RECENT DEVELOPMENTS IN UN/EDIFACT: REGIONAL REPORTS

Submitted by the UN/EDIFACT Rapporteurs  *

SOURCE: UN/EDIFACT RAPPORTEURS
STATUS: RAPPORTEURS' REPORT
ACTION: FOR INFORMATION, March 1998 GE.1 session, agenda item 2
ASIA EDIFACT BOARD (ASEB)

1. The 15th Asia EDIFACT Board meeting was held under the temporary chairmanship of Prof. VK Samaranyake (Sri Lanka) at the Lanka Oberoi Hotel in Colombo, Sri Lanka on November 5-6 1997 back to back with joint working groups’ meetings. (A temporary chairman was appointed since both the chair and the vice-chair could not attend the meeting.) Representatives from Chinese Taipei, India, Indonesia, Iran, Japan, Korea, Malaysia, the Philippines, P.R.C., Sri Lanka and Thailand attended and observers also attended from Bangladesh, Bhutan, Fiji, Nepal, Pakistan, Papua New Guinea, Republic of Maldives and member countries. Totally 140 members and observers participated in the meeting.

2. The following eight AS/EB joint working groups had one or two days meeting in parallel on November 3-4, just before the AS/EB meeting: Financial, Awareness and Education, Transport, Customs, Purchasing, Security, Environment Protection and Air-Transport.

3. The Inter-networking Implementation Committee (IIC) was held on Sunday, November 2nd 1997 and Ms Siti Aminah Abdullah reported on the networking activities in the customs sector among member countries.

5. The ASEB Internet homepage is being updated by the Korea EDIFACT Board under the URL http://aseb.keb.or.kr. The meeting minutes, members’ progress reports, the ASEB Bylaws and the organization structure are available on the homepage.

6. There are many EDI related projects going on in member countries and economies. These activities are summarized as follows:

6.1 Chinese Taipei

(a) In the customs field, four systems (Customs Cargo Clearance System, Air-Cargo Community System, Sea-Cargo Community System and Express handling Unit System) have been launched successfully.

(b) In the area of commerce, the Nationwide Commercial EDI VAN System has 2778 users exchanging messages such as ORDERS, ORDCHG, ORDRSP, INVOIC, STATAC and REMADV.

(c) In the area of Finance, after the set-up of a Financial EDI Joint Center, the Financial Information System Center (FISC) and major banks are able to provide enhanced and integrated Financial EDI Banking Services such as Customs payment, corporate payment, multiple interbank funds transfer, and documentary credit processes. The FEDI Joint Center links buyers, sellers, retailers, Customs, Customs brokers and their trading partners through their industry EDI VANs such as the Nationwide Commercial EDI VAN and TRADE-VAN.

(d) The Environmental Protection Joint Working Group (EPG) keeps its effort in the area of the standard message development, maintenance, technical assessment and promotion of UN/EDIFACT for environmental information exchange. Most of the related activities and programs are sponsored by the Environmental Protection Administration of Chinese Taipei (TEPA). In addition, under a Technical Cooperation Agreement between TEPA and the US Environmental Protection Agency (USEPA), they are currently working together to promote the use of electronic media for the international exchange of environmental information.
6.2 India

(a) A Process Re-engineering Committee has been formed under the Ministry of Commerce for re-engineering the processes related to international trade transactions handled by Customs, the Airports Authority of India (AAI), Ports and their interfaces with related organisations. Under this committee four subcommittees are working to study, analyse and streamline the information flow between Customs/Banks, Customs/AAI, Customs/Directorate General of Foreign Trade (DGFT) and Customs/Apparel Export Promotion Council (AEPC).

(b) Directorate General of Foreign Trade (DGFT) is a wing of the Ministry of Commerce, engaged in the formulation of export-import policy for the country and its administration. All types of licenses required for export and import within the country are issued by this organisation. The interface with trade and industry is provided by the 32 offices of DGFT scattered through out of the country. EDI implementation stipulates day to day interface with trade and industry and related organisations and filing of applications in the EDI environment.

