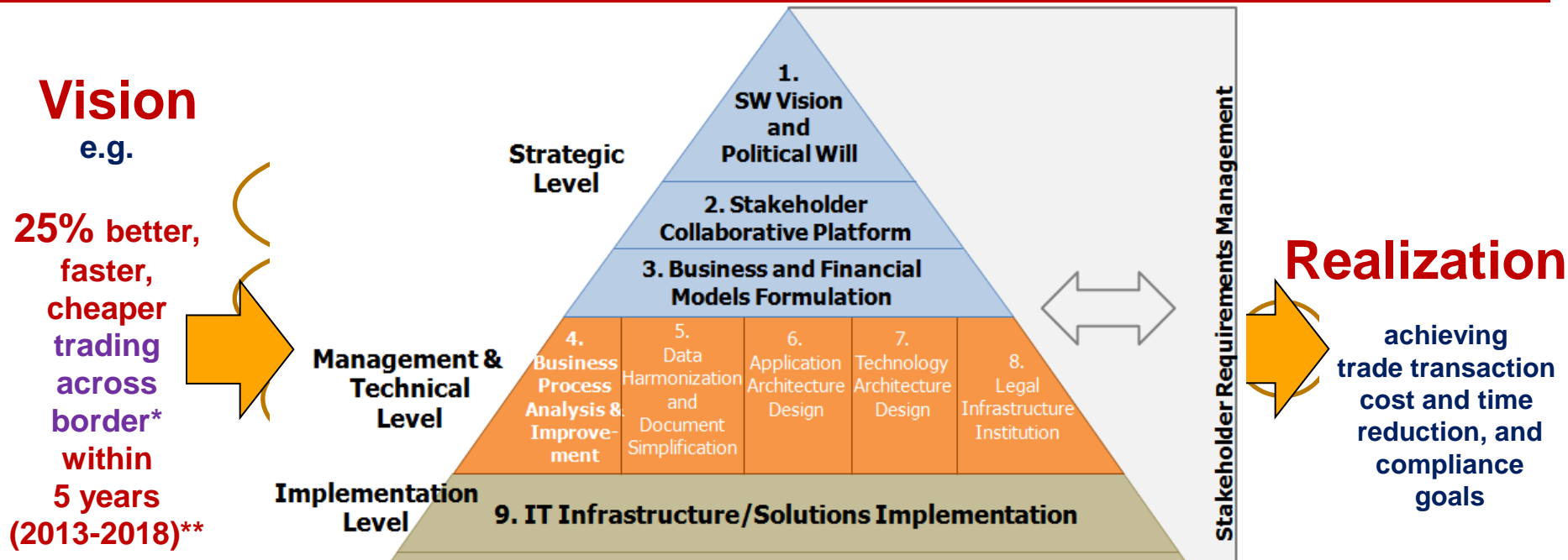
* Referring to World Bank's Trading Across Border Indicators (www.doingbusiness.org)

****Within an economy or a regional economic cooperation, measurable goals should be mandated by its Leaders.**

(2) Applying Enterprise Architecture Concept*

for strategic planning, detailed design, implementation & operations

Complexity of Single Window can be handled by decomposing its challenges into smaller and more manageable sub-components.



预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_4749

