AFACT Repository[1] of Single Window and Trade Facilitation

(Version 3.0)

I. Frequently Asked Questions by practitioners and public servants of various governmental agencies when planning trade facilitation or single window infrastructure.

Hint: The questions might cover business, technology, and legal aspects.

Japan

1. How much the cost will each government agency need to cover to implement/operate the SW system?
2. What kind of amendments needs to be made to laws when electronic data submissions are allowed in addition to papers by realizing SW?
3. Regarding the user service, who will be in charge of the user accounts operations and enquiries?

Korea

1. I think that thus far, each agency has implemented and operated individual systems in an efficient manner. What is the rationale behind the need for additionally implementing the Single Window system to replace the existing declaration form processing systems?
2. The implementation of the Single Window system requires a huge amount of money. The systems being operated by each agency are relatively well-implemented systems. Not using the current systems after implementing the Single Window system can also be seen as an additional cost. Can the use of the Single Window system bring us benefits that are significant enough to offset the cost mentioned above?
3. For each agency to receive declaration forms through Single Window after implementing Single Window, each agency must be linked to Single Window through the implementation of necessary interfaces. In addition, there needs to be modification work to connect the internal declaration form processing system of each agency. Please clarify the distinction between the implementation of the project and the extent of the work that should be carried

[1] The contents in the AFACT Repository will be continually edited based on the information collected from members. The initial inputs were from the survey concerning status of single window and trade facilitation of AFACT members conducted on 3 October 2012 by the Community Support Committee/AFACT.

out by each agency.

4. The total amount needed for implementing and connecting Single Window may vary depending on the status of system foundation of each agency. What is the maximum amount you can provide to us when implementing the system, and what is the extent of your support?

KLNet[2]

1. Questions regarding the direct benefits corresponding agencies can receive when Single Window and trading promotion plans are applied.
2. Questions on whether to modify the existing systems of the corresponding governmental agencies or businesses, or the extent of such modification when implementing systems applied as a result of the planning.
3. Questions on the role of VANs. A VAN is a service provider existing between the user and Single Window. In other words, it delivers a message on behalf of the user if the user is unable to directly send the message after having access to Single Window. VANs provide message conversion services to users that lack support for the message formats used by Single Window.

Comments:

1. VANs shall charge transmission fees to the users with respect to the conversion costs. All users requesting conversion services shall pay conversion fees.
2. Redefining work among agencies participating in Single Window, redefining electronic documents to be applied, redefining code, modifying related programs and providing guidelines

Chinese Taipei

1. There have been several VANs existed to provide message exchange and other related customs declaration added value services.
   What is the relationship between VANs and Single Window?
   Will the SW only provide G2G/N2N services for customs clearance and connect to the existing VANs for B2G customs declaration in the whole service chain; or it will replace VANs so that services providers can connect to the SW directly to declare customs for their clients?
2. What is the fee scheme charging for message exchange in the whole process of customs declaration?
   Will it charge less because the SW can take the customs declaration application directly from service providers?

[2] KLNet is the network mechanism of Korean Logistics, which is professional and of use to the viewers of AFACT Repository as reference. Therefore, even KLNet is not Korean Single Window, the AFACT Repository still contain information with respect to KLNet.

3. If the cost of operating Single Window services and maintaining its infrastructure cannot be balanced by the income of collecting service charge from the users, how much annual budget needs to be allocated by the governmental department concerned in order to keep the SW running smoothly?
   How much will the other governmental agencies need to share the cost? How is the cost sharing calculated?
4. EDI-based messages (UN/EDIFACT standards, ISO9735) for data exchange between the Customs authority and VANs have been implemented for years for the purpose of customs declaration from the private sector.
   When the Single Window infrastructure is being planned, and WCO Data Model Version 3.0 compliance is under consideration, how the national dataset is re-examined and the message structure migrated to the XML-based schema?
5. What are involved in terms of business process reengineering for the purpose of complying with Advanced Cargo Information Report and WCO SAFE mechanism?

Iran

1. Given the definition of UNCEFACT from SW, does the system scope cover b2b transactions?
2. What are the main obstacles of successful implementation of this system?
3. What topology should be used for messaging service, HUB or BUS?
4. What is the fee scheme charging for message exchange in the whole process of customs declaration?
5. Which method is the best one for piloting message hub in national single window?

Singapore

Not available.

II. Major legislation or amendment of existing regulations for SW implementation or electronic customs declaration.

Japan

1. Japan Customs authority amended the article 1 of "Act on Special Provisions for Customs Procedure by Means of Electronic Data Processing System".
2. Some of government agencies' authorities amended relevant laws to accept electronic data submissions in addition to manuals.

Korea

The Korea Customs Administration established a law defining items concerned with data sharing for inter-country linking of Single Window and applying the WCO DM, a basis for implementing Single Window.

1. The WCO DM shall be applied as the standard for the Korea Customs Administration in accordance with Paragraph 5 (e-document standard) of Article 327 of the Customs Act.
2. Legal grounds for sharing information with other countries in reciprocal conditions were specified in accordance with Paragraph 3 (information exchange) of Article 255 of the Customs Act.

KLNet

1. Various administrative document forms shall be combined or simplified into integrated electronic forms
2. To allow all documents that should be submitted by all related agencies to be replaced by minutes, the law admitting the single-window role of a proxy shall be revised.

Chinese Taipei

1. Chinese Taipei's Customs authority amended the Article No. 10 of the Customs Act to provide legitimate base for SW operation.
2. Other governmental agencies' authorities amended relevant laws and regulations to accept electronic document coping with electronic customs clearance in addition to paper documents.
3. Chinese Taipei's Customs authority developed and will implement **"SW Operation and Administration Regulation**" to define the delegation scheme to the SW with respect to messaging time, cross referencing and payload reading, interaction with other governmental authorities, operation scope, administration affairs, and other relevant affairs.
4. Chinese Taipei's Customs authority amended "**Permission and Management Decree of VAN**" and "**Automation Regulation for Goods Declaration**" to fulfill the needs from the Customs Authority, which requires VANs to connect to SW for customs declaration instead of connecting to the customs system directly.

Iran

1. Article 9 of the new customs law of the Islamic Republic of Iran, states that the customs has to provide all the required facilities to use information & communication technology to perform its duties.

   Also according to the mentioned law, the ministry of finance & economic affairs is obliged to prepare the eCustoms law in cooperation with information & communication ministry of Iran & submit it for final approval to board of ministers.
2. Fifth development plan of the Islamic republic of Iran (70th article of the 5th chapter) emphasizes on establishment of single window for permits
3. Ministers of the eCommerce workgroup of Islamic Republic of Iran approved

establishment of Iran National Committee for electronic facilitation of trade (NCeFT). The mentioned committee solved the problem of stakeholder coordination for establishment of national single window in Iran.

Singapore

The legal basis for **TradeNet** as the national single window is found in several legislative provisions.

1. Section 47(1) of the Electronic Transactions Act (ETA) provides that any department or ministry of the Government, organ of the State or statutory corporation that accepts the filing of documents or requires that documents be created or retained, pursuant to any written law, may accept the filing, creation or retention of such documents in the form of electronic records.
2. Section 86(1) of the Customs Act authorizes the Director-General of Customs to establish and operate a computer service and make provision for any manifest, return, list, statement, declaration, direction, notice, permit, receipt or other document required or authorised by the Customs Act to be made, served or submitted by electronic transmission (referred to in the Act as an electronic notice).
3. Section 8(1) of the Regulation of Imports and Exports Act ("RIEA") is similar to section 86(1) of the Customs Act, and authorises the Director-General of Customs to establish and operate a computer service and make provision for any document required or authorised by the Act or any regulations made thereunder to be made, served or submitted by electronic transmission.
4. Section 42 of the Goods and Services Tax Act authorises the Comptroller of Goods and Services Tax to provide an electronic service for the filing or submission of any return, declaration or document, and the service of any notice, direction, order, permit, receipt or document by the Comptroller.

III. Characteristics of the national dataset after harmonizing with other international standards for implementing SW, e.g. WCO Data Model V3.0, UN/CEFACT CC10b, etc.

Japan

Some are based on UN/EDIFACT

Korea

Despite the fact that the Korea Customs Administration has employed WCO DM as the standard for implementing Single Window, UN/CEFACT and some domestic standards are also being applied to items that do not exist in the DM.

KLNet

EDI was selected as the standard format of all electronic documents for Single Window

through a consultation among CIQ agencies, including the Ministry of Land, Transport and Maritime Affairs, the Korea Customs Administration, etc. The application of XML is proceeding in accordance with UN/CEFAT CCL.

Chinese Taipei

WCO Data Model V3.0 was the major source, whereas UN/CEFACT CC10a was the second one to map with.

Iran

WCO date model version 3.0 has been selected for harmonizing trade data elements.

Singapore

Not available.

IV. The percentage your national dataset fully compliant with the major source of international standard?

Japan

No data available

Korea

A study commissioned to compare the WCO DM with 819 items of key forms used by the Korea Customs Administration found that 68.5% of the items were identical (for declaration items that can be replaced by WCO DM), 6.5% were similar (some definitions, codes, etc. were similar), and 25% were unique (items only existing in our e-documents)

KLNet

In Korea, three types of electronic documents are being shared by agencies like the Ministry of Land, Transport and Maritime Affairs, the Korea Customs Administration, and immigration offices, and all documents use 100% EDI code sets. The UN/EDIFACT data element mapping rate at this point is 100%.

Chinese Taipei

Totally 478 Data Elements for 51 messages, among which 314 mapped to WCO DE (66%) with remarks on some data elements for the local needs, 164 added by TW as required (34%)

Iran

So far 100% of data elements of the following trade documents have been harmonized with WCO data model:

- Custom declaration
- Commercial Invoice
- Certificate of Origin
- Cargo insurance policy

V. The most difficult part experienced in the process of data harmonization.

Japan

Though using international standards, the actual details often vary depending on each country. To set the details took some effort.

Korea

Data harmonization is being performed by KCA based on the WCO DM. There are a host of difficulties resulting from differences between the work processes suggested by the WCO DM and KCS, resulting differences in the structures of e-documents, some methods that are only available in Korea for processing data, codes, and so forth.

KLNet

There are difficulties in satisfying the demands of stakeholders and catering to the interests of related agencies. Mediating differences in issues raised among the participating agencies is difficult.

Chinese Taipei

The business process kept changing during the period because of business process reengineering to meet the requirement of advanced shipment report and other changes to customs declaration regulations.

Iran

Stakeholders' coordination was the most difficult part. The coordination was done by establishment of Iran National Committee for electronic facilitation of trade (NCEFT). The structure of the mentioned committee has been depicted below.

VI. A list of locally published or under development of MIGs (XML-based) for SW message exchange. If there is no SW system yet, please provide the list of existing MIGs (EDI- or XML-based) operated at VANs for data exchange for customs declaration.

Japan

All EDI based.

CUSRES (Customs response message)

CUSREP (Customs conveyance report message)

CUSCAR (Customs cargo report message)

PAXLST (Passenger list message)

CODECO (Container gate-in/gate-out report message)

IFTMIN (Instruction message)

IFTMBC (Booking confirmation message)

IFTMCS (Instruction Contract Status)

APERAK (Application error and acknowledgment message)

CONTRL (Syntax and service report message)

Korea

A list of e-Documents by the Korean Customs Administration

Work type	Se	Doc. Cod	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
1. Import clearance	1	929	Import declaration form			1	1
	2	929	Temporary import declaration form			1	
	3	934	Price declaration form	Customs broker	Customs	1	1
	4	911	Import approval form	Approval agency	Customs	1	1
	5	911	Import approval cancellation notice	Approval agency	Customs	1	
	6	5GB	Notice of results of import approval and clearance	Customs	Import conditions approval agency	1	1
	7	5AF	Notice of receipt	Customs	Customs broker, related agency	1	1
	8	5FB	Error notice	Customs	Customs broker, related agency	1	1
	9	023	Notice of processing result of import declaration form	Customs	Customs broker	1	1
	10	5FE	Import (tax payment) declaration correction request form	Customs broker	Customs	1	1
	11	5FK	Notice of processing result of import (tax payment) declaration correction	Customs	Customs broker	1	1
	12	5FM	(Customs clearance) notice of import replacement cost notification details	Customs	Customs broker	1	1
	13	5JG	(Cargo) Notice of import replacement cost notification details	Customs	Shipping company	1	
	14	5FN	Tariff reduction (installment payment)/ intended-use tax rate application request form	Reporter	Customs	1	1
	15	955	Carnet temporary export certificate	Korea Chamber of Commerce	Customs	1	
	etc.						