(c) Indian Banks Association (IBA) - A pilot project is being implemented and tested between Mumbai (Bombay) and Delhi for Financial EDI.

(d) Indian Customs EDI System (ICES) is a customs clearance system providing paperless transactions in the Customs House. Clearance messages are transmitted over NICNET EDI VAN to the Customs House Agents (CHAs) and trading community.

(e) Drawback & Duty Payment System - Customs duty payments can be done electronically by having debit orders issued against exporters/importers bank accounts and crediting the Customs account automatically in the Punjab National Bank (PNB). Duty notices and advice of payments are integrated with Delhi Customs’ ICES system. The drawback payments to exporters have also been automated through ICES, directly advising the Punjab National Bank to credit the accounts of Cargo Handling Agents.

(f) Apparel Export Promotion Council (AEPC) Project stipulates connectivity of AEPC with customs for processing of shipping bills and with exporters for submitting documents to AEPC and allow transfer of quota amongst the exporters.

(g) Port EDI System - Mumbai Port Trust and Jawaharlal Nehru Port Trust (JNPT) have developed and implemented two EDIFACT messages BAPLIE and COARRI with four selected shipping lines. Identification of other relevant EDIFACT messages have also been done and six container ports are in the process of message development and implementation. These messages would then be exchanged with other ports.

(h) Airport Authority of India (AAI) - A pilot EDI system for document transfer between AAI and Customs is under development.

(i) Container Corporation of India (CONCOR) - a pilot EDI system for document transfer between CONCOR/Customs and CONCOR/Port Trust is under development.

(j) Auto Pilot Project by Association of Indian Automobile Manufacturing and Auto Component Manufacturers Association under Ministry of Commerce, for implementation of EDI and Bar-coding in Automobile Industry is under development.
6.3 Indonesia

(a) **Tanjung Priok Container Terminal** - Eight messages have been implemented successfully by Container Terminal and its partners. Another four messages i.e. IFCSUM, APERAK, IFTMIN and CODECO are now in trial run under the Container Delivery Project. This project involved importers, banks and shipping lines. And for the next state exporters will be involved in Export Container Receiving Project.

(b) **Customs Service** - Following up the implementation of Customs EDI in Jakarta (based on Customs Regulation No.10/1995), EDI Indonesia started providing its service in Surabaya, Bandung and Semarang to support the Customs’ Program using the EDI system. For that purpose, a number of companies have prepared themselves by installing application software and attending a training program on EDI implementation conducted by EDI Indonesia. In the beginning of 1998, Merak and Medan will be the next step for implementing Customs EDI.

(c) **Export Service to USA** - Two documents are being developed i.e. ESERPT and USEREQ to fulfill the requirement of Sucofindo (The National State Owned Surveyor Company) who has successfully implemented two standard message i.e. CUSVIS and CUSVRS to US Customs since mid 1996.

6.4 Iran

(a) **Iran Integrated Trade Information Network System** - Completion of the required feasibility studies concerning the establishment of “Iran Integrated Trade Information Network System” which potentially would function as a comprehensive national trade information system. The next phase would comprise of measures and activities in relation to design, manufacture and functioning of the system.

(b) Completion of research by the Institute for trade studies and research on outlining the **Trade Regime and Procedures of the Islamic Republic of Iran**. This study paves the way for designing the ITT model for Iran.

(c) Initiating a defined **EDI Project** to automate transactions between one of the biggest chain stores in Tehran (Shahrvand) and 5 of its suppliers. To this end, a number of EANCOM UN/EDIFACT standard messages will be introduced after the launching of the project.

6.5 Japan

(a) **The marine port sector** is going to start an implementation test of UN/EDIFACT covering shipping lines, shippers, freight forwarders and port operators to facilitate existing paper based procedures under the auspice of Ministry of Transport. POLISA (the Port Logistics Information Systems Association, a non-profit organization, acts as the center of this project in cooperation with SC/SFNet Center. Further, Port Authorities are studying to introduce an EDI system based on the UN/EDIFACT standards for Ship’s Arrival/Departure Notice.

