

Evolution of National Single Window: Concepts and Implementations

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2. A systematic approach is proposed to guide policy managers, decision makers and relevant stakeholders in planning and managing the implementation of the NSW development projects.
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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

- enhance the **efficient information exchange** and **coordination** of traders, transport and government for **regulatory transactions**, and
- 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 Window

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 System
- **Trade-regulatory National Single Windows**, evolving from few number of regulatory agencies, e.g. Azerbaijan NSW (with 4 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

The First Three (3) Critical Challenges cited in several SW case studies*

1. Creating Political Will, e.g.

- ❑ Establishing it as the national commitment (by developing national strategic plan, and obtaining endorsement by the highest political institution, e.g. the Prime Minister, the Cabinet, the President,).
- ❑ Establishing it as a regional commitment, e.g. MOU signing among the Head of States to develop the National SW and the regional SW.

2. Institutionalizing the Policy, i.e. transforming the policy mandates into normal routine management, e.g.

- ❑ Institutionalize the National High-level Committee, and Project Management Group for steering and overseeing the SW implementation, by the Cabinet's mandates and by laws (with the support from several working groups, governments, business sectors and academia)
- ❑ Securing the necessary budgets to finance the project.

3. Establishing an effective inter-agency collaboration platform

* As cited by case studies of Singapore's TradeNet, Korea's uTradeHub, Malaysia NSW, Japan's NACCS, and Thailand NSW in the UNNEXt Policy Brief No. 02, 03, 04, 06 and 08 respectively, and also in the UNECE Single Window Repository.

Other critical success factors* that have also been cited in many SW case studies

- Conductive legal framework
- Other planning and implementation challenges
- Sustainability and Business/Financial Models, e.g.

In several economies,
“Special Corporate Vehicles(SCV) have been established,
e.g. Japan’s NACCS, Inc.,
Korea’s KNet,

* As cited by case studies of Singapore’s TradeNet, Korea’s uTradeHub, Malaysia NSW, Japan’s NACCS, and Thailand NSW in the UNNExT Policy Brief No. 02, 03, 04, 06 and 08 respectively, and also in the UNECE Single Window Repository.

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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.



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https://www.yunbaogao.cn/report/index/report?reportId=5_6740