Work type	Se	Doc. Cod	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
2. Export clearance	1	830	Export declaration form	Customs broker	Customs	1	1
	2	5AS	Export declaration acceptance correction/cancellation (request) form	Applicant	Customs	1	1
	3	5AA	Export declaration acceptance	Customs	Customs broker	1	1
	4	961	Request for document submission and notice of errors by handling staff	Customs	Customs broker	1	1
	5	5FA	Notice of export clearance error	Customs	Customs broker	1	1
	6	811	Notice of export approval (cancellation) form	Approval agency	Customs	1	
	7	5AC	Request for temporary opening of office	Customs broker	Customs	1	1
	8	5FS	Notice of details on unloaded items at the time of export declaration	Customs	Customs broker	1	1
	9	5GX	Export supplementation notice	Customs	Customs broker	1	1
	10	5GY	Notice of temporary vehicle operation approval for cancelled registration of vehicle	Ministry of Construction and Transportation	Korea Customs Service	1	
	11	5DT	Notice of handling results (changed documents, approval, rejection)	Customs	Applicant	1	
	12	811	Export approval form	Approval agency	Customs	1	1
	13	5GA	Notice of result of export approval clearance	Customs	Export conditions approval agency	1	1
	14	833	Temporary export clearance list	Express Shipping company	Customs	1	1
	etc.						

Work type	Se	Doc. Co	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
3. Import freight	1	85	85-AMC by-air import shipping invoice: Type C (MFCS-customs)	MFCS	Customs	1	
	2	5IF	Partial retransmission of by-air import shipping invoice (MFCS-customs) 5IF-AM1	MFCS	Customs	1	
	3	85	C type land transport invoice	MFCS	Customs	1	
	4	85	C Type marine import invoice	MFCS	Customs	1	
	5	5IF	Partial retransmission of marine import shipping invoice	MFCS	Customs	1	
	6	5IE	Delivery direction form for freight to be controlled	Customs	MFCS	1	
	7	5LY	Disembarkation period extension request form	Shipping company	Customs	1	
	8	5CM	Aircraft entry report	Airline	Customs	1	
	9	6S1	Ocean freighter entry report	Shipping company	Customs	1	
	10	5CN	Inbound crew manifest	Airline	Customs	1	
	11	745	Inbound passenger manifest	Airline	Customs	1	
	12	6DA	Crew manifest (shipping firm-customs)_entry	Shipping company	Customs	1	
	13	5LK	Disembarkation report correction request form	Shipping company	Customs	1	
	14	6DC	Marine passenger manifest	Shipping company	Customs	1	
	15	6GA	Notice of result of entry report	Customs	Airline/Shipping company	1	
	etc.						

Work type	Se	Doc. Co	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
4. Export freight	1	5AG	Notice of shipping invoice screening result	Customs	MFCS	1	
	2	5CG	Notice of completion of correction of marine shipping invoice: Type A	Customs	MFCS	1	
	3	5CG	Notice of completion of correction of break-bulk cargo marine shipping list	Customs	MFCS	1	
	4	5CG	Notice of completion of correction of air freight shipping invoice: Type A	Customs	MFCS	1	
	5	5CG	Notice of completion of correction of air break-bulk cargo shipping invoice	Customs	MFCS	1	
	6	6S2	Ocean freighter departure declaration form	Shipping company	Customs	1	
	7	5CH	Aircraft departure report	Airline	Customs	1	
	9	5CF	Crew manifest (outbound)	Airline	Customs	1	
	10	5AG	Notice of result of departure report (customs-shipping company)	Customs	Shipping company	1	
	11	5AG	Notice of result of departure report (customs-airline)	Customs	Airline	1	
	12	5AF	Notice of receipt	Customs	MFCS	1	
	13	963	Error notice	Customs	MFCS	1	
	14	5CD	Maritime export shipping invoice: Type C	MFCS	Customs	1	
	15	5CG	Correction request for marine shipping invoice: Type A (shipping firm-customs)	Shipping company	Customs	1	
	etc.						

Work type	Se	Doc. Co	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
5. Quarantine	1	5EB	Notice of receipt of inspection and quarantine results	Customs	Inspection or quarantine agency	1	1
	2	5EC	Notice of import clearance result (customs-inspection or quarantine agency)	Customs	Inspection or quarantine agency	1	1
	3	5ED	Notice of receipt of import clearance procedure	Inspection or quarantine agency	Customs	1	
	4	5EA	Notice of receipt of inspection and quarantine results	Inspection or quarantine agency	Customs	1	1

Work type	Se	Doc. Co	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
6. Tariff refund	1	5DA	Refund request	Trading company	Customs	1	1
	2	5DB	Basic raw material tax payment certificate	Trading company	Customs	1	1
	3	5DC	Average tax amount certificate	Trading company	Customs	1	1
	4	5DE	Unprocessed raw material supply certificate	Trading company	Customs	1	1
	5	5DD	Reimbursement request	Trading company	Customs	1	1
	6	963	Error notice	Customs	Trading company	1	
	7	5AF	Notice of receipt	Customs	Trading company	1	
	8	381	Notice of granting payment of refund money (customs-trading company)	Customs	Trading company	1	1
	9	5DF	Completion notice	Customs	Trading company	1	1
	10	5DG	Partial retransmission of refund request form	Trading company	Customs	1	1
	11	5DH	Partial retransmission of tax payment certificate for basic raw materials	Trading company	Customs	1	1
	12	5DI	Partial retransmission of average tax amount certificate	Trading company	Customs	1	1
	13	5DJ	Partial retransmission of reimbursement request form	Trading company	Customs	1	1
	14	5DU	Notice of tax payment certificate for basic raw materials (for transferee)	Customs	Transferee	1	
	15	5DV	Notice of unprocessed raw material supply certificate (for transferee)	Transferer	Transferee	1	
			etc.				

Work type	Se	Doc. Cod	Administrator's e-document title (titles included in MIG files)	Submitting Agency	Receiving Agency	EDI for	XML forr
7. Tariff substitution	1	5DP	Delivery request for export item that is a refund target	Applicant	Customs	1	1
	2	5DQ	Loading request for export item that is a refund target	Applicant	Customs	1	1
	3	5DR	Delivery correction (cancellation) request for refund item	Applicant	Customs	1	1
	4	5DS	Loading correction (cancellation) request for refund item	Applicant	Customs	1	1
	5	5AF	Notice of receipt	Customs	Applicant	1	1
	6	963	Error notice	Customs	Applicant	1	1
	7	5DT	Notice of handling result (changing documents/approval/screening error/loading confirmation)	Customs	Applicant	1	1
	8	5DW	Notice of delivery confirmation (for transferee)	Customs	Transferee	1	1

Chinese Taipei

Customs Messages

No.	Message ID	Message Name	WCO Category
1	N5101	Import / Transit Goods Manifest	CRI
2	N5102	Import / Transit Goods Warehoused	CRI
3	N5103	Bay Plan	CRI
4	N5107	Documents Required Notice	RES_IM1
5	N5108	Response to Warehouse Proprietor/Carrier	RES_CRI
6	N5109	Examination Required Notice	RES_IM1
7	N5110	Duty Memo/Remittance Application	RES_IM1
8	N5111	Fees Memo/Remittance Application	RES_IM1
9	N5116	Import Goods Release Notice	RES_IM1
10	N5117	Import Goods Taken Delivery Summary	CRI
11	N5135	Brief Import Declaration	IM1
12	N5151	Vessel 's Pre-Arrival Report	CONV
13	N5158	Discharge Permit	RES_CRI
14	N5162	Short／Over Landed Report	CRI
15	N5165	Container (Cargo) Note	CONV
16	N5166	Container(Cargo) List	RES_CRI
17	N5167	Application for Examination of Import Goods	IM1
18	N5168	Unable to Handle Container Notice	CRI
19	N5170	Customs Instruction Notice	RES_CRE
20	N5201	Export Goods Warehoused	CRE
21	N5202	Export Goods Manifest	CRE
22	N5203	Export Declaration	EX1
23	N5204	Export Goods Release Notice	RES_EX1
24	N5205	Brief Export Declaration	EX1
25	N5251	Report of Estimated Vessel Operation Schedule	CONV
26	N5301	Transshipment/Transit Application	TRT
27	N5302	Transshipment/Transit Permit	RES_TRT
28	N5401	Application of Monthly Consolidated Goods Declaration for Free Trade Zone Enterprise	IM1
29	N5402	Permit Notice of Monthly Consolidated Goods Declaration for Free Trade Zone Enterprise	RES_IM1

No.	Message ID	Message Name	WCO Category
30	N5403	Rejection/Cancelling Notice of Monthly Consolidated Goods Declaration for Free Trade Zone Enterprise	RES_IM1
31	N5404	Notice of Customs Requirements Amendment on Monthly Consolidated Goods Declaration for Free Trade Zone Enterprise	RES_IM1
32	NX801	Notification message for compliance checking to Licensing Agencies	IM1
33	NX802	Response message of compliance checking from Licensing Agencies	RES_IM1
34	NX5105	Import Declaration	IM1
35	NX5106	Response Message for Goods Declaration	RES_IM1
36	NX5901	Attached Documents for Declaration	IM1

License/Permission Application Messages

No.	Message ID	Message Name	WCO Category
1	NX201_01	Application Message for Import/Export Permit	IM1
2	NX201_07	Application Message for Import/Export Permit Cancel or Extension	IM1
3	NX202	Reply Message for Import/Export Permit Application	RES_ IM1
4	NX301	Message for Inspection Application	IM1
5	NX302	Reply Message for Inspection Application	RES_ IM1
6	NX301_DN	Message for Wine Import Application	IM1
7	NX302_DN	Reply Message for Wine Import Application	RES_ IM1
8	NX401	Message for Quarantine Application	IM1
9	NX402	Reply Message for Quarantine Application	RES_ IM1
10	NX601	Message for Food/Drug Import Application	IM1
11	NX602	Reply Message from FDA for Inspection Application	RES_ IM1
12	NX603	Message for Medical Instrument Inspection Application	IM1
13	NX901	Response Message from Licensing Agency	RES_ IM1
14	NX902	Notice from Licensing Agency	RES_ IM1
15	NX903	Schema Error Notice	RES_ IM1

Iran

In IRISL (Islamic Republic of Iran Shipping lines) the data interoperations with external parties (software or individuals) are performed according to the standard messages as below:

Input:

No.	Message Name	Description	Format
1	IRISL EDI	Container Movements	Text file
2	BL XML	BL Draft registration	XML