(b) **Japanese Customs** is now focusing on the migration project from the current proprietary system of NACCS (Nippon Automated Customs Clearance System) to a UN/EDIFACT based EDI System. Its target date will be in October or November 1999. Also, Quarantine/Food Inspection System will be incorporated into the Customs Clearance System.
(c) In the Retail and Distribution sector, DSRI (the Distribution Systems Research Institute) is strongly promoting implementation of the EANCOM UN/EDIFACT messages under the JEDICOS (Japan EDI Commercial System) which are currently converted into Japanese version for implementation in 1998.

(d) JASTPRO (the Japan Association for Simplification of International Trade Procedures) - a non-profit organization jointly managed by the ministries of Finance (MOF), International Trade and Industry (MITI) and Transport (MOT) - has recently formed a research/study group for the promotion of electronic data interchange in foreign trade and finance. The group plans to conduct not only follow-up studies and assessments of EDI projects promoted worldwide in line with the current trend of adopting paperless procedures in foreign trade and finance, but also feasibility studies on Japan-centered EDI projects which are to be applied to foreign trade and finance in cooperation with the Bolero Project in Europe.

(e) The Automotive Manufacturing Industry has decided to implement UN/EDIFACT standards for the supply chain EDI system together with Automotive Parts Manufacturers to follow the AIAG’s movement in this same direction.

6.6 Korea

(a) Trade Automation - KTNet plays an active role in the development of trade automation by using traditional EDI and will further develop various Electronic Commerce approaches via Internet, according to KTNet’s plan to fully implement the Trade Automation Service. To this end, it is expected that the Trade Automation Projects promoted by MOTIE (Ministry of Trade, Industry and Energy) since 1990 for strengthening the national competitiveness of trade industry with an investment of 70 billion won will be finished in 8 years. As of 1996, 75% of the trade automation project had been completed. In an effort to complete the trade automation project, KTNet is strongly urging the development of such businesses as Export and Import Cargo Management, Certificate of Origin and Customs Duty Drawback this year. It also plans to complete Trade Automation Service within this year with an exception of the international business such as B/L.

(b) Customs Automation - In 1992, the Korea Customs Services began the Customs Automation System through EDI to achieve fast customs procedures and effectively improve the flow of logistics. This project consisted of 5 sub-systems and the development status of each system is as follows; Following the completion of the Export Customs Clearance System in 1994, the Import Customs Clearance System was completed in 1996. The Export Cargo System and Duty Drawback System were completed in March and May 1997 respectively and both systems are now in implementation after being pilot tested. The Import Cargo System, final sub-system of Customs Automation project has been under the development since November 1996. In the case of the Import Cargo System, it will be pilot tested November 1997 at the Kimpo Customs for Air Cargo and at the Pusan Customs for Sea Cargo. In creating the Import Cargo System, the Korea Customs Services has developed 34 messages to be used in the exchange between the Customs and Cargo communities for Import Cargo Management including: the arrival/departure of vessels, discharging, bonded transportation, and bonded warehouse management. It is recognized that the success of this project depends on the quality of available software. Therefore, KCS plans to approve software sales under a certification programme that requires examining the requirements of Customs against the software packages developed by software vendors in order to ensure the quality of the software.
(c) **Marine Transportation and Logistics Area** - KL-Net started a full Customs EDI service with 37 types of messages since mid-November 1997. In line with the government’s plan for full automation of customs practices, KL-Net has been providing EDI services since April 1997 for sea-cargo manifests, applications for general discharge permits, passenger lists, declarations of arrival or departure, etc. Furthermore, with the Korea Customs Service requiring the compulsory implementation of all EDI messages in customs field, KL-Net has taken relevant steps. For example, it has prepared user software and translator programmes to provide customers with an additional message service. New additional messages will include the crew list, crew’s effects declaration, customs declaration for ship’s stores, the result report of discharge/charge and 13 types of bonded transportation declarations (customs cargo report, underbond request etc.). KL-Net recently developed 4 types of message (national standards) related to railroad authority, such as DISTUS : Railcar Distribution Status, RADCAL : Rail Advance Cargo List, RASHLT : Railcar Shipment List and RACSER : Rail Container Sequence Report. These messages are exchanged between ICD (Inland Container Depot)/Container Terminal and Railroad Authority. Korea Railroad Authority commenced KROIS (Korea Railroad Operating Information System) database service in January 1996 and plans to implement EDI pilot service within 1997. KROIS database system enables shippers and transporters to get railroad information such as railroad station master file, shipment information, freight details, and railcar disposition.

