Seminar for the Promotion of Electronic Exchange of Customs Information and the Adoption of Standard Electronic Messages

Geneva, Switzerland, 20 – 21 June 2016

UNESCAP
ICT-based Transport
Facilitation Tools

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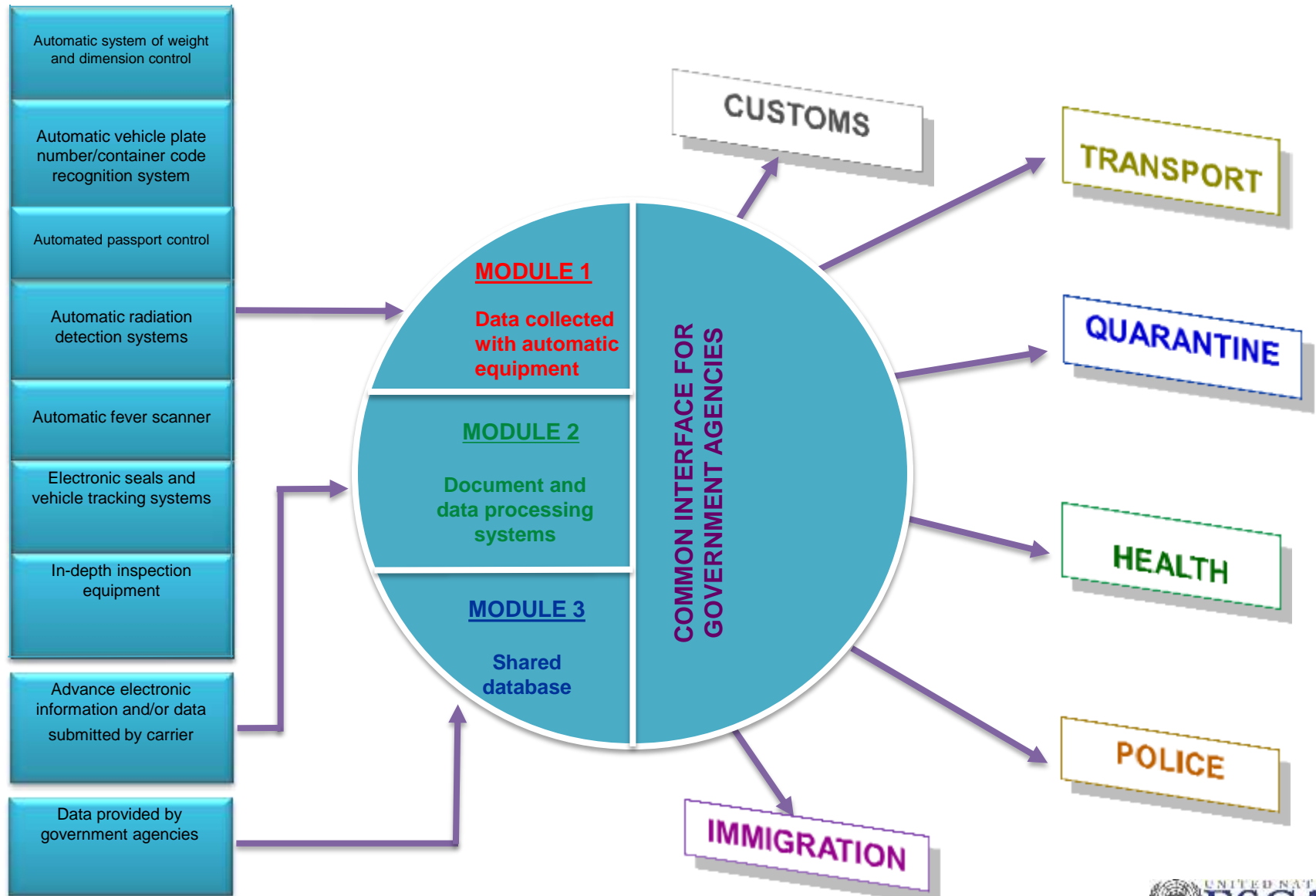# I. Model on Integrated Controls at Border Crossings

Background

Common regional problems in management of land border crossings:

