Introduction of Japanese Single Window

Submitted by: Japan
Introduction of
Japanese Single Window

Apr 6, 2009
Japan Customs

Sharing experiences of Japan Customs to promote the development of international trade and strengthen the relationship in the global supply chain:

• Computerization of Japan Customs procedures by NACCS
• Introduction of Single Window
• Reengineering of Single Window
• Future of Single Window
• Electronic data exchange beyond national borders
NACCS
-Nippon Automated Cargo and port Consolidated System-

- The system handles customs and other government agency’s procedures and private companies related procedures

Benefits
- Quick pickup of cargoes
- Multiple use of input information
- Improvement in information service

- NACCS is operated by NACCS Centre
  (Nippon Automated Cargo And Port Consolidated System, Inc.)

※April 2008 - The NACCS Centre was formally joined
“PAA (Pan-Asian e-Commerce Alliance)"

Legal aspects of NACCS

The Special Act of Customs Procedure through the Electronic Data Processing System (The NACCS Special rules ACT) was enacted in 1977.

In accordance with this Act, Customs Procedures such as import/export declarations can be processed electronically without submitting documents.

The Law for processing, etc. of import/export and port-related procedures through the Electronic Data Processing System was amended in October, 2008.
### History of NACCS

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<tbody>
<tr>
<td>NACCS</td>
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<td>Aircraft</td>
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<td>1997.2</td>
<td>2003.7</td>
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</tbody>
</table>

### Information Platform of trade industry

**NACCS Single Window Portal**

- **Air-NACCS** (Total 672 companies)
  - Airline Companies
  - Forwarding Agencies
  - Warehouse Operators
  - Customs Brokers
  - Banks

- **Sea-NACCS** (Total 3,689 companies)
  - Shipping Companies
  - NVOCCs
  - Terminal Operators
  - Forwarding Agencies
  - Warehouse Operators
  - Customs Brokers
  - Banks

The numbers of companies are as of Oct.2008.
**Annual declaration number and ratio processed electronically**

**Lead Time Survey – sea cargo/import**

- **1991:**
  - 47.6 hours
  - 96.5 hours
  - 26.1 hours
  - 7.0 days
- **1992:**
  - 6.2 days
- **1993:**
  - 4.8 days
- **1994:**
  - 4.0 days
- **1995:**
  - 3.6 days
- **1996:**
  - 3.1 days
- **1997:**
  - 2.8 days
- **1998:**
  - 2.7 days
- **1999:**
  - 2.1 days
- **2000:**
  - 3.5 days
- **2001:**
  - 2.1 days
- **2002:**
  - 3.5 days
- **2003:**
  - 2.1 days
- **2004:**
  - 3.5 days
- **2005:**
  - 2.1 days
- **2006:**
  - 3.5 days
Development of Single Window

August 2001 – Shiokawa Initiative

- Automation plan for international logistics
  - Commencement of Single Window up to FY 2003
  - Realize automation for government procedures for international trade related business
  - Promote automation and standardization for trade related business
- Logistics for 24-7
- Appropriate and rapid customs clearance

Scope of National Single Window in Japan

NACCS provides National Single Window Environment

- Both cargo & means of transport
- Both sea port & airport
- Both import & export
### Ministries concerned and their Systems before 2008

<table>
<thead>
<tr>
<th>Name of the system</th>
<th>abbreviation</th>
<th>Ministry concerned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nippon Automated Cargo and port Consolidated System</td>
<td>NACCS</td>
<td>Ministry of Finance (Import/Export Declaration, Air/Sea Port related procedures)</td>
</tr>
<tr>
<td>Crew Landing Permit Support System</td>
<td></td>
<td>Ministry of Justice (Immigration)</td>
</tr>
<tr>
<td>Food Automated Import notification and inspection Network System</td>
<td>FAINS</td>
<td>Ministry of Health, Labour and Welfare (Food Sanitation)</td>
</tr>
<tr>
<td>Animal quarantine Inspection Procedure Automated System</td>
<td>ANIPAS</td>
<td>Ministry of Agriculture, Forestry and Fisheries (Animal Quarantine)</td>
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<tr>
<td>Plant Quarantine NETWORK</td>
<td>PQ-NETWORK</td>
<td>Ministry of Agriculture, Forestry and Fisheries (Plant Protection)</td>
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<tr>
<td>Japan Electronic open network TRAde control System</td>
<td>JETRAS</td>
<td>Ministry of Economy, Trade and Industry (Trade control)</td>
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<tr>
<td>Port EDI</td>
<td></td>
<td>Ministry of Land, Infrastructure, Transport and Tourism Japan Coast Guard (Sea port related procedures) Ministry of Health, Labour and Welfare (Quarantine)</td>
</tr>
</tbody>
</table>