(d) **Distribution area** - In this area, 12 messages have been developed by the Distribution Message Development Group and used as EDI standard messages. About 10 EDI Service providers involved in the distribution of EDI services such as KTNet, DACOM, KL-Net, etc. have mainly provided the service for sending/receiving orders, payment information, sales data, etc. However, there is little improvement in expanding the number of users due to non-standardization of orders, low dissemination of standard logistics codes, and the lack of connection between VAN provider and EDI service.

(e) **Korea Textile Federation Industry**, in conjunction with Lotte Department Store, has promoted the pilot project of QR (Quick Response) system from September 1997 in order to expedite the rapid adoption of KAN (Korea Article Numbers) codes in the clothing industry and to diffuse the common product code. Seven companies involved in this project are pushing for the adoption of KAN codes, standardization of transactions via EDI, and information sharing via POS systems.

(f) **Government Procurement Area** - The government procurement EDI system will begin pilot operations in the near future. The Supply Administration of Republic of Korea (SAROK) launched the pilot program from November 1997 and implemented it in January 1998, linking the main and branch office of SAROK with vendors and customers. This system links SAROK (Main Office, Central Supply Warehouse, Inchon Branch Office) with 20 pilot testing agencies including the Railroad Authority and the Kwangju City Hall. Moreover, SAROK will be linked with 20 vendors, 5 issue agencies of certificate and 7 VAN providers.

(g) **Air Transportation area** - KTNet established the MFCS (Manifest Consolidation System) and provided air carriers, shipping companies, forwarders and transportation companies with EDI services since December 1996. To obtain access to CAMIS (Customs Automated Information System), users have to install Manifest EDI software after registering with the customs authority. The user are given an ID by KTNet enabling them to transmit Manifest EDI files to CAMIS. Meanwhile, users can immediately reference transmission results, shipment information, cargo deposit place and cargo trading information, etc. through the MFCS.
(h) **Medical Insurance area** - The Medical Insurance EDI project which claims and assesses the medical insurance claims electronically has been implemented and since then, users have substantially increased. According to the Korea Telecom & Medical Insurance authorities, the users of the system have reached about 800 institutes including 17 General Hospitals. Users are made up of 400 hospitals, 300 dentists and pharmacies, 60 healthcare institutes and 20 industry disaster and healthcare institutes. It is estimated that the overall users will be increased to over 1,400 institutes within 1997 in light of the number of hospitals joining the associations involved in medical insurance claim passing 200 per month.

6.7 **Malaysia**

(a) **Asia region customs EDI project** - This project is under the framework of the Inter-networking Implementation Committee (IIC) of the ASEB. The long-term objective of the project is to enable the exchange of Customs EDI messages between the various Customs administrations in Asia, thereby helping in both the trade facilitation and enforcement work of these administrations. Currently, six countries are taking part in the pilot, namely Malaysia, Korea, Philippines, Chinese Taipei, the Peoples Republic of China and India.

(b) **Port Klang Community System (PKCS)** - PKCS is an EDI based port community system and was implemented in stages beginning from 1994. The most recent development in PKCS was the introduction of electronic payments involving 15 major banks in Malaysia. PKCS will introduce the electronic submission of Free Zone Declaration forms to the Free Zone Authority; the Dangerous Goods Handling System; and the implementation of Delivery Messages for the hauliers, beginning in early 1998.