- Long time of inspection

- Many clearance agencies and separated inspections

- Slow progress in reduction of clearance agencies and promotion of joint controls

- Added inland inspection stations after removal from border crossings in some countries

Model on Integrated Controls at Border Crossings
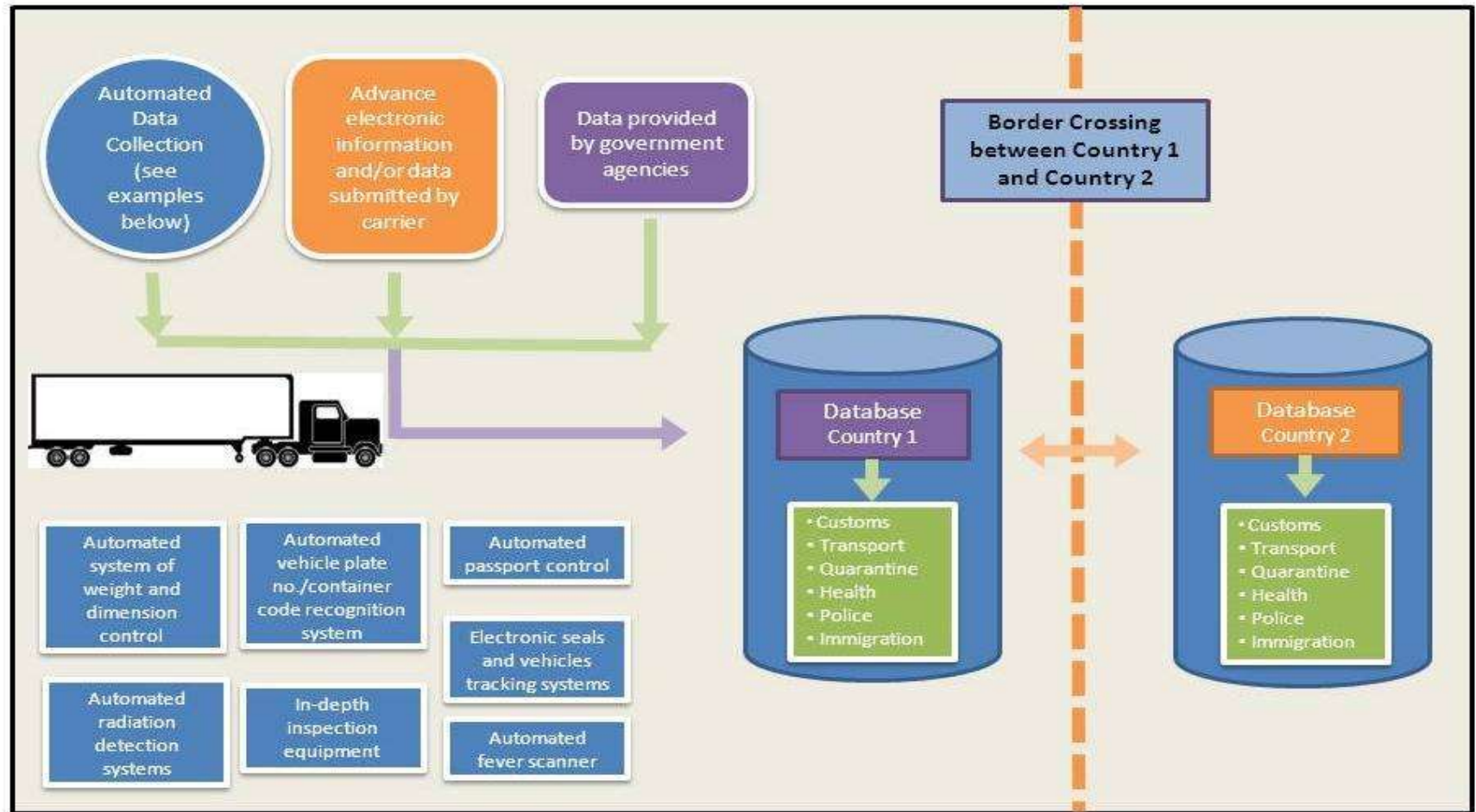
Border Crossing Management Information System (BCMIS) for goods transport

