



**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/014

Agenda Item: 5

Ongoing Work on Chokepoint 8

Purpose: Information

Submitted by: Chile



**Sub-Committee on Customs
Procedures Meeting
Medan, Indonesia
18-21 June 2013**

Ongoing work on Chokepoint 8

Lack of regional cross-border
customs-transit arrangements

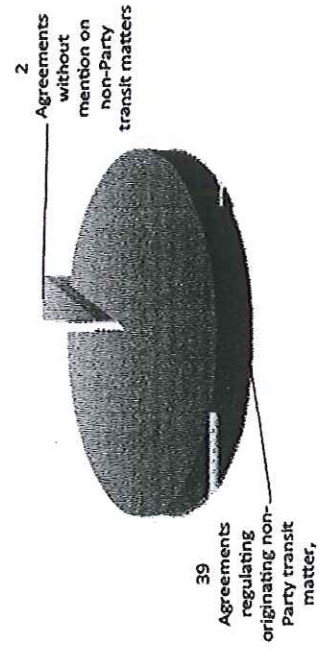
APECISCCPII APEC
Medan, June 2013

Francisco Monckeberg S.
Chilean Customs Authority

Data table about APEC Economies Agreements on transit matters

Country	Agreement	Transit Arrangements	Transit Arrangements
China	China-Australia Free Trade Agreement	China-ASEAN Free Trade Agreement	China-ASEAN Free Trade Agreement
Japan	Japan-ASEAN Free Trade Agreement	Japan-ASEAN Free Trade Agreement	Japan-ASEAN Free Trade Agreement
USA	USA-ASEAN Free Trade Agreement	USA-ASEAN Free Trade Agreement	USA-ASEAN Free Trade Agreement
Chile	Chile-ASEAN Free Trade Agreement	Chile-ASEAN Free Trade Agreement	Chile-ASEAN Free Trade Agreement
Peru	Peru-ASEAN Free Trade Agreement	Peru-ASEAN Free Trade Agreement	Peru-ASEAN Free Trade Agreement
Vietnam	Vietnam-ASEAN Free Trade Agreement	Vietnam-ASEAN Free Trade Agreement	Vietnam-ASEAN Free Trade Agreement
Thailand	Thailand-ASEAN Free Trade Agreement	Thailand-ASEAN Free Trade Agreement	Thailand-ASEAN Free Trade Agreement
Malaysia	Malaysia-ASEAN Free Trade Agreement	Malaysia-ASEAN Free Trade Agreement	Malaysia-ASEAN Free Trade Agreement
Singapore	Singapore-ASEAN Free Trade Agreement	Singapore-ASEAN Free Trade Agreement	Singapore-ASEAN Free Trade Agreement
Philippines	Philippines-ASEAN Free Trade Agreement	Philippines-ASEAN Free Trade Agreement	Philippines-ASEAN Free Trade Agreement
Indonesia	Indonesia-ASEAN Free Trade Agreement	Indonesia-ASEAN Free Trade Agreement	Indonesia-ASEAN Free Trade Agreement
Korea	Korea-ASEAN Free Trade Agreement	Korea-ASEAN Free Trade Agreement	Korea-ASEAN Free Trade Agreement
Brunei	Brunei-ASEAN Free Trade Agreement	Brunei-ASEAN Free Trade Agreement	Brunei-ASEAN Free Trade Agreement
Timor-Leste	Timor-Leste-ASEAN Free Trade Agreement	Timor-Leste-ASEAN Free Trade Agreement	Timor-Leste-ASEAN Free Trade Agreement
Colombia	Colombia-ASEAN Free Trade Agreement	Colombia-ASEAN Free Trade Agreement	Colombia-ASEAN Free Trade Agreement
Mexico	Mexico-ASEAN Free Trade Agreement	Mexico-ASEAN Free Trade Agreement	Mexico-ASEAN Free Trade Agreement
Costa Rica	Costa Rica-ASEAN Free Trade Agreement	Costa Rica-ASEAN Free Trade Agreement	Costa Rica-ASEAN Free Trade Agreement
Panama	Panama-ASEAN Free Trade Agreement	Panama-ASEAN Free Trade Agreement	Panama-ASEAN Free Trade Agreement
Dominican Republic	Dominican Republic-ASEAN Free Trade Agreement	Dominican Republic-ASEAN Free Trade Agreement	Dominican Republic-ASEAN Free Trade Agreement
Ecuador	Ecuador-ASEAN Free Trade Agreement	Ecuador-ASEAN Free Trade Agreement	Ecuador-ASEAN Free Trade Agreement
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Honduras	Honduras-ASEAN Free Trade Agreement	Honduras-ASEAN Free Trade Agreement	Honduras-ASEAN Free Trade Agreement
Nicaragua	Nicaragua-ASEAN Free Trade Agreement	Nicaragua-ASEAN Free Trade Agreement	Nicaragua-ASEAN Free Trade Agreement
El Salvador	El Salvador-ASEAN Free Trade Agreement	El Salvador-ASEAN Free Trade Agreement	El Salvador-ASEAN Free Trade Agreement
Colombia	Colombia-ASEAN Free Trade Agreement	Colombia-ASEAN Free Trade Agreement	Colombia-ASEAN Free Trade Agreement
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Nicaragua	Nicaragua-ASEAN Free Trade Agreement	Nicaragua-ASEAN Free Trade Agreement	Nicaragua-ASEAN Free Trade Agreement
El Salvador	El Salvador-ASEAN Free Trade Agreement	El Salvador-ASEAN Free Trade Agreement	El Salvador-ASEAN Free Trade Agreement

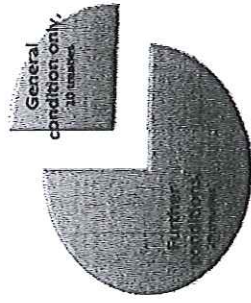
Analysis based on 41 APEC Economies into force Agreements



A good shall be considered as originating : (general condition)

- If it undergoes no subsequent production or operation (no trade, nor use, nor consumption) in the non-Party, except necessary operations:
 - To preserve it in good conditions: packing, unpacking, storing, repacking, relabelling... + (splitting-up, bulk breaking, crating: Chile-Malaysia/Chile-Korea/ Korea-Singapore) According to the survey, SPLITTING is allowed for 6 of 15 economies
 - To transport it.