(c) **Subang Airport Community System (SACS)** - The SACS is a replication of the PKCS for the airport community. Although it started 3 months later than the PKCS it has managed to progress at par with the PKCS. SACS offers the same functions as PKCS.

(d) **SMK-Dagang*Net Interface Project** (National EDI Project) - SMK is the Customs Information System. Implementation of the Import and Export Clearance System started in October 1995. The messages implemented are CUSREP, CUSCAR, CUSDEC, CUSRES, PAYORD and CREADV. Both the number of players and volume of transactions are steadily increasing. Currently about 95% of all imports and exports are transmitted and processed electronically. About 80% of the transactions are using the Electronic Funds Transfer facility for duty payment. The project will be extended to the new Kuala Lumpur International Airport Sepang by mid-1998.

(e) **EC*LINK** - As of September 1997, there are over 900 employers connected to both EPF (Employees Provident Fund) and SOCSO (Social Security Organization), processing approximately 250,000 employee records and 100,000 payment records per month. A WEB version of EC*LINK has already been completed. Employers can now use a standard browser to perform full EC*LINK functions.

(f) **Financial EDI : Maybank Link** - There are currently 5 corporate customers using Maybank Link. They are Hwang DBS Securities, TA Securities, Permodalan Nasional Bhd., Sony Electronics and Cagamas.
(g) PARKSON*LINK - This is the latest EDI initiative developed by VADS Sdn. Bhd. For Parkson Corporation, the largest retail outlet in Asia. This EDI project connects all Parkson stores with its suppliers electronically. The EDI messages currently being implemented are Purchase Order, Purchase Order Acknowledgment, Delivery Order, Invoice and Invoice Order Acknowledgment.

6.8 Philippines

(a) The implementation of the Customs EDI Gateway facility has been awarded by the Philippines Chamber of Commerce and Industry (PCCI) to GEIS. The facility will receive UN/EDIFACT messages from the brokers, traders, importers, exporters, air and shipping lines, banks and any other party transaction with the Bureau of Customs, through their respective VANs. The Gateway will translate the UN/EDIFACT to the Customs ACOS/Asycuda format for processing by ACOS. Customs response (CUSRES) will be generated by ACOS, forwarded to the trading parties through the Gateway and VANs. The Gateway is scheduled to be launched on February 1998.

6.9 Peoples Republic of China

(a) Air Transport Sector - Most airlines and agents in China have been using CAAC’s CRS (Computer Reservation System). CAAC has established their WAN network covering most large and middle-sized cities, and it is the biggest one in China. The main project of CAAC is to establish a Global Distribution System (GDS) for most information services addin. The Computer Center of CAAC is testing several implementations, such as a hotel database, passenger reservation system, and data interchange with hotels through UN/EDIFACT messages. Cargo Communication System (CCS) as a message switch including UN/EDIFACT messages will be carried out in 1998. The years 1998 and 1999 will be very important for the center of CAAC to develop the CABDT (Civil Aviation Business Data Transport) Network.

(b) Sea Transport Sector - The International Container Transport Electronic Information Transmission System and Demonstration Project has had great success. Five EDI Centers have been set up at COSCO (China Ocean Shipping Company), Shanghai, Tianjin, Qingdao and Ningbo in May 1997 respectively and opened to users. The EDI Technology and Application Service Center of the Ministry of Communication has been set up. The center has held four training courses on AMTrix EDI software and UN/EDIFACT. More than 80 engineers from the five bases have passed the courses. 21 EDIFACT messages have been translated into Chinese and published as users’ manuals. According to the documents of the container transportation of China, 21 standard platform files designed in compliance with UN/EDIFACT directory D.95A, and D.95B has been finished. Other messages such as COSCO-form messages and self-defined messages are also in use at the same time. For example, Ningbo Port provides users COSCO-form messages BAY(V1.2) and DOC(V3.1) and self-defined messages BAPLIE, IFTSUM, COSTCO, CUSCAR, CUSRES. Users of the EDI center include ship’s agencies, forwarding agencies, shipping lines, docks, tally companies, container yards, port bureaux, Customs, the health and quarantine office, the animal or plant quarantine office, and the commodity inspection office.