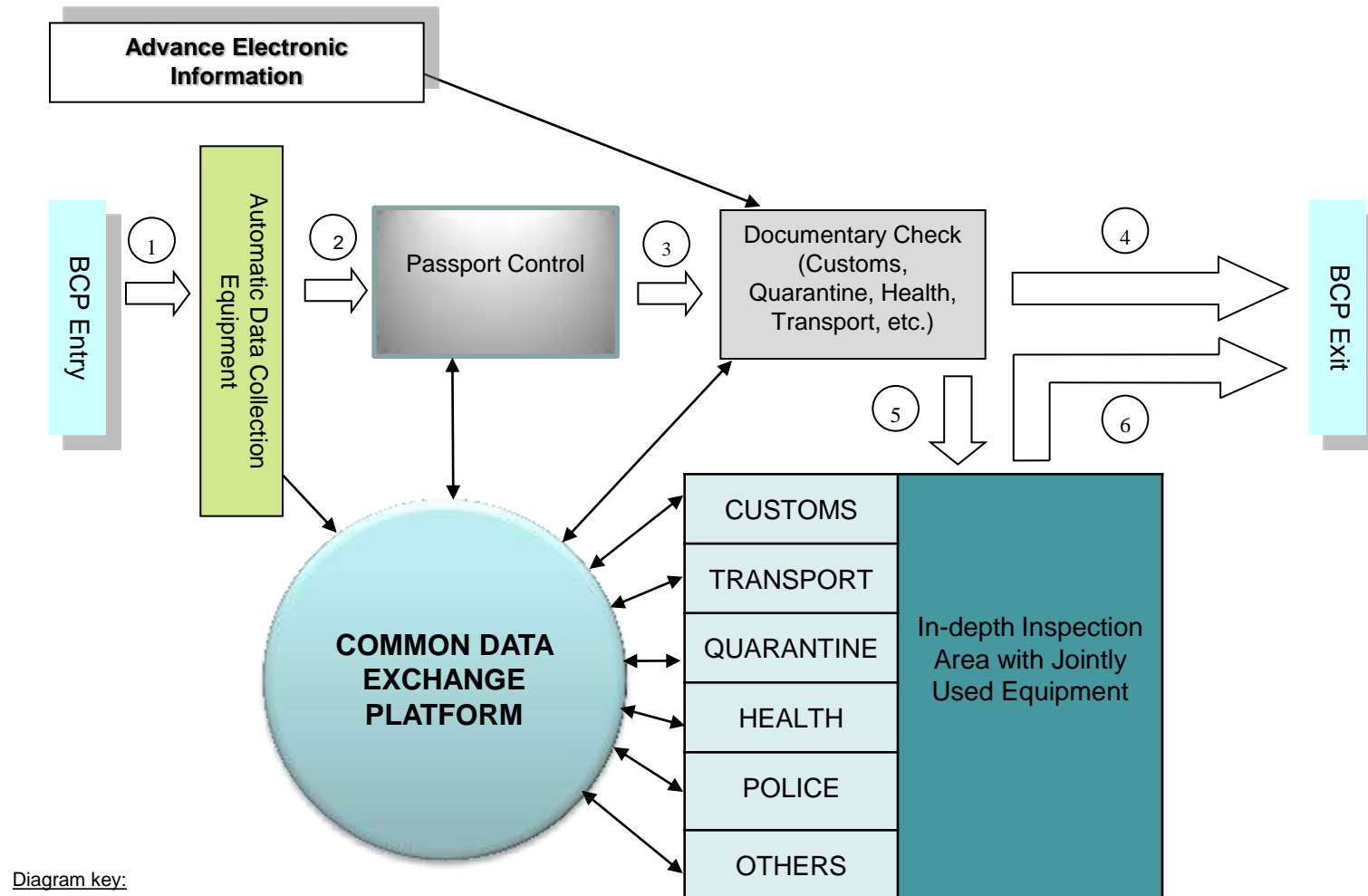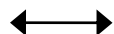# BCMIS-based simplified workflow for the entry of goods

Advance Electronic Information

BCP Entry

Automatic Data Collection Equipment

(1)

Passport Control

(2)

Documentary Check (Customs, Quarantine, Health, Transport, etc.)