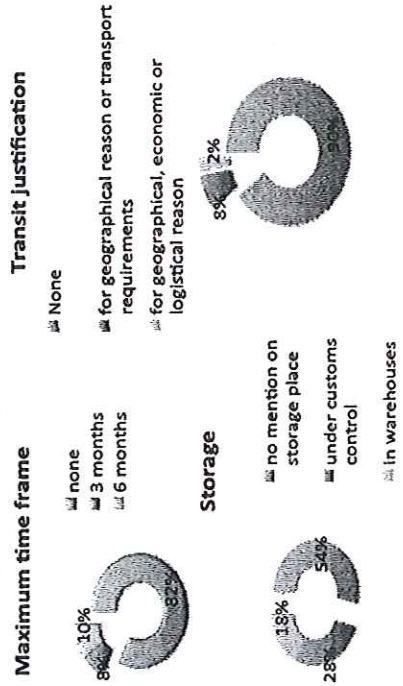
A good shall be considered as originated when it fills the general described condition



Further conditions to be filled for a good to maintain its originating status

- The transit has to be justified:
 - for geographical, economic or logistical reason (Australia-ASEAN-NZ)
 - for geographical reasons or transport requirements (Chile-Malaysia/Chile-Peru/China-Singapore)
- Storage:
 - in warehouses (Brunei-Japan/Indonesia-Japan/Japan-Malaysia/Japan-Philippines/Japan-Singapore/Japan-Vietnam)
 - under customs control or observation (Canada-Peru/Chile-Korea/Chile-Mexico/Japan-Mexico/Japan-Peru/Korea-Peru/Korea-Singapore/Korea-US/Mexico-Peru/Peru-Thailand/Peru-USA)
- Maximum length of time in the non-Party:
 - 3 months (Chile-China/China-Peru/China-Singapore)
 - 6 months (Chile-Peru/China-NZ/HK-China-NZ/Brunei-Chile-NZ-Singapore T)

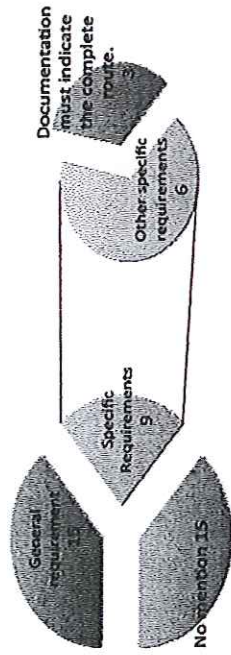
Other conditions to be fulfilled



DOCUMENTATION:

- No mention about documentation 15 treaties
- General requirements on documentation (demonstrating that the conditions have been filled):
 - * (A through bill of lading) or Customs documents of the 3rd country or any other documents. 15 treaties
- More specific required documentation:
 - * Transportation document (air waybill, bill of lading) and in case of storage: customs document or of other authority of the non-Party which authorized the operation 3 treaties
 - * BL + Commercial invoice + other supporting documents
 - * Customs documents or others + commercial shipping or freight document
 - * Certification of Origin with indications of the non-Party.
 - * Customs control document indicating that the good remained under the non-Party Customs observation + any other information from Customs or

Documentation



According to all the economies' answers to the survey, the documents which declare transit, must indicate complete route

Exhibition / A.T.A. Carnet



After an exhibition in the non-Party (with the condition that the good should remain under Customs control – condition given by 5 of 7 treaties) or according to the A.T.A Carnet Cumstoms Convention: the originating good continue to qualify as such.

Concept note proposal:

for a **focalized workshop**

with *public and private sectors*

to share best practices in the identified policy gaps,

to look for an agreement on basical guidelines and to define an action plane

Thank you



**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/007rev1
Agenda Item: 7

**IPR Operation –
U.S. Customs and Border Protection
Operation on Counterfeit Electronics**

Purpose: Information
Submitted by: United States



**Sub-Committee on Customs
Procedures Meeting
Medan, Indonesia
18-21 June 2013**

U.S. Customs and Border Protection
Operation on
Counterfeit Electronics

APEC Sub-Committee on
Customs Procedures

June 2013



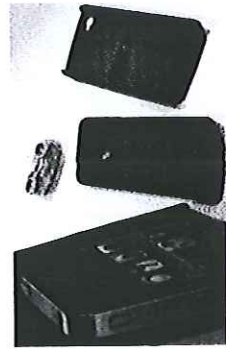
Mutual Enforcement Operation
Proposal

- Objectives
 - Enhance border enforcement of IPR across all cargo modes
 - Protect consumers and economic security from counterfeit electronics in cross-border trade
- Deliverables
 - Mutual enforcement operation among participating member economies using cargo modes as selected by participating economies targeting electronics
 - Written report identifying IPR enforcement actions



Mutual Enforcement Operation
Preparation

- Analyze and share information
- Engage industry
- Train customs officials
- Engage in all cargo modes



Mutual Enforcement Operation
Implementation

- 10-day period between March 4 and April 19, 2013
- Enforcement actions against counterfeit electronics
- Track results and share information



Mutual Enforcement Operation Measures

- Enforcement actions against counterfeit consumer electronics
- Number of Seizures
- Quantity and value of items seized
- Number of cases referred for criminal investigation



Mutual Enforcement Operation Report

- The majority of products seized were headphones, cell phones and cell phone parts, cameras, gaming devices, computer parts, and integrated circuits.
- The seizure statistics from this operation show that the majority of seized electronics originated from China, Hong Kong, China, and Southeast Asia.
- Encourage the development of advance information in international mail to assist with risk management.



Mutual Enforcement Operation Report

- Cooperate with right holders in product identification training prior to the operation.
- Several Economies noted shipments divided into small lots for shipment in mail and express consignment.
- Proliferation of websites selling counterfeit goods and the increase in individuals directly purchasing from these sites.
 - One Economy suggested that cross border collaboration and joint operations could help combat this illicit trade.



Mutual Enforcement Operation Report

- Increase collaboration among government agencies particularly in those economies without ex officio authority.
- The economies did not note the use of authentication tools other than x-ray machines or hologram card readers.