(c) Customs Sector - To ensure network security and for the purpose of providing information services to the trading business community, the network architecture China Customs will adopt is an intranet and extranet with a fire-wall between them. The extranet of China Customs will be run by the Customs EDI Service Center and controlled by China Customs. The Customs EDI Service Center will adopt an open policy in inter-network connection and is willing to connect to other VAN providers.
The general scheme of the Customs EDI Service Center has been finalized, the system platform has already been determined, and the formalities for setting up the Customs EDI Service Center is underway. Shanghai Customs, as the first pilot site of the project, has finished its EDI system development and testing, and is ready to connect with 3 other local EDI service centers. According to the project plan, Customs EDI Sub-centers were set up in 5 coastal central cities and 1 inland central city by the end of 1997. By the end of September 1997, the Beijing Customs has processed through its **DI Duty Payment System** over 200 transactions with total value up to 20 Million RMB, and the number of firms participating in EFT has reached to 10. The Shanghai Customs, another local customs, is also ready to use an EDI Duty Payment System and two firms will be involved in the pilot.

(d) **Foreign Trade Sector** - EDI application is the primary objective of CIETNet (Network of China International Electronic Trade). CIETNet is invested by MOFTEC (Ministry of Foreign Trade and Economic Cooperation), and covers every area of foreign trade, including Customs, Banking, Commodity Inspection, Transportation, Administrator of Foreign Trade Enterprises of Import and Export, etc. Following the development of CIETNet in national domain, electronic documents exchange over CIETNet have covered the whole country. CIETNet has set up 11 physical nodes in some big cities, and it will have over 30 nodes in 1998. I) since September 1997 - An application for licenses for China import and export quota permission has been running in Beijing, Tianjin, Guanzhou and Zhuhai. ii) since October 1997 - An application for Origin License began testing and running in the Commodity Inspection Bureau of Shandong Province.

6.10 Singapore

(a) **AMO ECNet** - This is the Asia Manufacturing Online Trading Procurement Network, which enables multinational companies in the manufacturing sector to place EDI orders via Internet with their smaller sized suppliers. The AMO ECNet aims to automate the procurement process in the manufacturing industry, providing a link between the manufacturers and their suppliers for order placement and confirmation. The MNCs shall access the AMO ECNet to their suppliers over the Internet.

(b) **Electronic Procurement System** - EPS spearheaded by the Budget Division of the Ministry of Finance is implemented in two additional government departments: the Ministry of Communication and the Singapore Civil Defense Department. ESP was implemented at two pioneer sites, namely, Budget Division of MOF and Pharmaceutical Department of the Ministry of Health during the launch in July 1996.

(c) **LTANet** - The Town Councils and Law Firms shall be able to receive information on vehicles and owners’ particulars within the hour, by submitting their enquiries electronically via the LTANet. This is reduced from 4 to 5 days for the manual process. The Land Transport Authority, via the LTANet, offers the particulars of the current registered owners and vehicles information, as well as historical information on the ownership and de-registered vehicles’ particulars.
(d) **PRISMS** - The Process Industry Skills Management System has extended to connect more government agencies to make the management of manpower development and assignment in the Process Industry more complete. The first network for Process Industry in Singapore, PRISMS automates and streamline the management of skilled workers’ information to ensure the quality and smooth supply of skilled workers to the Process Industry. Covering all 13 essential skill sets for the Processing Industry, the 14 modules offered over PRISMS Internet shall enable the Contractors to access information databases, as well as submitting EDI applications using the web-based application.