(3)

(4)

BCP Exit

(5)

(6)

COMMON DATA EXCHANGE PLATFORM

CUSTOMS

TRANSPORT

QUARANTINE

HEALTH

POLICE

OTHERS

In-depth Inspection Area with Jointly Used Equipment

Diagram key:

⇨ - Vehicle Movement

⟷ - Information flow

(1) - Sequence of control procedures

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Major potential benefits

For government agencies:

- Highly secured cross-border procedures and formalities

- Increased capacity of border crossings

- Increased time for analysis of data by control authorities to make careful decisions

- Prevented/reduced smuggling and tax evasion

- Easier management reform of border crossing

Major potential benefits

For users:

- Increased cross-border movements of goods and people and better development of international trade

- Reduced time and delays for cross-border procedures and formalities

- Reduced cross-border costs

- More comfortable cross-border formalities

- More transparent rules and formalities

Practical application

➡ Full use of the model for busy land border crossings

➡ Full use of the model for border crossings under modernization

➡ Full use of the model for border crossings with joint control

➡ Use of the model for joint control on one side or two sides of a border crossing

➡ Partial use of the model for small and less busy border crossings

➡ Consultation process：

- Preliminary discussion led by border crossing coordination agency or Customs to determine primary principles of the model, level of information sharing and work plan etc.

- Detailed plan for a particular border crossing according to the determined principles

- Review of the draft detailed plan by all agencies

- Determination of new working procedures by all agencies and signing of cooperation documents

- Technical design according to approved detailed plan and working procedures

- Review and approval of technical design

Checklist of legal and institutional arrangements for efficient implementation of the model

Group1: Electronic data exchange and information systems:

- Recognition of electronic documents

- Information sharing and single data entry

- Agreement on the scope of data subject to exchange/sharing

- Contributions to data collection

- Protection of shared data

- Data quality control

- Compatibility/interoperability of equipment and software

- Operation and maintenance of BCMIS

Checklist of legal and institutional arrangements for efficient implementation of the model

Group 2: General operational and management provisions for inter-agency coordination:

- Joint structures and communication
- Internal and joint external communications
- Synchronized (non-duplicated) operations
- Joint deployment and shared use of equipment and information systems
- Arrangements for workflow based on BCMIS
- Contribution of resources by different agencies
- Joint resources
- Cross-agency training
- Joint use of staff
- Coordinated risk management systems
- Objectives and performance measurement
- Coordination in policy change
- Inter-agency dispute resolutions mechanisms

Checklist of legal and institutional arrangements for efficient implementation of the model

Group 3: Specific operational provisions

- Defining priorities of inspection formalities

- Preliminary in formation screening and decisions

- Coordinated intervention procedures

- Post border-crossing control decisions and procedures

- Joint operating centres

- Critical incidents response

- Agreed procedures on special control operations

II. Secure Cross-border Transport Model

Challenges for control authorities

Increase in intra-regional trade requires opening more land borders and increasing efficiency of existing borders. However, control authorities are faced with increasing challenges some of them are mentioned, that make them hesitant to open more borders

- National security

- Trafficking (Drug and Human)

- Smuggling

- Diversion of goods in transit leading to loss in revenue

- Counterfeited goods and currency

- Lack of capacity of officials

Key technical features and functioning of the Model

Tracking Unit
- Contains a SPS module, a CCS module and a radio frequency (RF) module

E-seal
- Contains a normal bolt or cable to lock the door and a mechatronic component to record its status