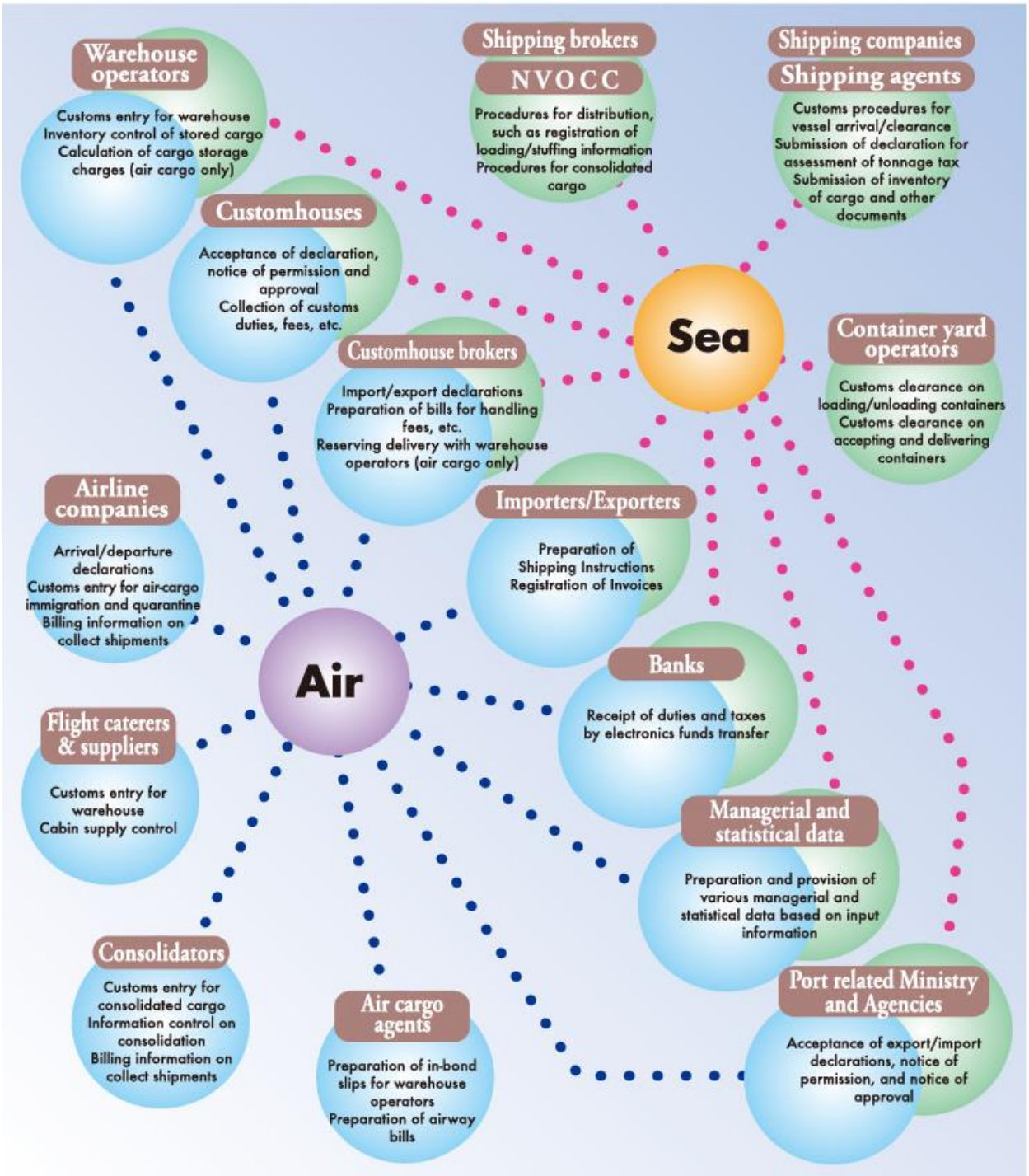
Output:

No.	Message Name	Description	Format
1	Manifest	Vessel load & discharge order	Text file
2	BL	Bill of Lading	XML, Excel
3	ENS, XNS	Custom Declaration	WCO Standard

VII. Service framework and system architecture of SW

Japan

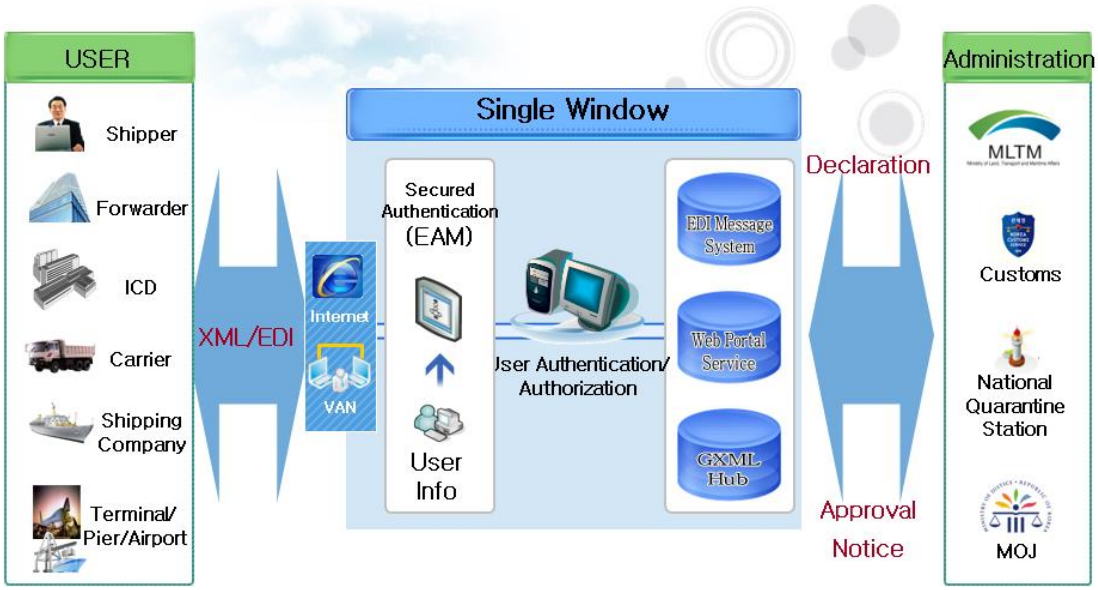
Naccs_function_Japan



Korea

KLNet

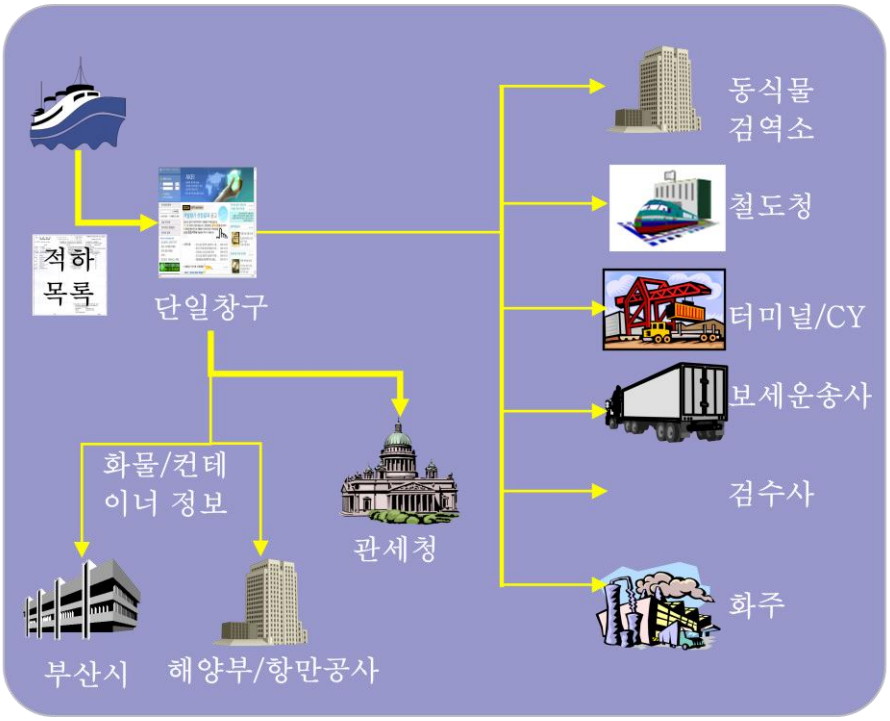
이용자
정부 기관
건설 교통부
산업 자원부
해양 수산부
관세청
철도청
검역 기관
출입국 사무국
유관망
화주
선사
운송사
항공사
포워더
창고/ 터미널
컨터미널/ 부두/공항
민원신청처리
행정기관간 상호연계
정책정보제공
인터넷
모바일
싱글 윈도우
인허가 단일창구
화물추적
물류정보 통합활용
사용자확인
인허가신청
사용자 민원DB
처리결과통지
인허가 처리
화물 추적 정보
물류 정책 정보
수출입물류정보
민원 정보
적하 목록
통계 지표
물류정보 제공 및 교환
통합 물류정보 검색, Contingency 정보, 인터넷 홍보 및 상담, 사이버 커뮤니티
유관망간 상호중개
무역망
금융망
e-trade
G4B
G4C
첨단 교통망
물류주체간 상호연계
물류 흐름
화주 (산업단지 등)
내륙운송
반출입
장치/보관
하역
입출항
수출입지
국내
해외
해외망



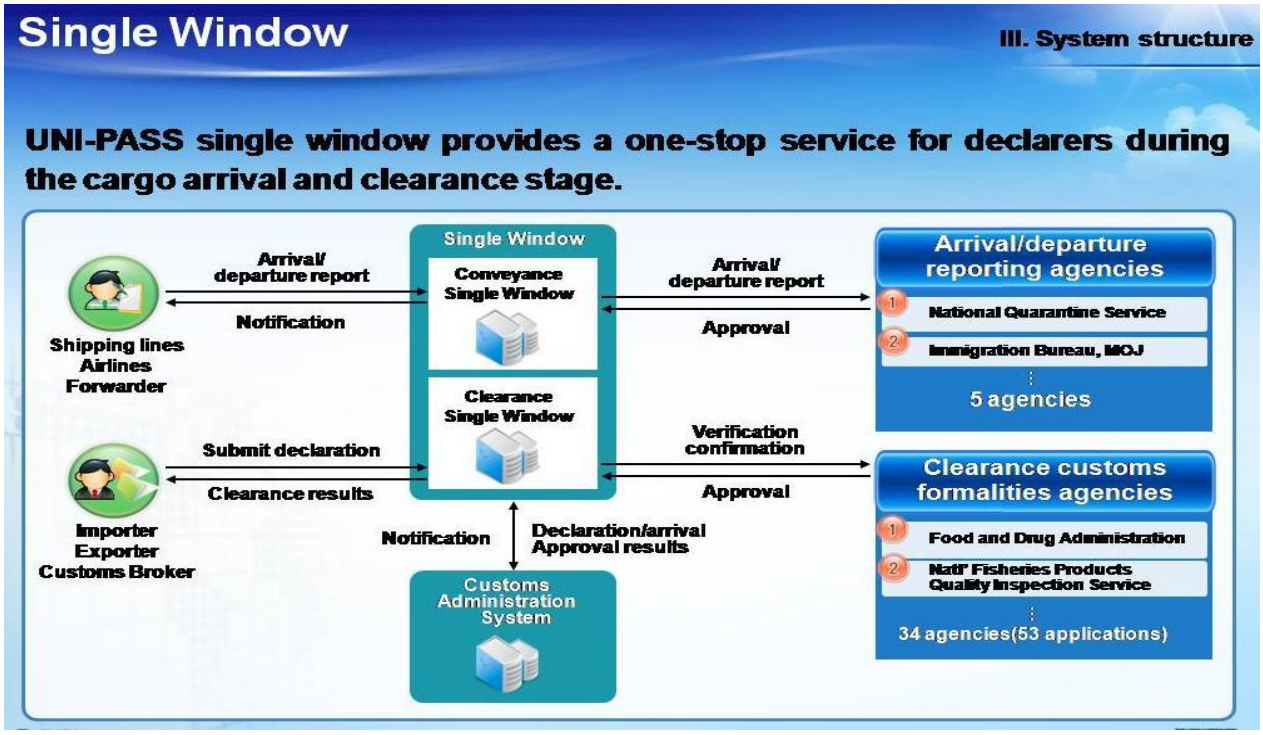
USER
Shipper
Forwarder
ICD
Carrier
Shipping Company
Terminal/ Pier/Airport
XML/EDI
Internet
VAN
Single Window
Secured Authentication (EAM)
User Info
User Authentication/ Authorization
EDI Message System
Web Portal Service
GXML Hub
Declaration
Approval
Notice
Administration
MLTM
Customs
National Quarantine Station
MOJ