(e) **ShopNet** - This is an industry-wide integrated information technology solution specially designed for small retailers. Its initial focus was the grocery trade. The three organisations involved in this project are the Singapore Article Numbering Council, National Computer Board and Retail Promotion Center. ShopNet enables small retailers to conduct point-of-sales scanning, inventory control and electronic procurement via the Internet. It also has an accounting package that enables retailers to calculate their financial bottom lines at the end of each month. In addition, the National Electronic Product Catalogue has been developed to support the electronic commerce between retailers and suppliers under the ShopNet project. This Product Information database seeks to achieve data alignment and facilitate search by product category, brand, EAN or UPC product identification number, etc. The database also holds the digital images of the products.

6.11 Sri Lanka

No specific reports on EDI projects.

6.12 Thailand

(a) **Customs Project** - This project will reach the final phase of integrating nation-wide customs house computer systems in 1998. Roughly, the implementation schedule of the project is as follows;

- **End of 1997**: Export Cargo Clearance System at Bangkok International Airport and Bangkok Seaport
- **March 1998**: Import Cargo Clearance System at Bangkok International Airport
- **September 1998**: Import Cargo Clearance System at Bangkok Seaport
- **December 1998**: Import Cargo Clearance System at other regional customs

With regard to EDI extension, the system, currently under procurement, will be ready in time to connect with customs back office applications mentioned earlier.

(b) **Port Authority of Thailand EDI Project** - Initiated in 1995, PAT EDI Project was launched in September 1996. The project has been introduced to shipping agents, forwarders, etc. and received satisfactory response. Initially inward container list and inward cargo manifest are the first two documents to be electronically submitted to PAT, Bayplan (BAPLIE) and CUSCAR in the D.95B version was adopted for this purpose. Most of shipping agents used EDI to send inward container lists to PAT. But, for the inward cargo manifest, the standards and legal issues are being considered by PAT and customs department and it could be possible to use this in January 1998.

7. The Head of the Brunei Darussalam delegation commented that her official application to participate in ASEB activities is in progress.
8. Meeting Schedule

The 16th ASEB June 29 - July 3 ‘98 Tehran, Iran
   JWG Meetings on June 29
   ASEB Meeting on June 30-July 1
   EDICOM ‘98 on July 2-3

The 17th ASEB Oct/Nov ‘98 Open for proposal
The 18th ASEB April/May ‘99 Jakarta, Indonesia
The 19th ASEB Oct/Nov ‘99 Korea
      (+ EDICOM ‘99)

The 20th ASEB April 2000 Open for proposal
The 21st ASEB Oct/Nov 2000 Chinese Taipei
      (+ EDICOM 2000)

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AUSTRALIA/NEW ZEALAND EDIFACT BOARD (ANZEB)

No report was received from the Australia/New Zealand EDIFACT Rapporteur.

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CENTRAL AND EASTERN EUROPEAN EDIFACT BOARD (CEEB)

No report was received from the Central and Eastern European EDIFACT Rapporteur.

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EUROPEAN BOARD FOR EDI STANDARDIZATION (EBES)*

*Assumed the responsibilities of the West European EDIFACT Board in 1995

No report was received from the West European EDIFACT Rapporteur.

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THE PAN AMERICAN EDIFACT BOARD (PAEB)

1. At a meeting held 1 February 1998, the Pan American EDIFACT Board's Steering Committee set the date of dissolution of the PAEB as midnight of 29 April 1998. This date coincides with the final day of the JRT prior to the inception of the EWG during the Miami meeting.

2. The ASC X12 committee is prepared to host the Miami JRT meeting scheduled for 27 April through 1 May 1998 at the Hyatt Regency Miami. The UN/EDIFACT Rapporteur for Pan America is prepared to chair the JRT Steering Committee meetings and perform such other tasks as are appropriate for the host Rapporteur.

3. The US national EDI standards body, ANSI ASC X12, has coordinated the transition of the PAEB Technical Assessment Group into the US national body. X12 will ensure that the regional structure is not disenfranchised during the transition to national representation and will ensure the timely due process of work raised by Pan America and other regions of the world.

4. A PAEB TAG meeting was held 3-7 November 1997; another is scheduled for 23-27 February 1998. The May 1998 TAG meeting will be under the cognizance of X12.

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