E-lock
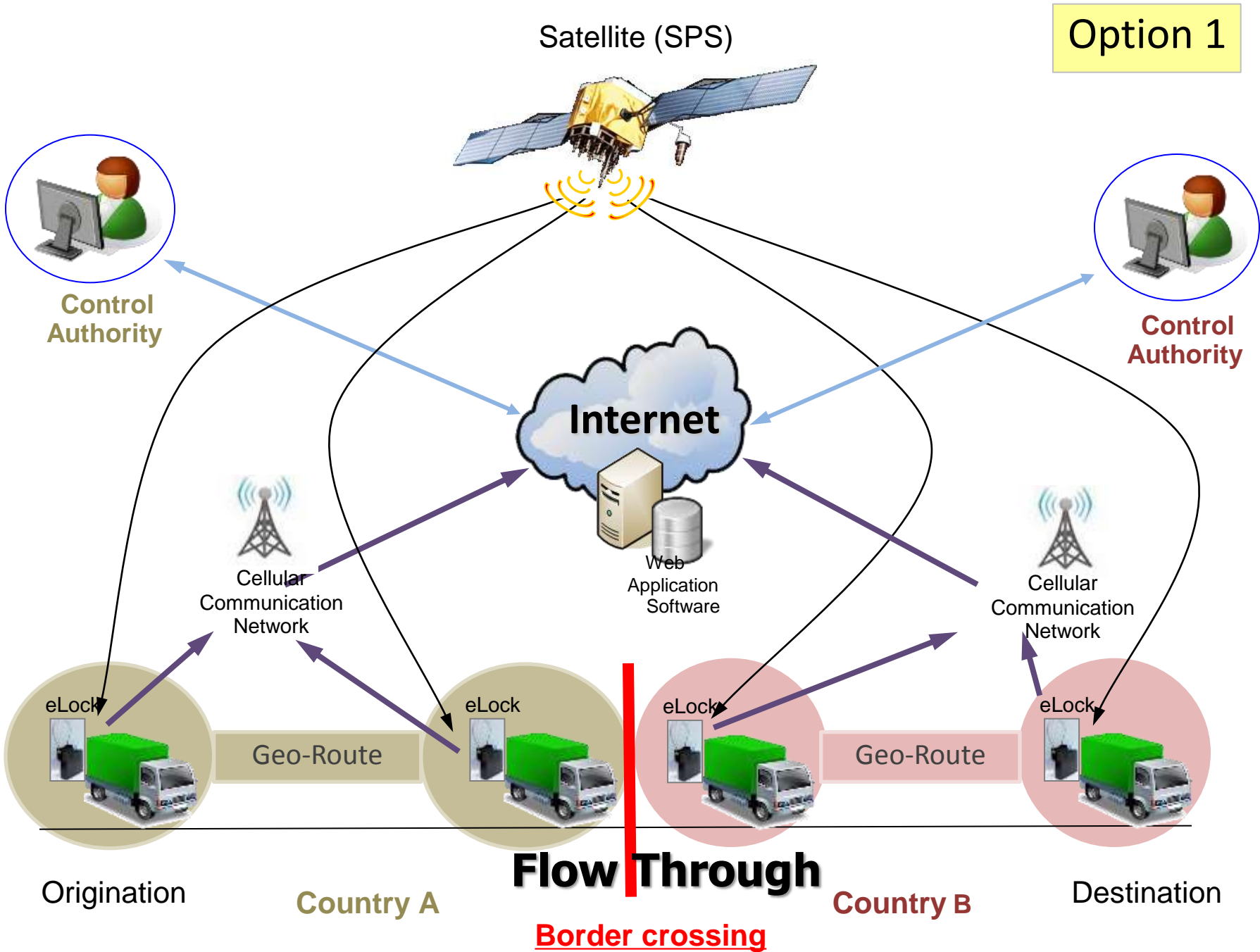- Combines tracking unit and E-seal, contains SPS module, a CCS module