Entry and Clearance Declaration

Integration and sharing of information on import and export freight

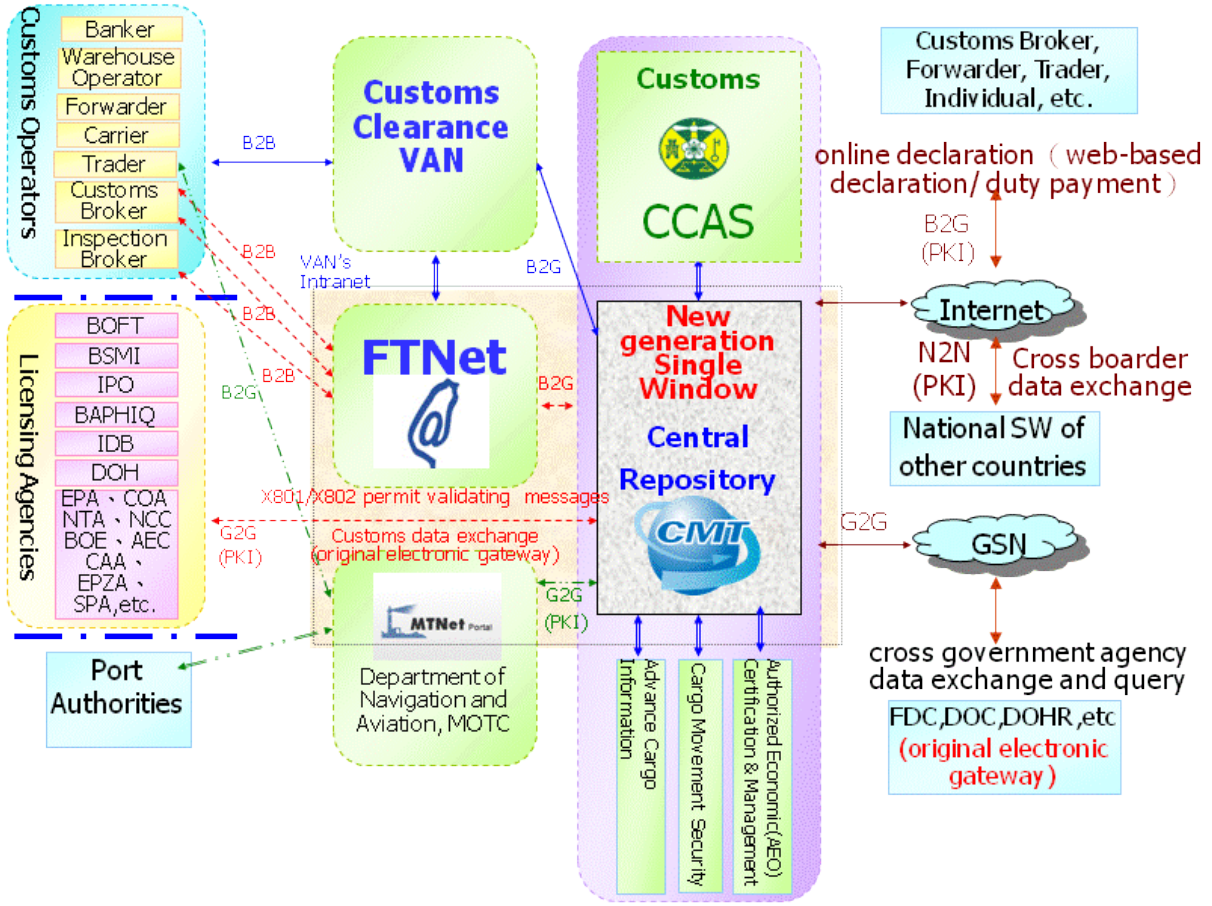


Korean SW service infrastructure

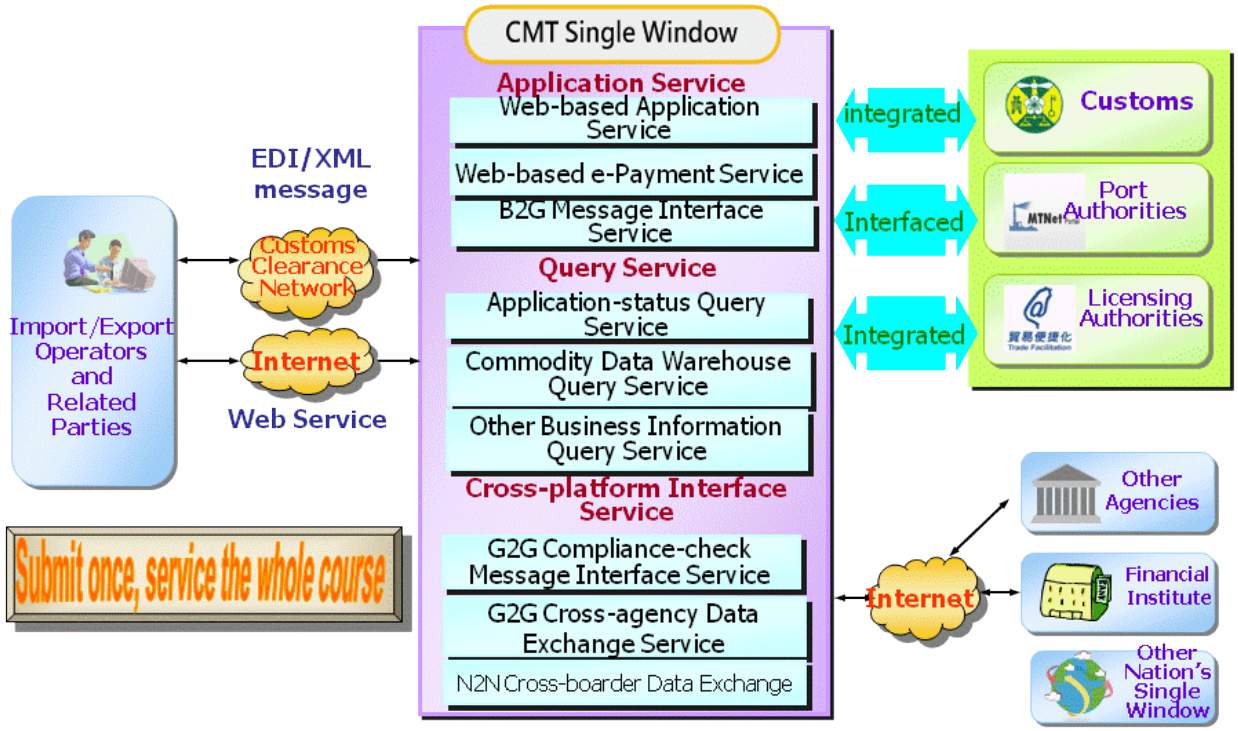


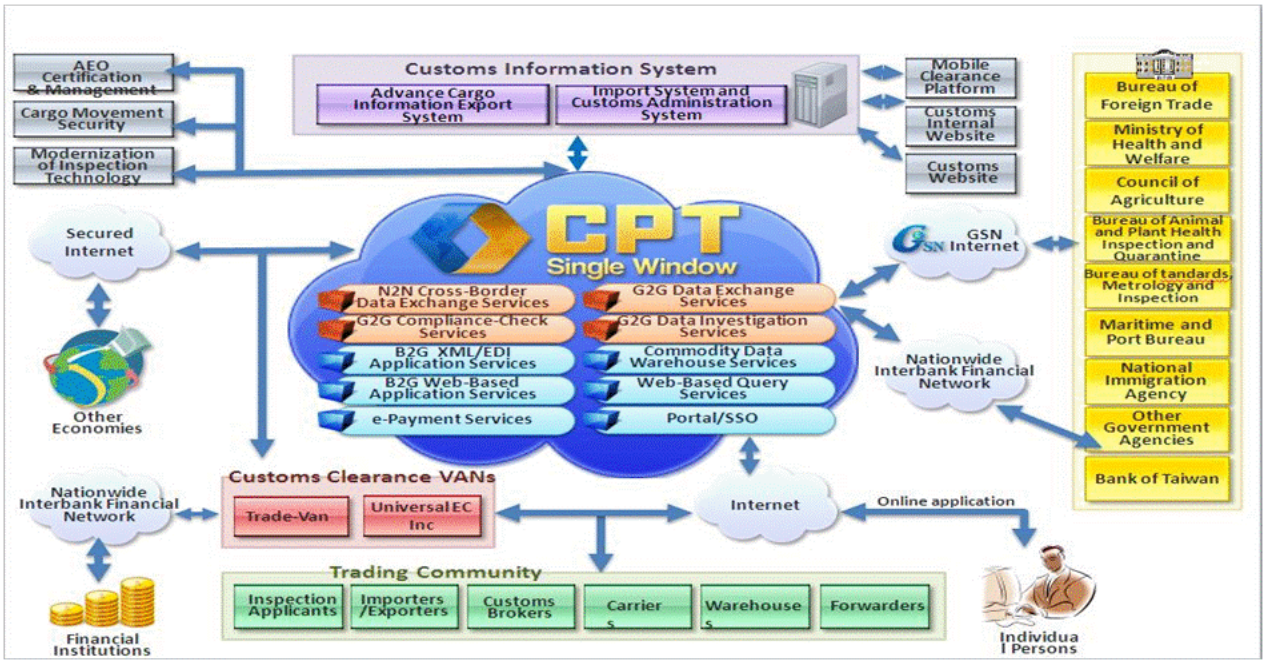
Chinese Taipei

Single Window System Framework



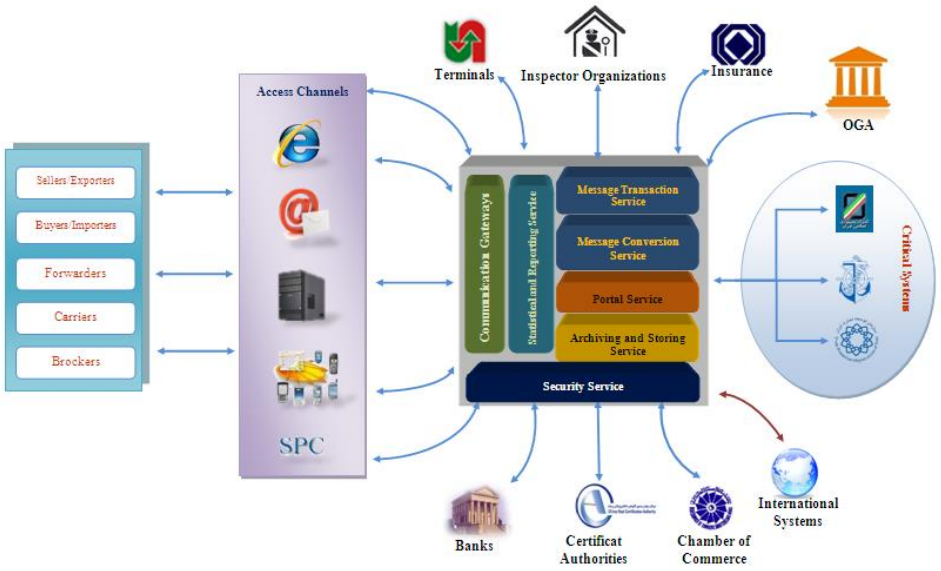