### Interface with OGA systems from 1997 <Export/Import procedures>

- **IF**: Import Declaration
- **AI**: Application for Inspection
- **ID**: Import Notification for Food

![Diagram](image-url)
**Single Window of 2003 <Sea-port related procedures>**

January 2002: Establish the basic concept
July 2003: Start its operation

**From 1st to 2nd generation Single Window**

**July 2003** - Start of Single Window (1st generation) -
Set common format for general declaration in seaport and single import declaration.

**November 2005**
Japan improved SW in port business based on FAL Convention (*Convention on Facilitation of International Maritime Traffic*).

**December 2005**
Establish Optimization Plan for Services/Systems in Import/Export and seaport/airport procedures

**October 2008**
2nd Generation SW was introduced.
Integration of Documents based on FAL – Nov. 2005

Scope of FAL:
- 16 Forms
- 8 Forms

<table>
<thead>
<tr>
<th>Role</th>
<th>Forms</th>
<th>Roles</th>
<th>Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbor Master</td>
<td>General Declaration, General Declaration</td>
<td>Port Manager</td>
<td>General Declaration</td>
</tr>
<tr>
<td>Customs</td>
<td>General Declaration, General Declaration</td>
<td>Immigration</td>
<td>General Declaration</td>
</tr>
<tr>
<td>Quarantine</td>
<td>Crew List, Crew List</td>
<td>Customs</td>
<td>Crew List, Crew List</td>
</tr>
<tr>
<td>Quarantine</td>
<td>Passenger List, Passenger List</td>
<td>Quarantine</td>
<td>Passenger List, Passenger List</td>
</tr>
<tr>
<td>Customs</td>
<td>Cargo Declaration, Cargo Declaration</td>
<td>Quarantine</td>
<td>Cargo Declaration</td>
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<tr>
<td>Customs</td>
<td>Ship’s Stores Declaration</td>
<td>Customs</td>
<td>Ship’s Stores Declaration</td>
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<tr>
<td>Customs</td>
<td>Crew’s Effects Declaration</td>
<td>Customs</td>
<td>Crew’s Effects Declaration</td>
</tr>
<tr>
<td>Harbor Master</td>
<td>Application to Handle</td>
<td>harbor Master</td>
<td>Application to Handle</td>
</tr>
<tr>
<td>Quarantine</td>
<td>Maritime Declaration of Health</td>
<td>Quarantine</td>
<td>Maritime Declaration of Health</td>
</tr>
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</table>

Out of scope of FAL:
- 8 Forms
- 1 Forms

<table>
<thead>
<tr>
<th>Role</th>
<th>Forms</th>
<th>Roles</th>
<th>Forms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbor Master</td>
<td>Application to Designate an anchorage</td>
<td>Port Manager</td>
<td>Notification of Shifting</td>
</tr>
<tr>
<td>District Transport Bureau</td>
<td>Information about Indemnity Agreement</td>
<td>Maritime Safety Agency</td>
<td>Information of Vessel Security</td>
</tr>
<tr>
<td>Harbor Master</td>
<td>Application for the Night Entrance to the Port</td>
<td>Immigration</td>
<td>Arrival Notice</td>
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<tr>
<td>Immigration</td>
<td>Additional Report</td>
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<td>Abolished</td>
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</tbody>
</table>

Outcome
- Before FAL: 24 Forms, 600 items
- After FAL: 9 Forms, 200 items
Automation for Sea Port Entry/Exit