Mutual Enforcement Operation Results

Economy	Cases	Items
Chinese Taipei	10	549
Hong Kong, China	307	2,273
Japan	65	1,548
Malaysia	0	N/A
Mexico	14	1,432,071
New Zealand	4	79
Singapore	0	N/A
Thailand	3	83
United States	256	N/A
Totals	656	Over 1.4 Million



Contact Information



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- Lori Mennitt, International Trade Specialist, IPR Policy and Programs, lori.mennitt@cbp.dhs.gov, (202)-863-6985





**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/020

Agenda Item: 9

**The Result of the Questionnaire:
Cargo-Network Program**

**Purpose: Consideration
Submitted by: Indonesia**



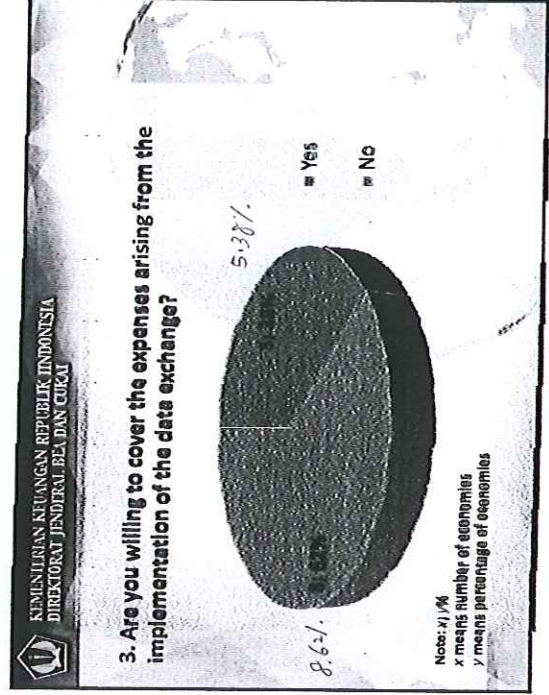
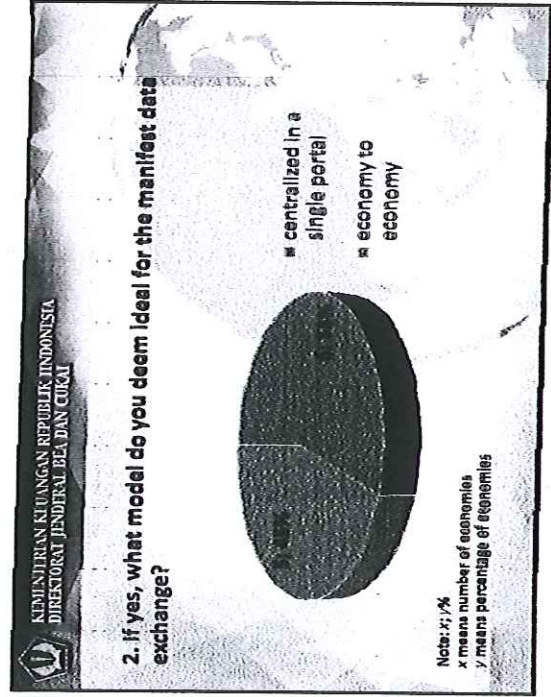
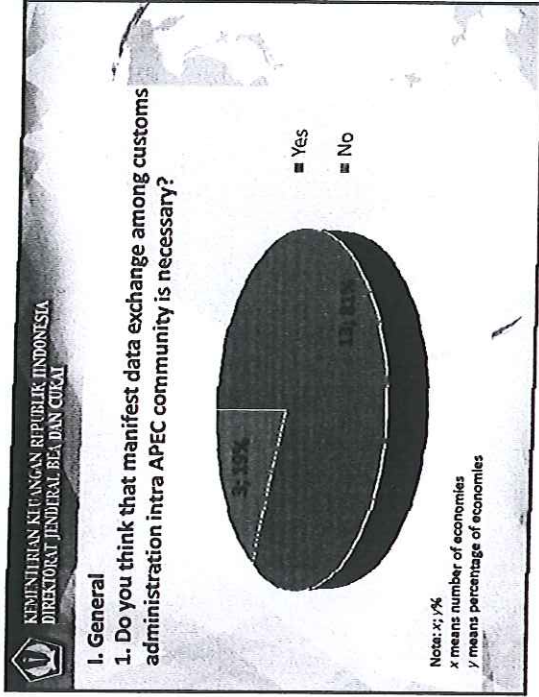
**Sub-Committee on Customs
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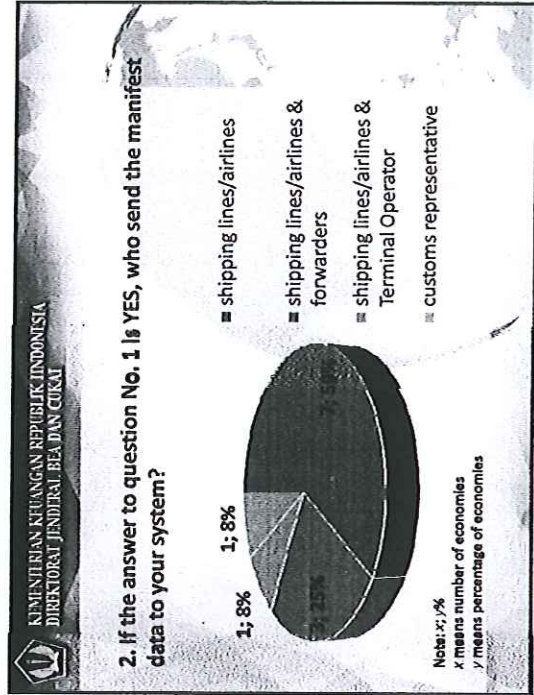
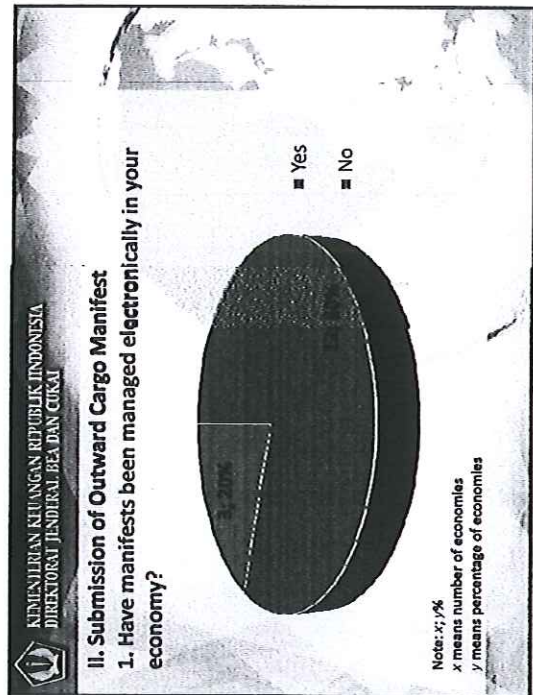
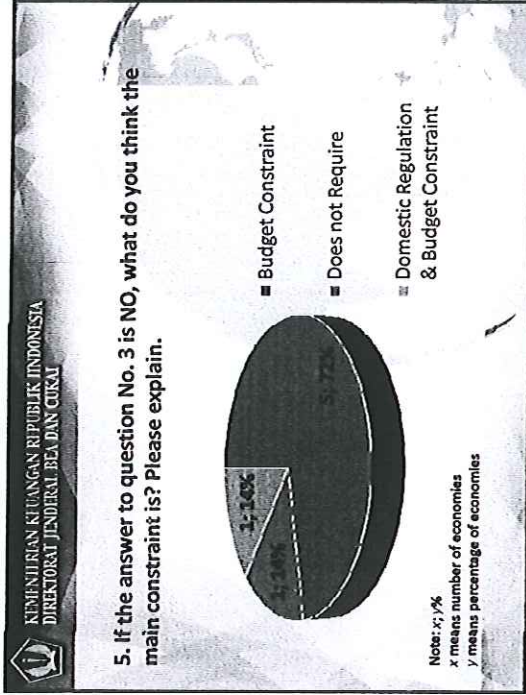
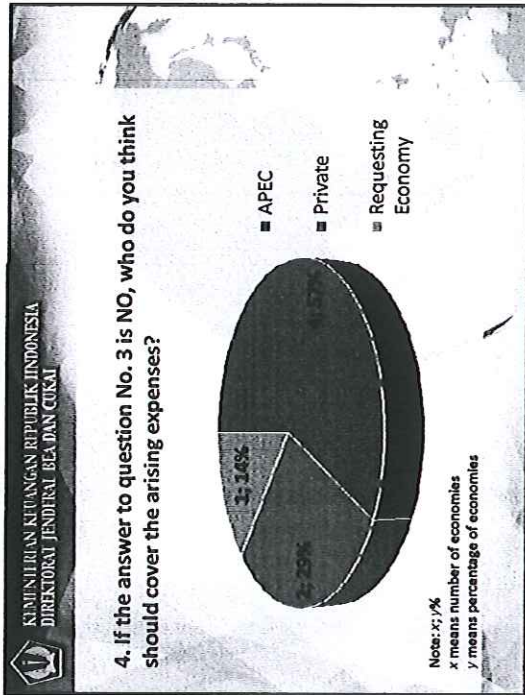
KEMENTERIAN KEUANGAN REPUBLIK INDONESIA
DIREKTORAT JENDERAL BEA DAN CUKAI