Services Provided by Single Window



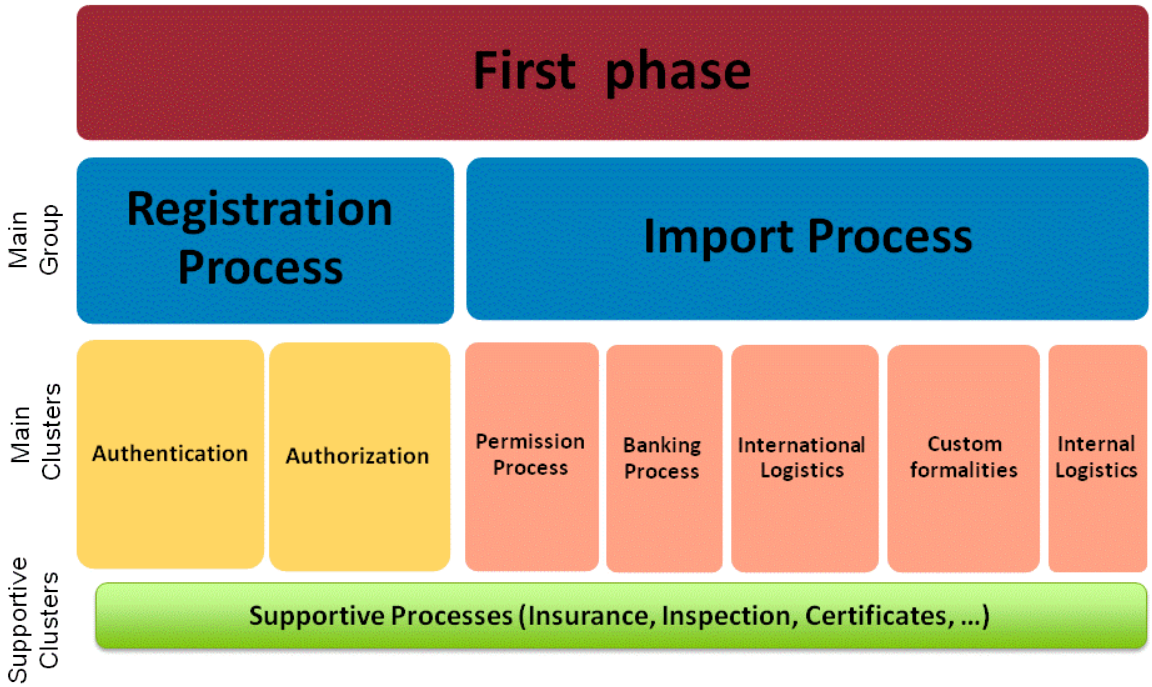


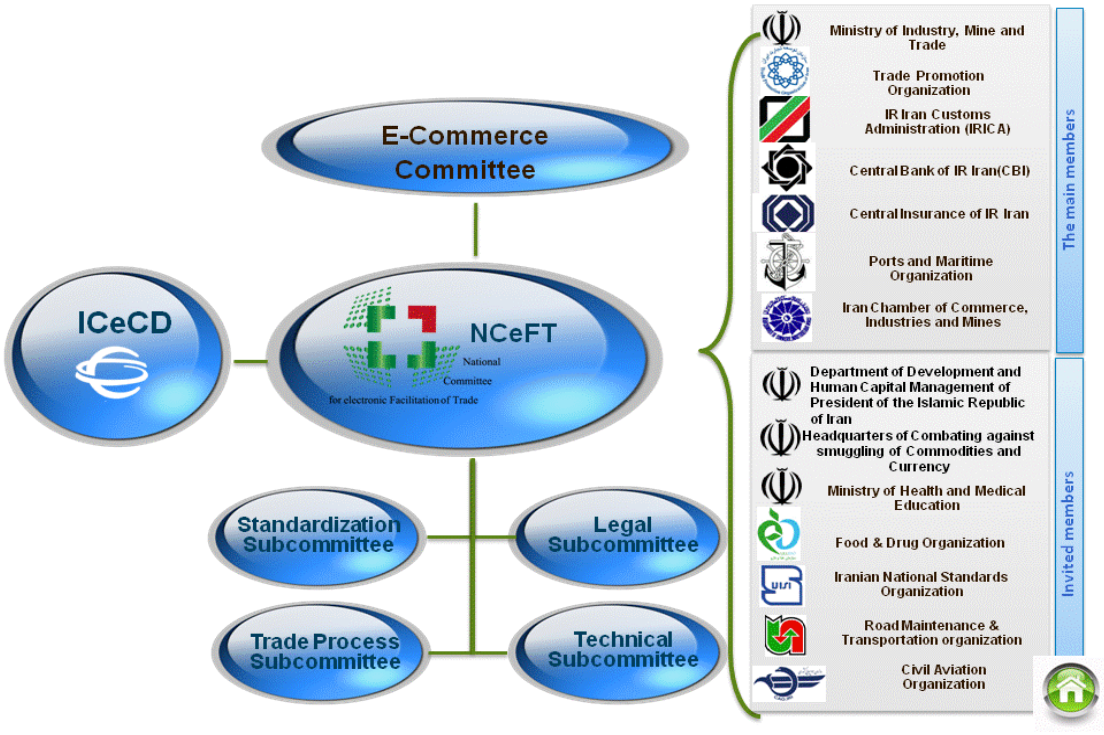
Current version of CPT Single Window

Iran



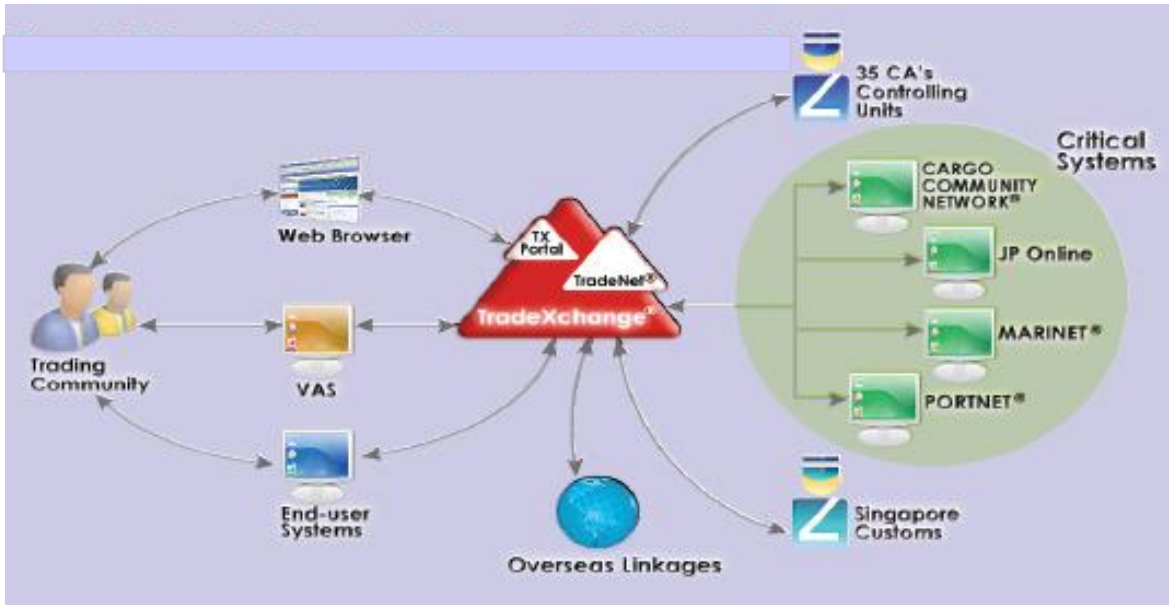
Architecture of Iran single window system





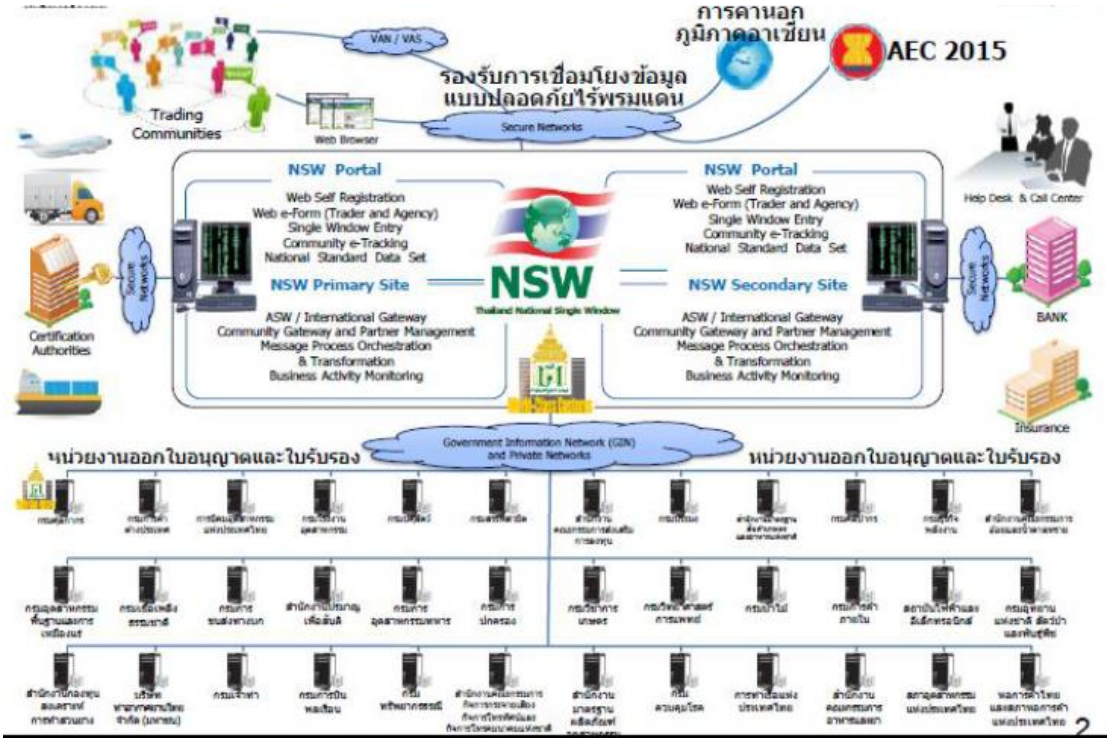
Structure of NCeFT of Iran (Islamic Republic of)