Monitoring Platform
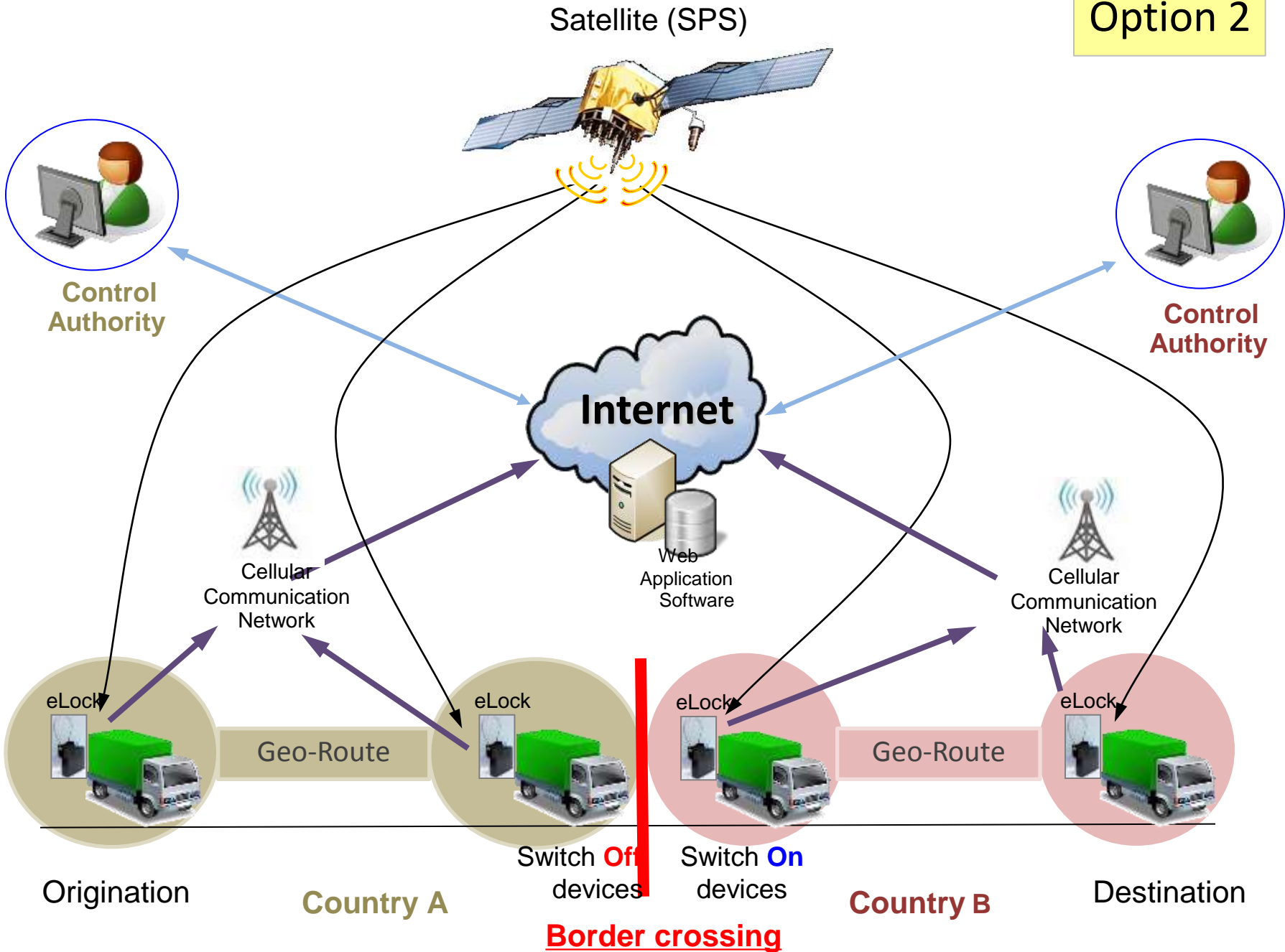- Contains central server and application software

PDA
- To initiate trips

Satellite (SPS)

Option 1

Control Authority

Control Authority

Internet

Cellular Communication Network

Web Application Software

Cellular Communication Network

eLock

Geo-Route

eLock

eLock

Geo-Route

eLock

Flow Through

Origination

Country A

Country B

Destination

Border crossing

Satellite (SPS)

Option 2

Control Authority

Control Authority

Internet

Cellular Communication Network

Web Application Software

Cellular Communication Network

eLock

Geo-Route

eLock

eLock

Geo-Route

eLock

Origination

Switch **Off** devices

Switch **On** devices

Destination

Country A

Country B

Border crossing

Possible benefits

For control authorities

- Increase in safety and security
- Real time enforcement possible
- Reduced violations during the trips
- Increased capacity to handle more traffic
- Reduction in the need for Customs escort
- Less congestion at origin, border crossing and destination;

For transport operators

- Reduction in transport time
- Less transaction cost
- Increase predictability of consignment and therefore supply chain
- Optimal fleet management and asset utilization
- Paperless transactions possible

III. Logistics Information System

Logistics Information System

- A public platform that allows for harmonized and simplified information exchanges between transport and logistics service providers, relevant government agencies and private stakeholders at national and trans-national level.