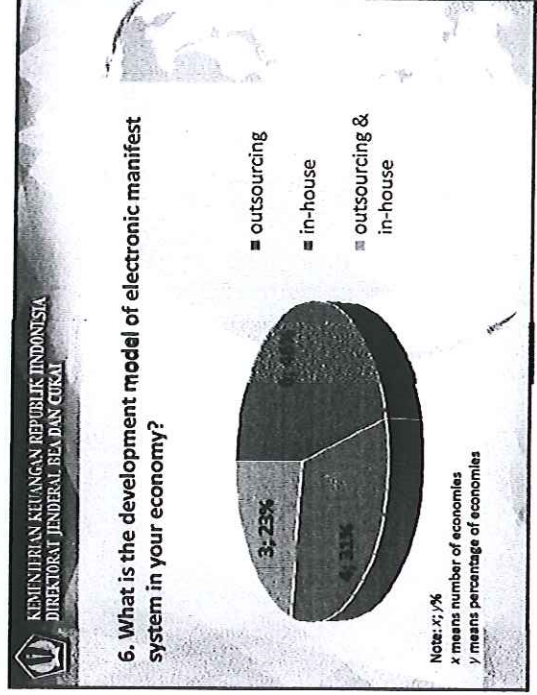
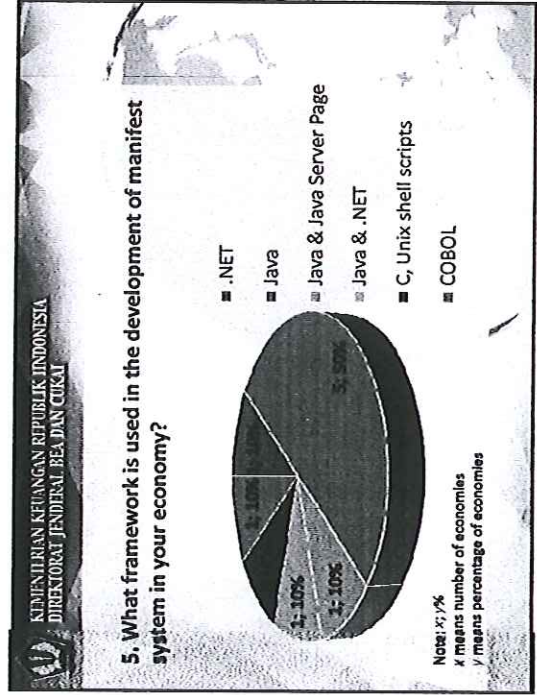
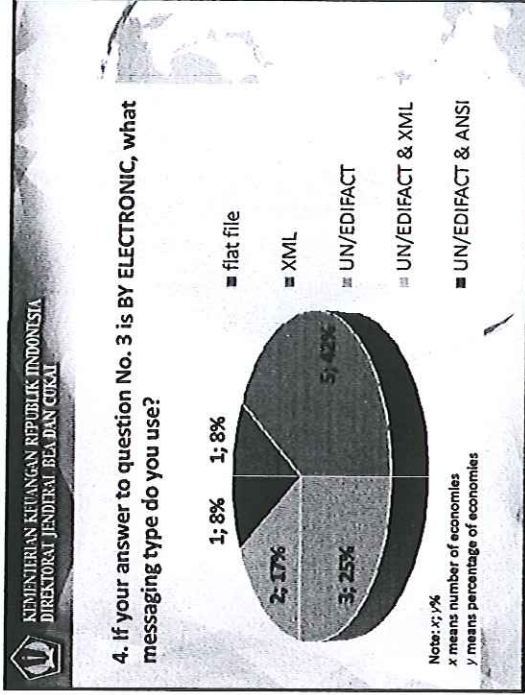
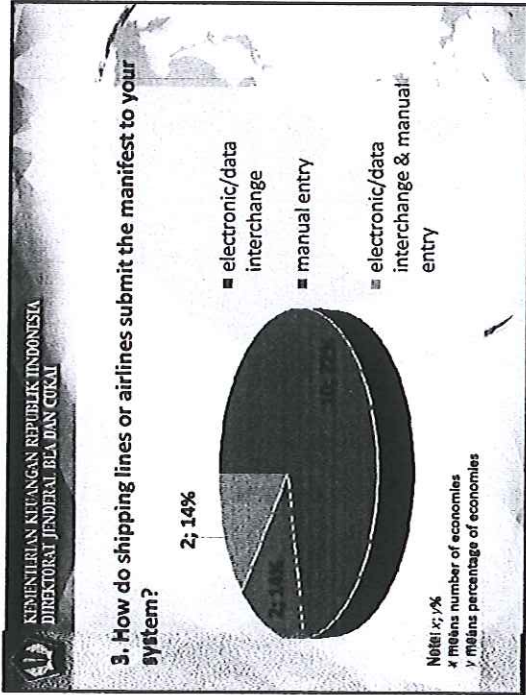
THE RESULT OF THE QUESTIONNAIRE
CARGO-NETWORK PROGRAM