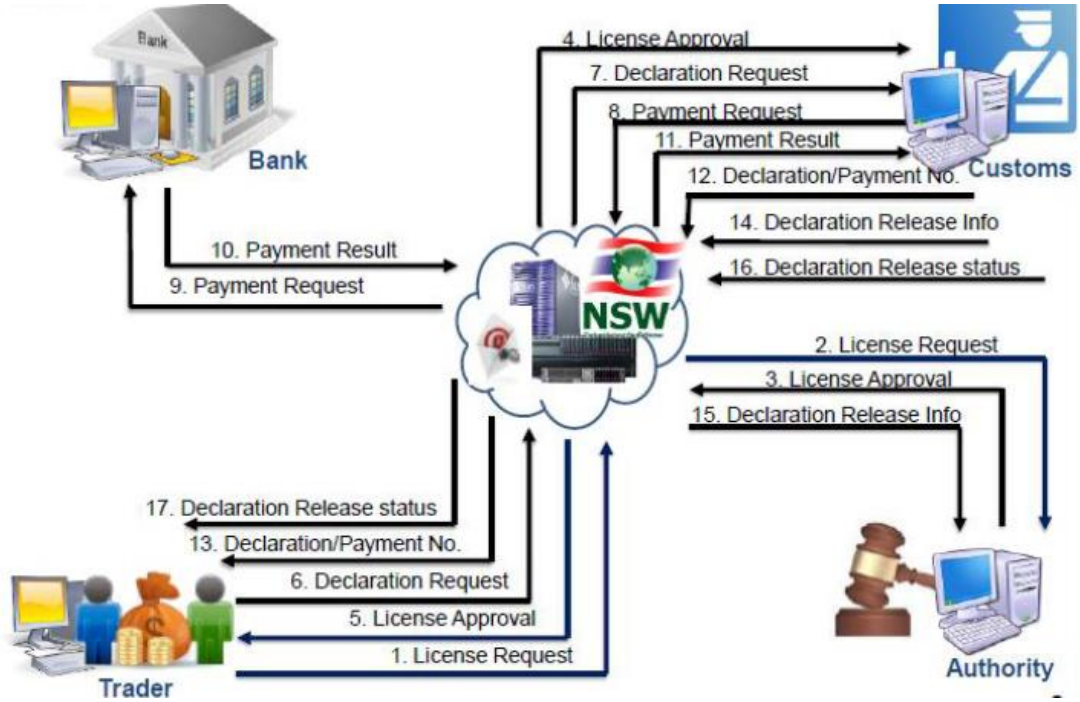
Singapore



Schematic Diagram of Singapore TradeXchange

Thailand



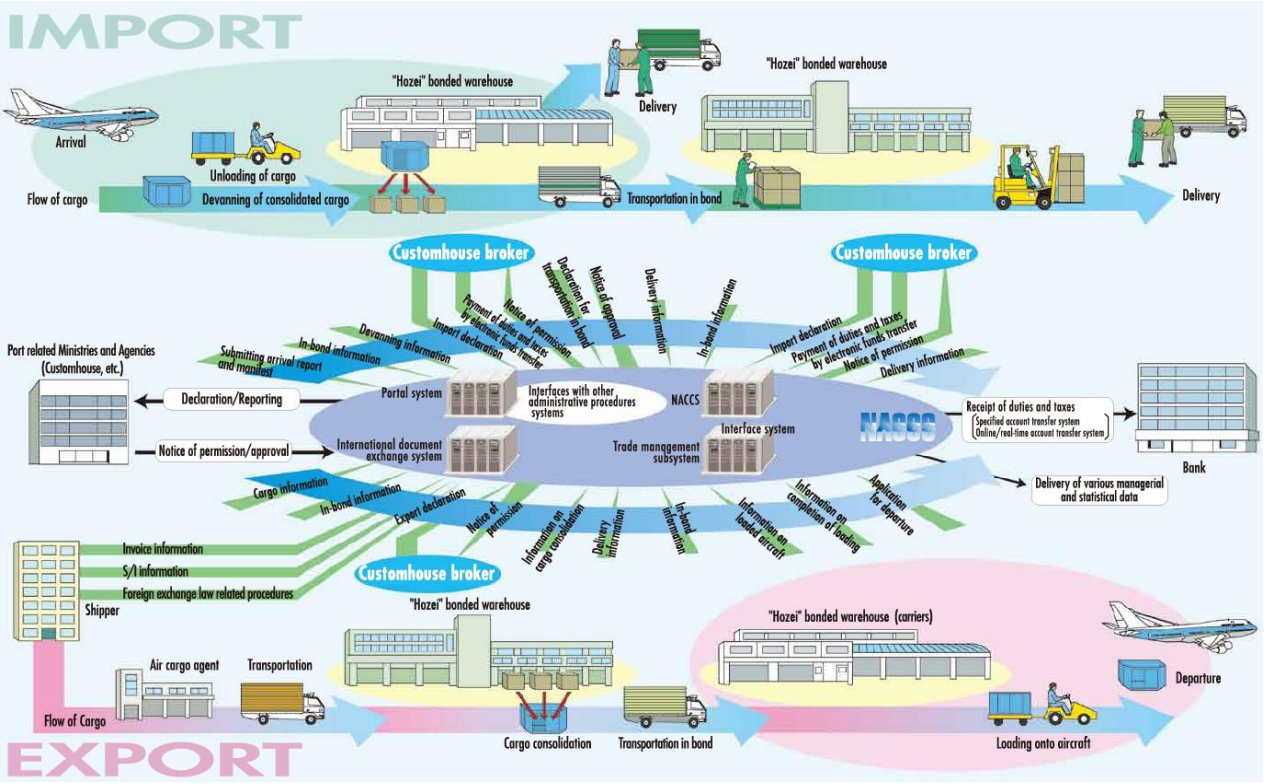


National Single Window in Thailand

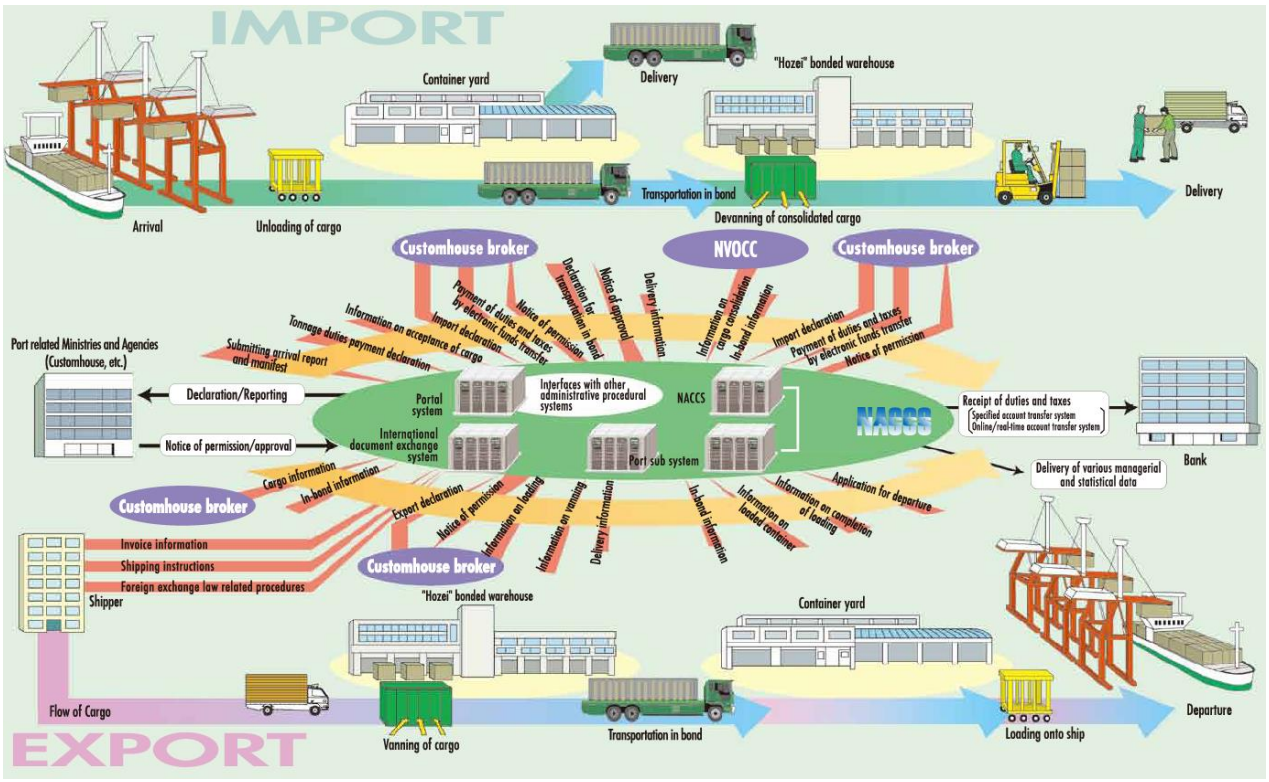
VIII. The customs declaration processes and message involved

Japan

Naccs_Air_Japan

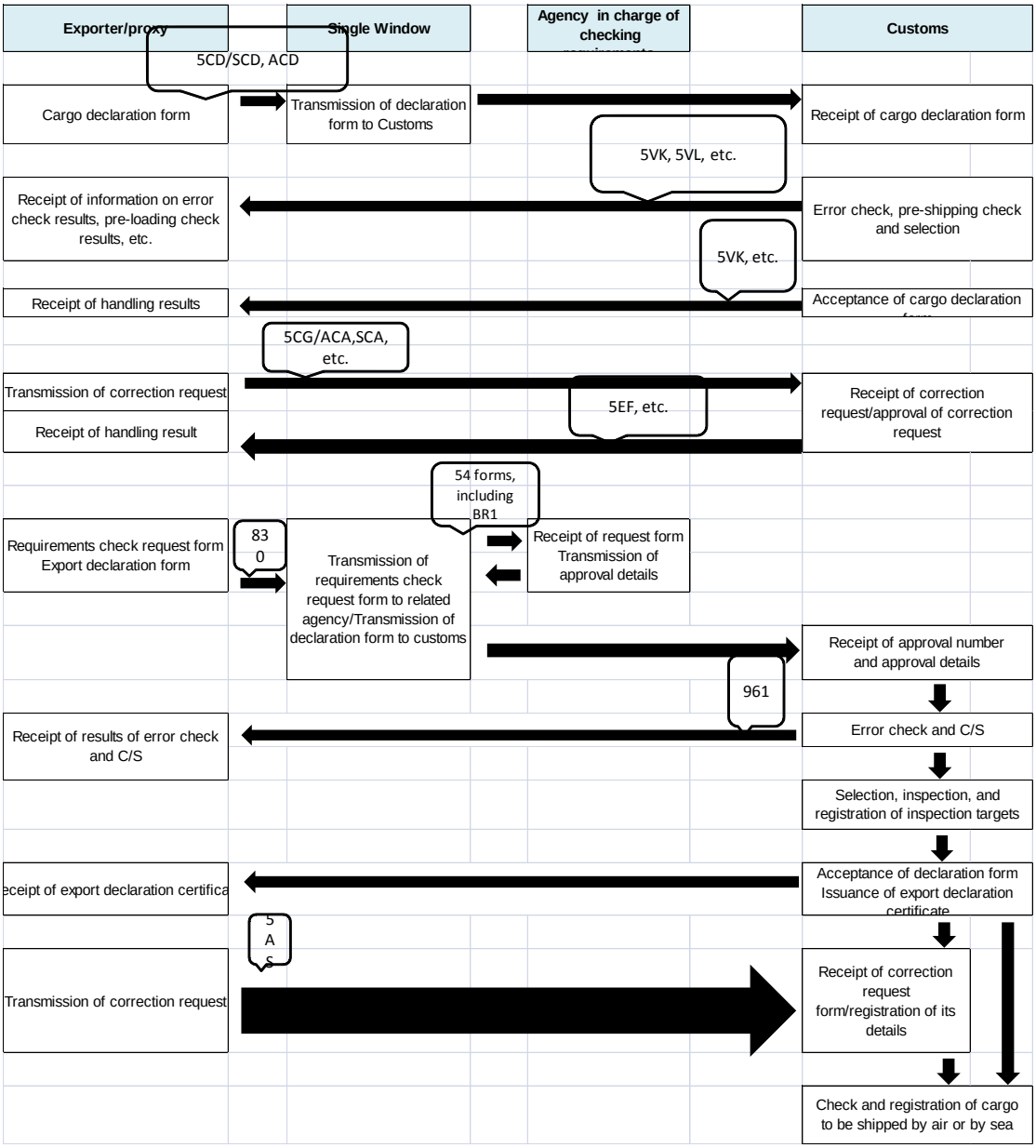


Naccs_Sea_Japan

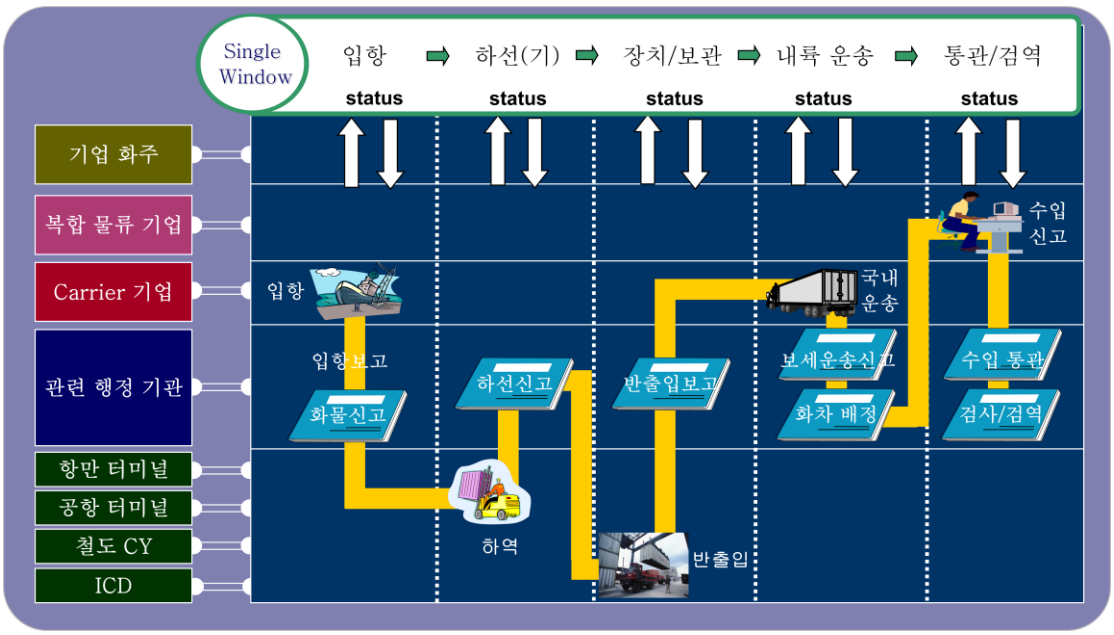

IMPORT
Container yard
Delivery
"Hozei" bonded warehouse
Arrival
Unloading of cargo
Transportation in bond
Devanning of consolidated cargo
Delivery
Customhouse broker
NVOCC
Customhouse broker
Port related Ministries and Agencies (Customhouse, etc.)
Declaration/Reporting
Notice of permission/approval
Portal system
Interfaces with other administrative procedural systems
NACCS
NASSS
International document exchange system
Port sub system
Receipt of duties and taxes
Specified account transfer system
Online/real-time account transfer system
Bank
Delivery of various managerial and statistical data
Customhouse broker
Customhouse broker
Invoice information
Shipping instructions
Foreign exchange law related procedures
Shipper
"Hozei" bonded warehouse
Container yard
Flow of Cargo
Vanning of cargo
Transportation in bond
Loading onto ship
Departure
EXPORT