- B2B, B2G, G2G for all modes of transport

- Functions:
  - Data interchange: documents and messages transmissions etc.
  - Information queries: database on service providers, track and trace etc.
  - Information service: information on regulations, rules, vessels schedules, statistics etc.
  - Administrative service: payment of duties, import export clearance etc.

- Main benefits: transparency, traceability, efficiency, reduced cost

- Existing national and transnational systems in the ESCAP region: LOGINK, COLINS, NACCs, Port-MIS, TradeXChange, NEAL-NET etc.

Logistics Information System

- The study report includes national experiences, recommended data and other technical standards and general recommendations for the development of logistics information systems including the "Standard Model of Logistics Information Systems" (talks about recommended architecture and functions, and outline the recommended international data/technical standards that can be referred to).

Figure:
Architecture Illustration
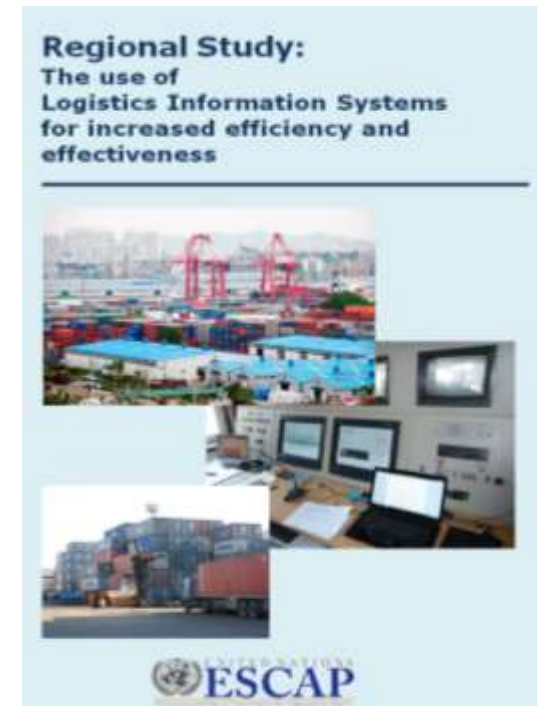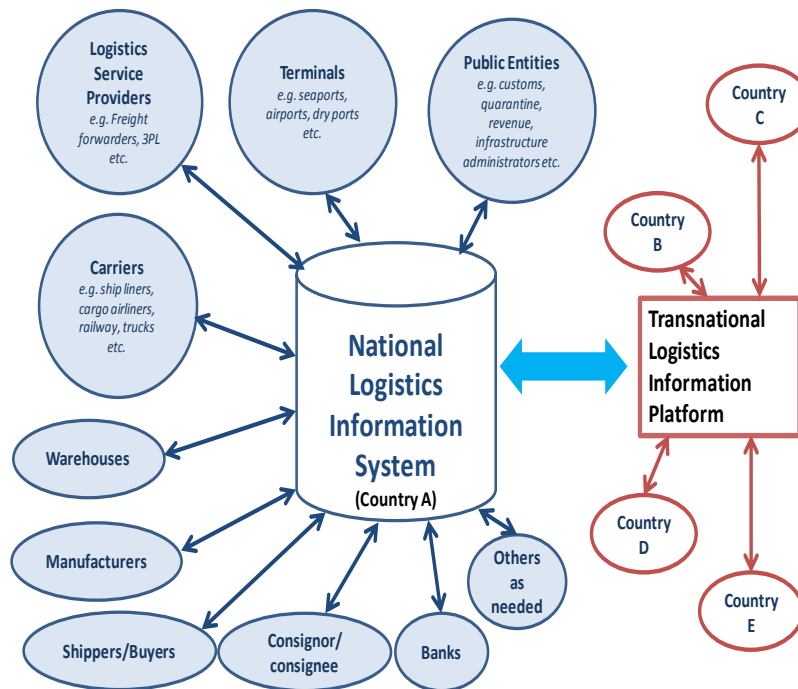
Thank you

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