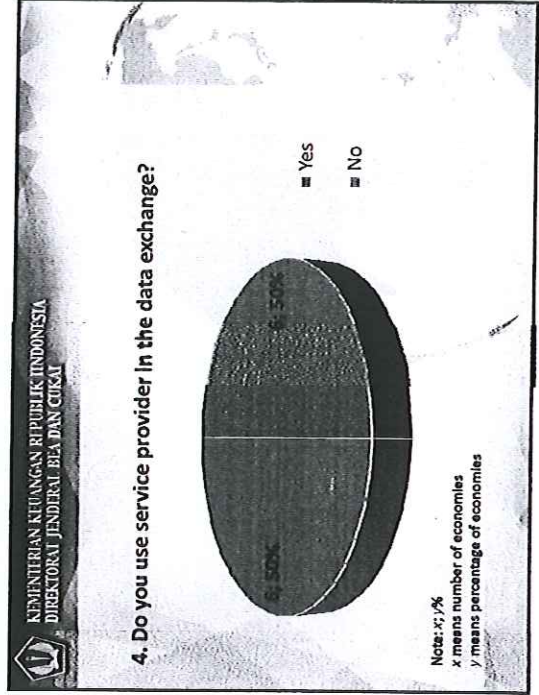
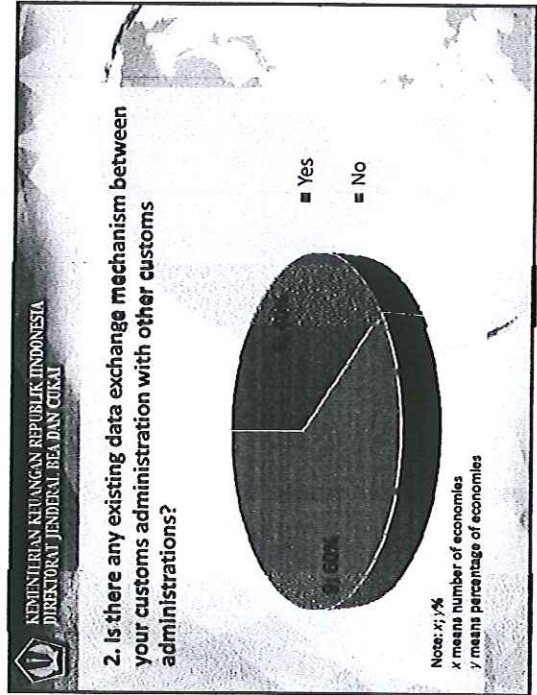
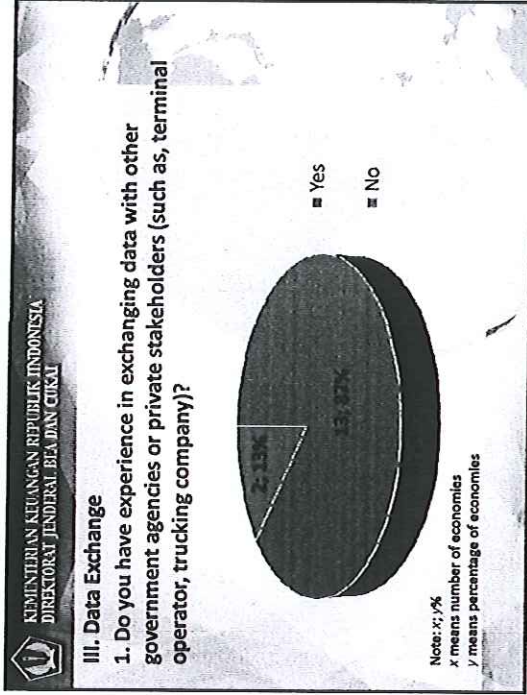
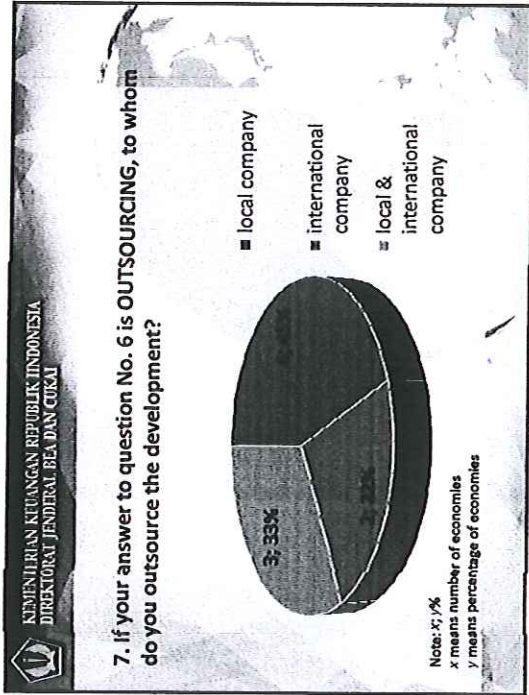
Medan, 18-22 June 2013