<table>
<thead>
<tr>
<th>Department/Service</th>
<th>Before Entry</th>
<th>Entry</th>
<th>Exit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Customs (MHLW)</td>
<td>• Crew/Passenger list</td>
<td>• General Declaration</td>
<td>• Notice of Clearance</td>
</tr>
<tr>
<td></td>
<td>• Cargo Declaration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Immigration (MJ)</td>
<td>• Crew/Passenger list</td>
<td>• General Declaration</td>
<td>• Notice of Clearance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Crew Landing Permission</td>
<td></td>
</tr>
<tr>
<td>Quarantine (MHLW)</td>
<td>• Crew/Passenger list</td>
<td>• General Declaration</td>
<td>• Notice of Clearance</td>
</tr>
<tr>
<td></td>
<td>• Arrival Notice for Quarantine</td>
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</tr>
<tr>
<td>Harbor Master (JCG)</td>
<td>• Application to Designate an anchorage</td>
<td>• General Declaration</td>
<td>• Notice of Clearance</td>
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<tr>
<td></td>
<td>• Application to Handle Dangerous Goods</td>
<td>• Notification of Shifting (post hoc)</td>
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<td></td>
<td>• Application to use Mooring Facilities</td>
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<td></td>
<td>• Notification of Shifting</td>
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<td></td>
<td>• Advance notification of water route</td>
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<tr>
<td>Marine Traffic Info Service (JCG)</td>
<td>• Notification of Seaway</td>
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<tr>
<td>Maritime Safety Agency (JCG)</td>
<td></td>
<td>• Information of Vessel Security</td>
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<tr>
<td>District Transport Bureau (MLIT)</td>
<td></td>
<td>• Information about Indemnity Agreement</td>
<td></td>
</tr>
<tr>
<td>Port Manager (Local Government Unit)</td>
<td>• Application to use Mooring Facilities</td>
<td>• General Declaration</td>
<td>• Notice of Clearance</td>
</tr>
</tbody>
</table>

MHLW: Ministry of Health, Labour and Welfare  
MLIT: Ministry of Land, Infrastructure, Transport and Tourism

Reengineering of SW

Reengineering of Single Window

Food Sanitation  
Animal Quarantine  
Plant Quarantine  
License  
Foreign Countries  
Single Window Portal  
Business  
Port Manager  
Japan Coast Guard  
Quarantine  
Immigration  
Customs
**NACCS is ***

**the single window system for applicants**
Applicant sends single-window message then NACCS delivers the message to each administration by common format/protocol.

**the single window system for trade related government agencies**
Trade related government agency receives message like Import Declaration, General Declaration, Application for inspection, etc. from NACCS

**the portal for foreign stakeholders.**
NACCS receives the message from the system of foreign government and transfer it to the system of trade related government agency in Japan.
**Future of Single Window - Air Port Entry/Exit**

**Today**

- Airline Companies (Foreign Countries)
- SITA Network
- APIS
- Air-NACCS
- Customs
- Quarantine
- Immigration
- Entry P/L ・ C/L

**Tomorrow**

- Airline Companies (Foreign Countries)
- SITA Network
- APIS
- Air-NACCS
- Customs
- Quarantine
- Immigration
- Entry P/L ・ C/L

**Notes:**
- SITA: Societe International de Telecommunication Aeronautiques
- APIS: Advance Passenger Information System
- P/L: Passenger List
- C/L: Crew List

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**Beyond national border
Concept of SANCRT ( Health Certificate from Australia )**

- Export Country (Australia)
- Import Country (Japan)
- Exporter
- Importer
- Quarantine

**Steps:**

1. Send application of Health Certificate
2. Extract data sent by email to the exporter
3. Inform the information of the H/C to Import Authorities.
5. Input only the reference number into application for inspection
6. Inform the reference number of the H/C to Customs Broker

**Electronic Data Exchange**
**Beyond national border**

**Concept of Export data Sharing between Importer and Exporter**

- **Export Country**
  - Exporter
  - Inform invoice information to customs broker and importer
  - Prepare export declaration with using invoice information. Thereafter declare export declaration.
  - Send export permission

- **Import Country**
  - Importer
  - Send invoice information to customs broker.
  - Prepare import declaration with using invoice information and export permission information. Thereafter make import declaration.
  - Japan Customs browses invoice information, if necessary.

- **Customs Broker**
  - Customs
  - Customs

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**Beyond national border**

**Concept of Automation for Confirmation of Certificate of Origin**

- **Export Country**
  - Exporter
  - Send application of Certificate of Origin
  - Inform the information of the C/O including reference number
  - Issue C/O

- **Import Country**
  - Importer
  - Keep C/O which is sent from exporter for a certain period
  - Check validity of C/O at import declaration
  - Inform the reference number of C/O to customs broker
  - Input only the reference number into import declaration

- **Issuer**
  - C/O
  - National SW
  - NACCS

- **Customs Broker**
  - Customs
  - Import Declaration
Thank you very much!

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