Korea

Export/import process files developed by **Korean Customs Administration**

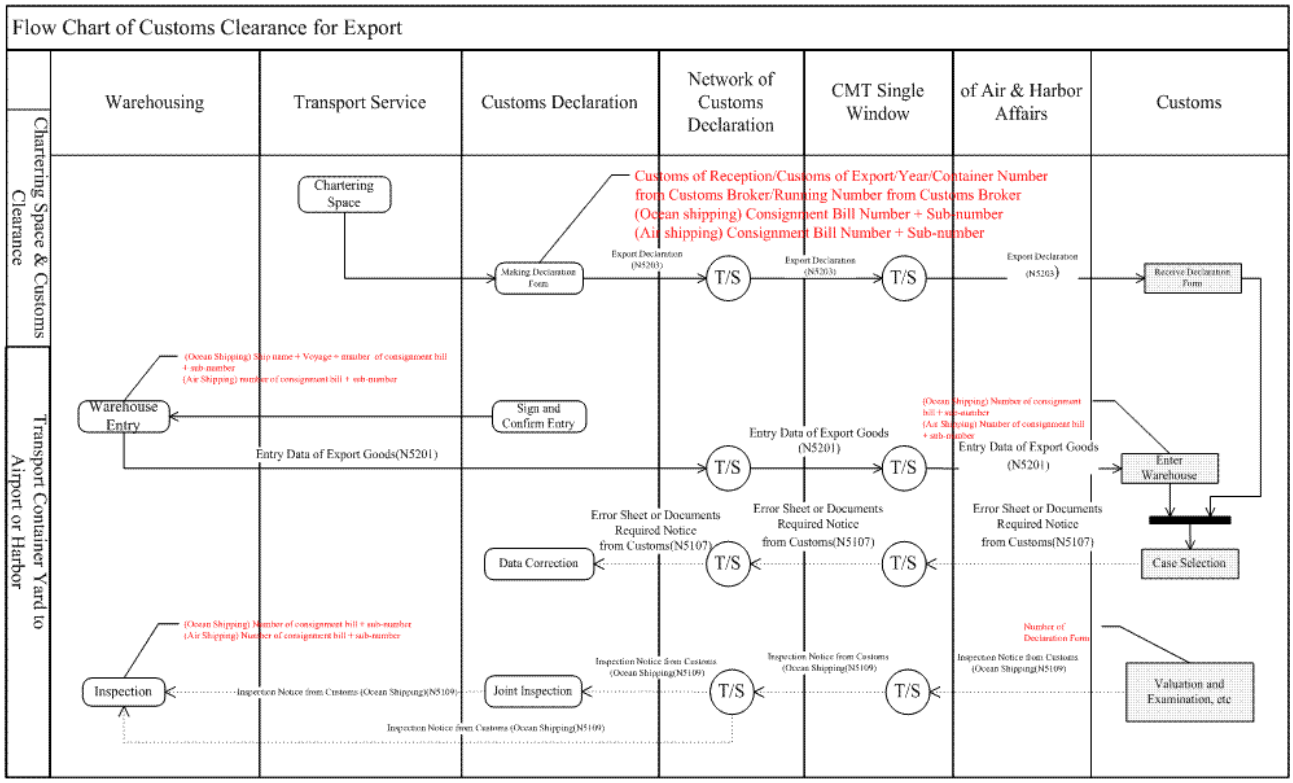


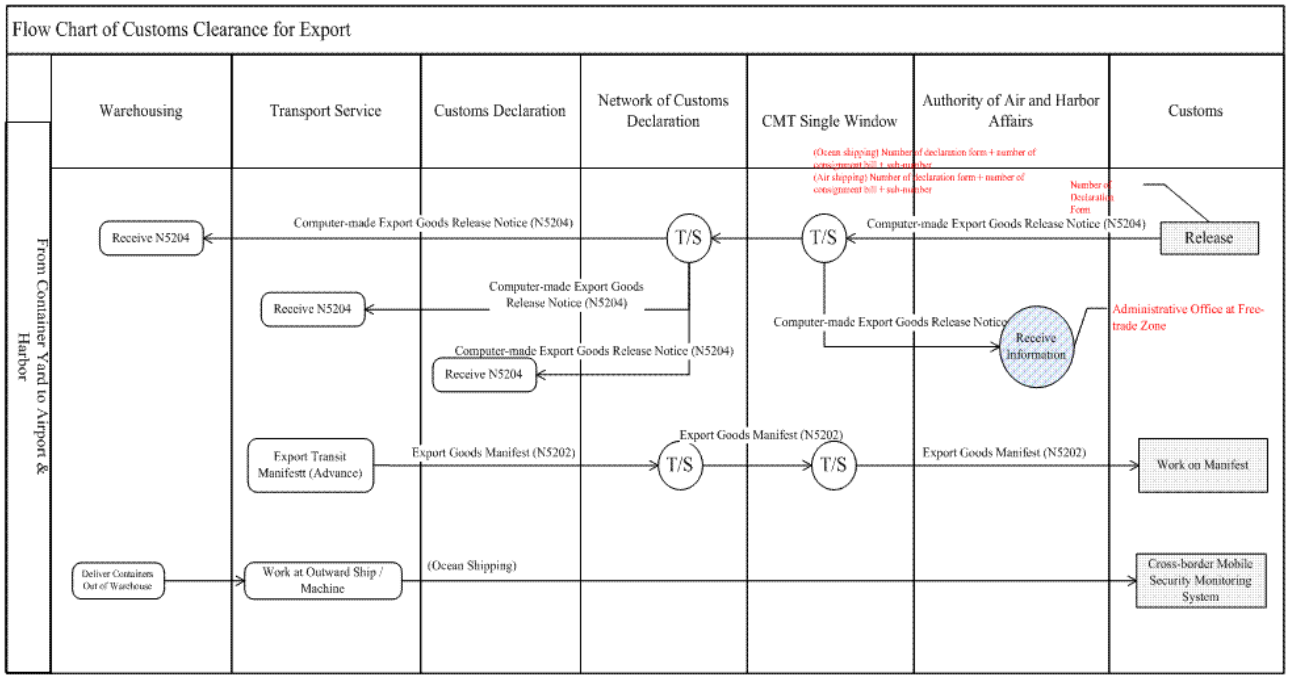
KLNet

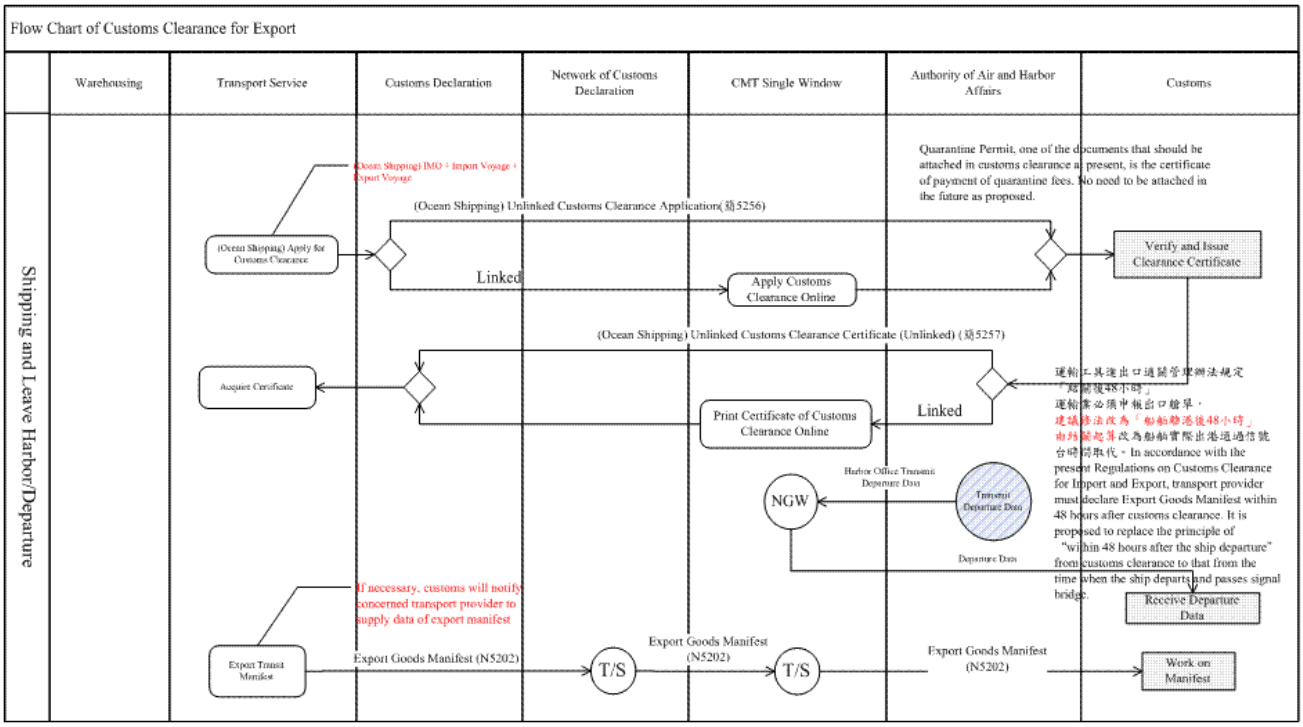

Single Window
입항
하선(기)
장치/보관
내륙 운송
통관/검역
status
status
status
status
status
기업 화주
복합 물류 기업
Carrier 기업
관련 행정 기관
항만 터미널
공항 터미널
철도 CY
ICD
입항
입항보고
화물신고
하선신고
하역
반출입보고
반출입
국내 운송
보세운송신고
화차 배정
수입 신고
수입 통관
검사/검역