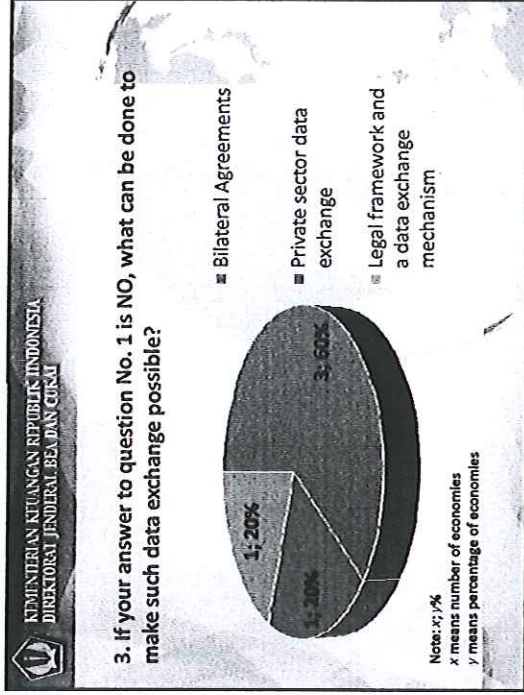
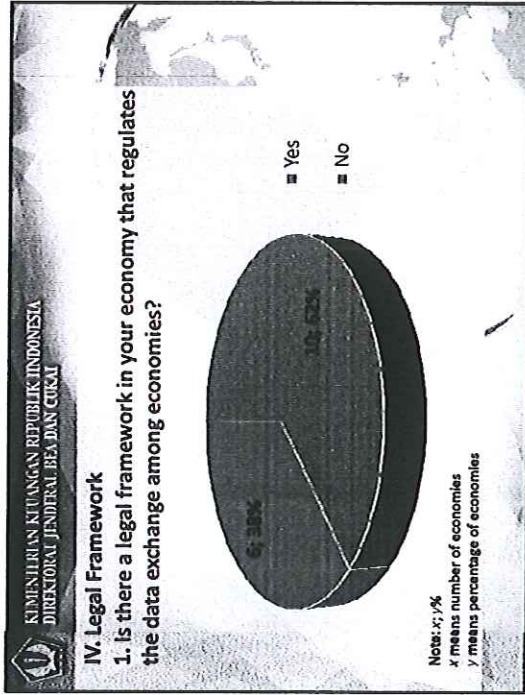
SCCP











KEMENTERIAN KEUANGAN REPUBLIK INDONESIA
DIREKTORAT JENDERAL BEA DAN CUKAI

PROPOSED ACTION PLAN

- Most economies consider manifest data exchange among members necessary, so it is recommended to search suitably interested third parties consultants to conduct further study with a clear goal of proposing *single portal* or *economies-to-economies* configuration business models.

KEMENTERIAN KEUANGAN REPUBLIK INDONESIA
DIREKTORAT JENDERAL BEA DAN CUKAI

Thank You



**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/021


Agenda Item: 9

**The Result of the Questionnaire:
Implementation of PNRGOV Program**

**Purpose: Consideration
Submitted by: Indonesia**



**Sub-Committee on Customs
Procedures Meeting
Medan, Indonesia
18-21 June 2013**



THE RESULT OF THE QUESTIONNAIRE

IMPLEMENTATION OF PNREGOV PROGRAM

SCCP
Medan 18-22 June 2013

WHAT IS PNREGOV ?


PNREGOV is a standard message initiated by WCO/CAO/ADB to describe the recommended usage of the Passenger and Airport Data Interchange Standards PNREGOV EDIFACT Message Standard. These messages are included within the exchange of data relevant to government requirements on PNR data and Airline reservation systems.

PNR data may include some combination of the following categories of information, when available:

1. PNR record locator code.
2. Date of issue of ticket.
3. Name(s) of intended travel.
4. Name(s).
5. Available frequent flyer and benefit information (i.e. free tickets, upgrades, etc.).
6. Other names on PNR, including number of travellors on PNR.
7. All available contact information (including originator of reservation).
8. All available payment/billing information (e.g. credit card number).
9. Travel itinerary for pseudo PNR.
10. Travel agency/travel agent.
11. Codes indicating when one air carrier sells seats on another air carrier's flight).
12. Split/loaded information (e.g. when one PNR contains a reference to another PNR).
13. Travel status of passenger (including overbook status).
14. Ticketing information, including ticket number, one way tickets and Automated Ticket Fee Quota (ATFQ) fields.
15. Baggage information.
16. Seat information, including seat number.
17. General remarks including Other Service Indicated (OSI).
18. Special Service Indicated (SSI) and Supplemental Service Request (SSR) information.
19. Any additional PNR information (e.g., Advance Passenger Information (API) that is initially captured by the carrier but not included in the PNR, or other information such as passport number, date of birth and gender).
20. All historical changes to the PNR listed in numbers 1 to 19.

I. General

1. To prevent the smuggling of illicit drugs, do you think that customs administration should perform analysis and targeting towards airline passengers?

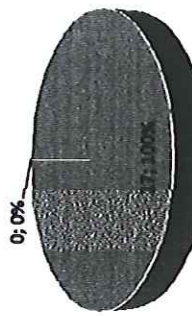


0: 0% 100: 100%

Yes No

Note: x: y%
x = number of economies
y = percentage

2. If the answer to question No. 1 is YES, do you think that the submission of passenger information from airlines to customs administration is necessary?

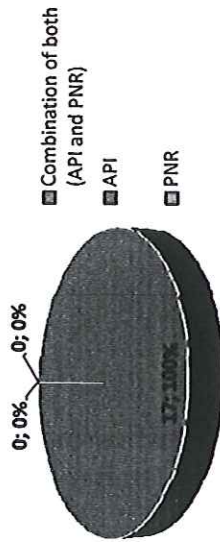


0: 0% 100: 100%

Yes No

Note: x: y%
x = number of economies
y = percentage

3. If the answer to question No. 2 is YES, which model gives the most benefit?



Note: x/ y%
 x = number of economies
 y = percentage

API vs PNR

II. Submission of Passenger Information
 1. Do airlines in your economy submit passenger information to customs administration?



Note: x/ y%
 x = number of economies
 y = percentage

2. If the answer to question No. 1 is YES, on which flight?



Note: x/ y%
 x = number of economies
 y = percentage

3. How is the information submitted?



Note: x/ y%
 x = number of economies
 y = percentage

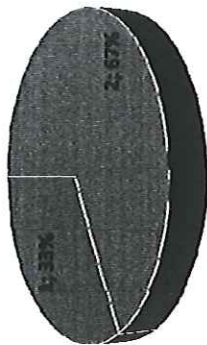
4. If the answer to question No. 3 is Electronically, what is the kind of data model submitted?



- API PAXLST
- PNRGOV
- Both (API and PNR) *

Note: x: y%
 x = number of economies
 y = percentage
 * 2/5 already in PNRGOV, while 3/5 in proprietary PNR airlines

9. If the answer to question No. 1 is NO, is there any plan to implement the submission of airline passenger information?



- Yes
- No

Note: x: y%
 x = number of economies
 y = percentage

III. Legal Framework

1. Is there a legal framework in your economy that obligates airlines to submit airline passenger information to customs administration?



- Yes
- No

Note: x: y%
 x = number of economies
 y = percentage

3. Is the submission of data also required to be submitted to other government agencies/ border enforcement agencies?



- Yes
- No

Note: x: y%
 x = number of economies
 y = percentage

4. Is there any punishment for airlines not complying with or reward for airlines complying with the obligation to submit the information?



Note: x, y%
 x = number of economies
 y = percentage

Kind of punishment for airlines that do not comply with the obligation to submit the information



Note: x, y%
 x = number of economies
 y = percentage

PROPOSED ACTION PLAN

- Based on economies' response, Indonesia has submitted a proposal to APEC secretariat to organize a regional workshop on sharing knowledge and experience of implementing PNGOV standard message
- Participants of workshop : APEC SCCP Delegates, ICAO, IATA, Airlines, Airline IT Providers and related stakeholders.
- Keynote Speakers : WCO PNGOV Contact Committee, ACBPS, IATA & IT Provider
- If it is approved by APEC secretariat, the workshop will be held on October 2013 in Jakarta

Concept Note

Thank You

Annex

API vs PNR

Advance Passenger Information

- Limited number of passenger data elements which are on passport document and carrier data
- Transmitted by airlines to border agency during check-in activity
- data elements consist of: *full name, date of birth, gender, passport number, country of citizenship, country of passport issuance*

Passenger Name Record

- More extensive passenger created during ticket reservations
- Data are reserved in airlines reservation application until check-in activity closed
- data elements consist of: reservation detail, flight itinerary, travel agent, pricing/ticketing detail, frequent traveller information, special requirements detail, seat number, baggage details, bag tag numbers





**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/018



Agenda Item: 10

**Single Window for Foreign Trade Aimed At
Increasing the Competiveness of Colombia**

Purpose: Information
Submitted by: Colombia





**Sub-Committee on Customs
Procedures Meeting
Medan, Indonesia
18-21 June 2013**

PROSPERIDAD PARA TODOS

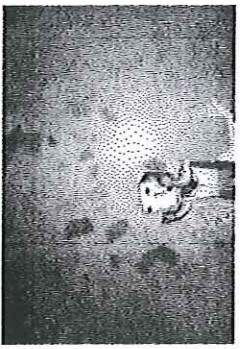


Single Window for Exports and Imports
aimed at increasing the competitiveness of Chilean Foreign Trade

PROSPERIDAD PARA TODOS

SW's video

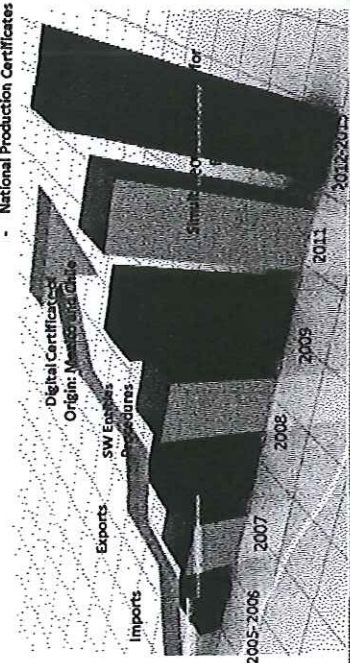


<https://www.youtube.com/watch?v=nDSwkBktns&feature=youtu.be>

PROSPERIDAD PARA TODOS

SW Evolution

- BPM Implementation
- Simultaneous Inspection for Imports
 - Risk Management System
 - Logistics Module
 - FTAs export quotas
 - Administration System
- National Production Certificates

PROSPERIDAD PARA TODOS

Contents

- Reductions in answer time in prior permissions in imports
- Risk Management System
- Simultaneous Inspection Module
- Other measures to increase the trade facilitation

MinCIT
Ministerio de Comercio,
Industria y Turismo

**PROSPERIDAD
PARA TODOS**

**Reductions in response times for import
permissions in time**

MinCIT
Ministerio de Comercio,
Industria y Turismo

**PROSPERIDAD
PARA TODOS**

Automatic License – Regime of Imports

SW Entities response time (days)
→ 2012 → 2013

Month	2012 (days)	2013 (days)
January	3.1	1.5
February	2.9	1.6
March	3.1	1.7
April	3.8	1.5
May	2.1	1.3
June	2.1	1.1
July	2.1	1.1
August	2.1	1.1
September	2.1	1.1
October	2.1	1.1
November	2.1	1.1
December	2.1	1.1