Chinese Taipei

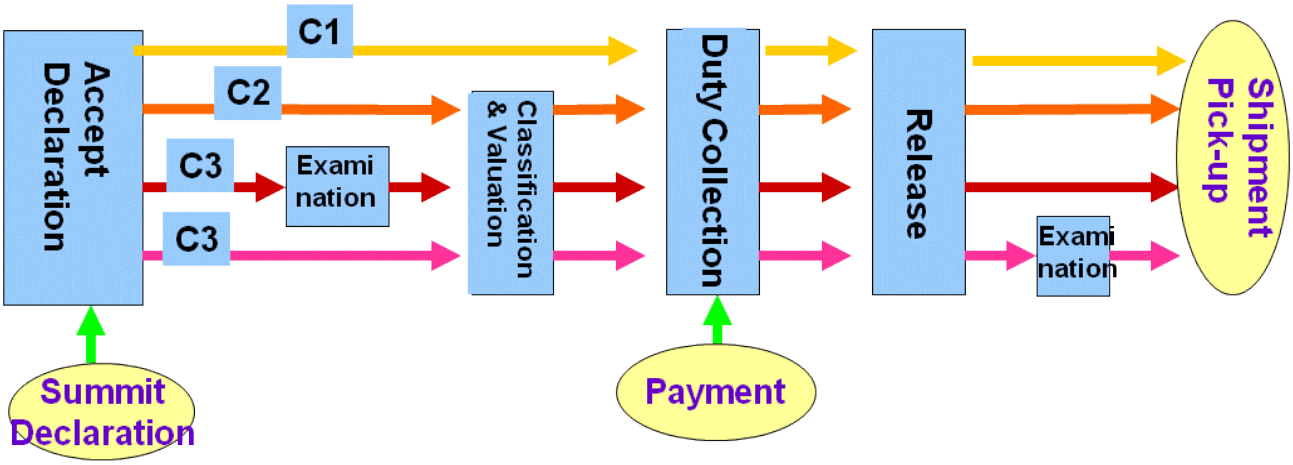
Customs Clearance for Export Goods



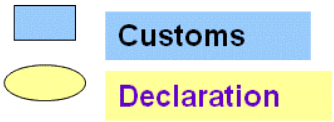




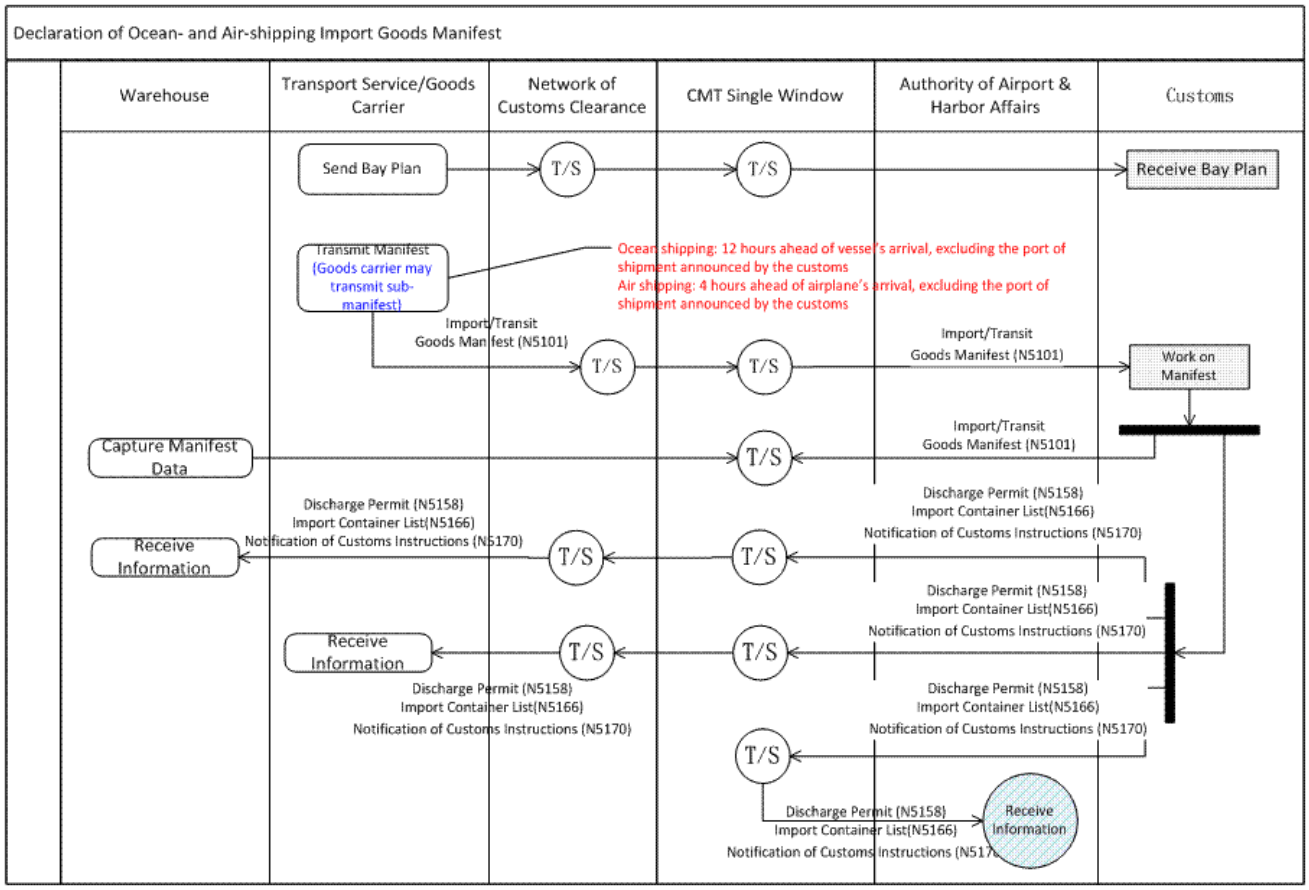
Customs Clearance for Import Goods

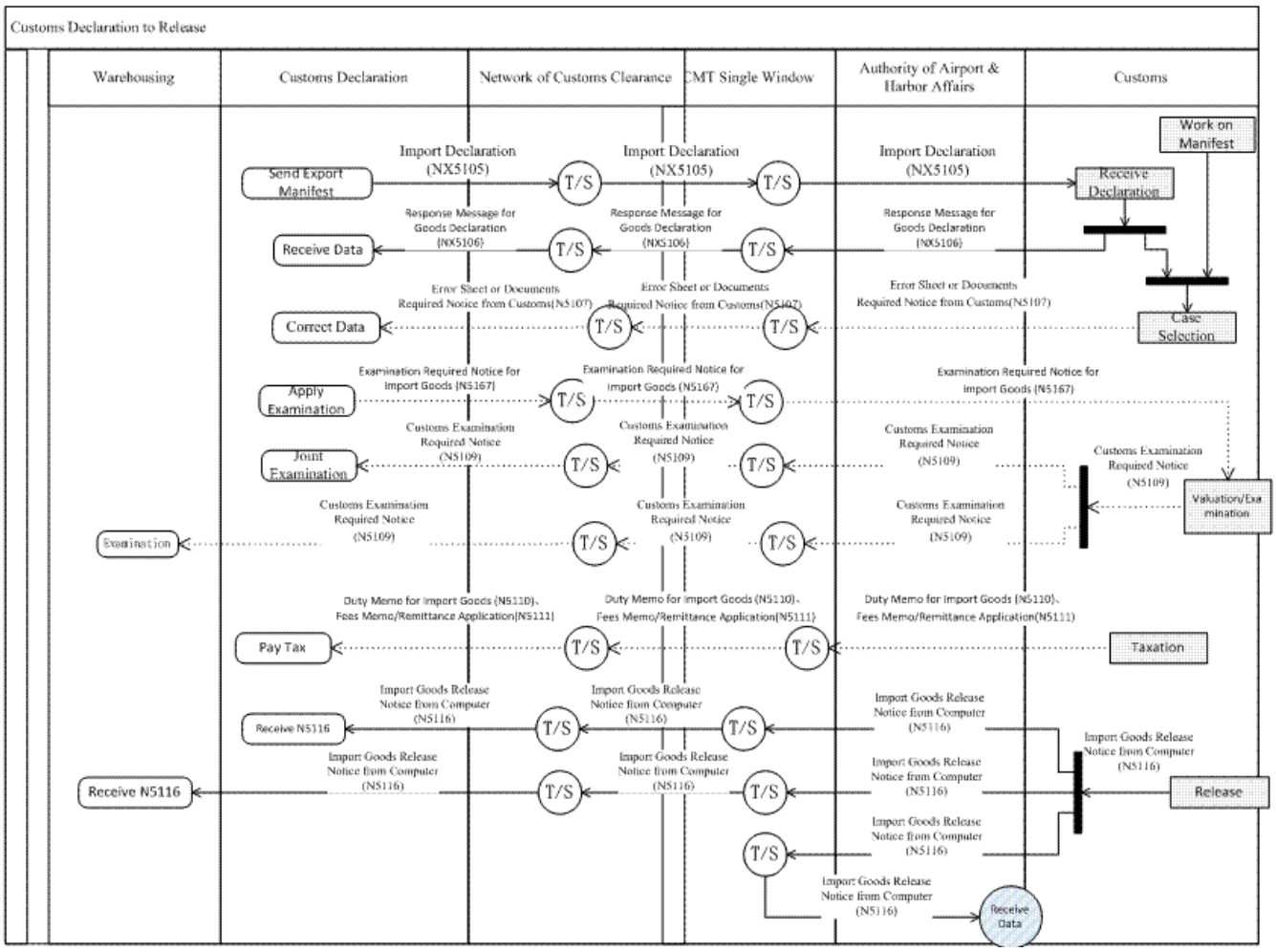


Necessary customs declaration documents:
C1: No document needed
C2: Import declaration report with attachment of Bill of Lading, Invoice, packing list. P/L and other necessary license and/or permission documents may be submitted afterward, prior to shipment release
C3: Amended import declaration report and other documents as in C2



- C1 Exemption from Documentation and Examination
- C2 Document Review
- C3 Document Review and Physical Examination Examination prior to Valuation
- C3 Document Review and Physical Examination Valuation prior to Examination (Shipment release in warehouse)


Declaration of Ocean- and Air-shipping Import Goods Manifest
Warehouse
Transport Service/Goods Carrier
Network of Customs Clearance
CMT Single Window
Authority of Airport & Harbor Affairs
Customs
Send Bay Plan
T/S
Receive Bay Plan
Transmit Manifest (Goods carrier may transmit sub-manifest)
Ocean shipping: 12 hours ahead of vessel's arrival, excluding the port of shipment announced by the customs
Air shipping: 4 hours ahead of airplane's arrival, excluding the port of shipment announced by the customs
Import/Transit Goods Manifest (N5101)
Work on Manifest
Capture Manifest Data
Discharge Permit (N5158)
Import Container List(N5166)
Notification of Customs Instructions (N5170)
Receive Information



IX. The regulation of advanced cargo information report

Japan

The Advance Filing Rules will be implemented in March 2014, which require a vessel operator or a NVOCC to electronically submit to the Customs information on maritime container cargoes to be loaded on a vessel intended to entry into a port in Japan, in principle no later than 24 hours before departure of the vessel from a port of loading.

For the details, please visit Japan Customs AFR Page:

http://www.customs.go.jp/english/summary/advance/index.htm

NACCS AFR Page: http://www.naccs.jp/e/afr/index.html

Korea

The Shipping Invoice Submission Scheme was implemented by the Korea Customs Administration in 2012.

The scheme applies to air and marine freight; for imports, only air freight falls under the purview of the scheme.

○ Shipping invoice submission deadline

Item		Submission deadline
Marine freight	Import	○ (By default) 24 hours before loading cargo onto the vessel at its shipping port ○ (Close-range regions) Prior to departure of the vessel from its shipping port ○ (Bulk cargo) 4 hours before entry of the vessel
	Export	○ (By default) 24 hours before loading cargo onto the vessel ○ (Close-range regions) Submission should be finalized before loading cargo onto the vessel or 30 minutes before departure ○ (Bulk or transshipment cargo) Prior to departure of the vessel ○ (Export items to be declared on board) Within 24 hours after departure of the vessel
Air freight	Import	○ (By default) 4 hours before entry of the aircraft ○ (Close-range regions) Prior to departure of the aircraft from its shipping airport ○ (Express cargo) One hour before entry of the aircraft
	Export	○ Submission shall be finalized before loading cargo ontothe aircraft or 30 minutes before its departure

○ The close-range regions specified on the shipping invoice submission deadline list are China, Taiwan, Hong Kong, Japan, and Russia (Far East Asia)

○ However, for marine export shipping invoices, close-range regions include the Philippines, Vietnam, Cambodia, Thailand, Indonesia, Malaysia, and Singapore.

KLNet

Has been implemented by the Korea Customs Administration.

Chinese Taipei

Advanced export cargo information report:

Sea-freight export manifest:

The export manifest should be reported 24 hours before the shipment is loaded on the export vessel. The export manifest (message N5202 907) should be submitted to the Single Window by the transportation carrier (or his service agent) through transmission of the VAN service provider, which will be accepted by the Customs and operated accordingly.

Sea-freight export customs declaration:

The shipper or his outsourced customs broker needs to submit the formal export customs declaration report (message N5203) through VAN to the Single Window 1 hour before the cargo/shipment arrives at the customs control zone, which will be received and handled by the Customs accordingly. The Customs Control Zone covers container yard and warehouse for the in-land and port shipment.

Air-freight export manifest:

The shipper or his outsourced customs broker needs to transmit the message of export manifest N5202 to the Customs via Single Window with VAN's service 30 minutes before the aircraft departs.

Air-freight export customs declaration:

The shipper or his outsourced customs broker needs to submit the message of export declaration N5203 to the Customs via Single Window with VAN's service 1 hour before the container/goods arrives in the control Zone.

Sea-Freight Import:

According to Article 36 of the Decree of Conveyance Administration for Import and Export, the captain or his agent should submit the import manifest to the Customs 12 hours before the vessel arrives in the seaport of the sovereignty.

Air-Freight Import:

According to Article 71 of the Decree of Conveyance Administration for Import and Export, the pilot or his agent should submit the import manifest to the Customs 4 hours before the aircraft arrives in the airport of the sovereignty. If there is no goods on the aircraft to report, the document should state "No goods" and be submitted.

Iran

Not available

Singapore

To facilitate faster customs clearance for the air transport community, an

Advance Clearance for Courier and Express Shipment System (ACCESS) was developed, which enables pre-clearance for courier companies, allowing them to submit the pre-clearance shipment information for the air express and on-board-courier shipments to the Singapore Customs.