Ministry of Trade response time (days)
→ 2012 → 2013

Month	2012 (days)	2013 (days)
January	1.40	0.00
February	1.40	0.00
March	1.40	0.00
April	1.40	0.00
May	1.40	0.00
June	1.40	0.00
July	1.40	0.00
August	1.40	0.00
September	1.40	0.00
October	1.40	0.00
November	1.40	0.00
December	1.40	0.00

MinCIT
Ministerio de Comercio,
Industria y Turismo

**PROSPERIDAD
PARA TODOS**

Non - Automatic License – Regime of Imports

SW Entities response time (days)
→ 2012 → 2013

Month	2012 (days)	2013 (days)
January	3.1	1.1
February	2.9	1.1
March	3.1	1.1
April	3.8	1.1
May	2.1	1.1
June	2.1	1.1
July	2.1	1.1
August	2.1	1.1
September	2.1	1.1
October	2.1	1.1
November	2.1	1.1
December	2.1	1.1

Ministry of Trade response time (days)
→ 2012 → 2013

Month	2012 (days)	2013 (days)
January	2.34	0.00
February	1.91	0.00
March	1.91	0.00
April	1.91	0.00
May	1.91	0.00
June	1.91	0.00
July	1.91	0.00
August	1.91	0.00
September	1.91	0.00
October	1.91	0.00
November	1.91	0.00
December	1.91	0.00


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**PROSPERIDAD
PARA TODOS**

saravuce
Sistema de Administración de Riesgos
Ventanilla Única de Comercio Exterior

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PROSPERIDAD PARA TODOS

Risk Management System



Progress: Pilot system in the Ministry of Trade

Objective: Implement a Risk Management System for requests in the SW modules, according to established criteria by product by each one of the government entities.

Benefits:

- Traceability of the operations
- Reduction in response time
- Process optimization
- Reduction in manual inspection and error probability


Plan to follow:

- Expansion and consolidation of the pilot to other entities
- Establishment of Risk Committee of SW entities
- Adoption of the Risk Management Policy
- System implementation

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Risk Management System –RMS–

It is a technological program which manages a database, in which risk variables are scored. Entities must weigh criteria to value the risk of the received requests and make decisions, according to the in force regulation.



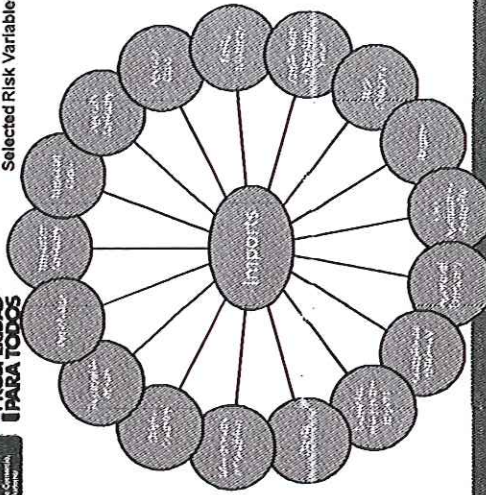
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RMS's Modules

- Parameters Management Module
In this module each entity parameterizes risk variables used in his own module and weights them considering the variables defined.
- Statistical Information Module
It contains statistical information that allows to know the historical behavior of each one of the defined variables for the and to establish the scoring for each of the risk profile. The statistical information will update permanently when an application is closed.
- Risk Intelligence Module
Intelligent system capable of processing algorithms and defined rules to perform the risk score by entity, based on application information and parametric and statistical information. It receives the application information and automatically develops and scores the risk.
- Deployment Module for Entities
It is responsible for providing to authorized users the information registered in the RMS-SW-MCIT as could be the scoring templates, information about applications' scoring, the risk map for each application, entity, tariff, importer/exporter, etc.

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Selected Risk Variables in Imports



PROSPERIDAD PARA TODOS

Selected Risk Variables in Exports

PROSPERIDAD PARA TODOS

PROSPERIDAD PARA TODOS

SCORING BY RISK CRITERIA - IMPORTS

Variable	Risk Factor	Weight
Importer	Importer antiquity	A1%
	Importer class	A2%
	Subtotal	100%
Customs agency	Agency antiquity	B1%
	Agency class	B2%
	Subtotal	100%
Entity	Maturity level	C1%
	Attention average time	C2%
	Subtotal	100%
Tariff item	Risk category	D1%
	Regime	D2%
	Subtotal	100%
Application	Entry for which is the Import or INE or INDDUMI. (box 3)	E1%
	Quota (Decree number) (box 11)	E2%
	Merchandise condition (box 12)	E3%
Relations: Importer, Agency, Tariff item	Origin country (box 15)	E4%
	Repayable or not repayable (box 20)	E5%
	Perishable	E6%
Subtotal	Last application antiquity	F1%
	Approval efficiency	F2%
	Compliance efficiency	F3%
Total		100%

PROSPERIDAD PARA TODOS

SCORING BY RISK CRITERIA - EXPORTS

Variable	Risk Factor	Weight
Exporter	Exporter antiquity	A1%
	Exporter class	A2%
	Subtotal	100%
Customs Agency	Agency class	B1%
	Agency class	B2%
	Subtotal	100%
Entity	Maturity level	C1%
	Subtotal	100%
	Tariff item	Risk category
Subtotal		100%
Relations: Exporter, Agency, Tariff item		Last application antiquity
	Approval efficiency	E2%
	Compliance efficiency	E3%
TOTAL		100%

PROSPERIDAD PARA TODOS

RISK CATEGORY AND RATING

Risk category	Description	Risk score
0	Not applicable	0
1	Acceptable	20
2	Tolerable	40
3	Moderate	60
4	Important	80
5	Unacceptable	100

Once the scoring is obtained for all the risks factors a final score is generated per request and entity.

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PROSPERIDAD PARA TODOS

RISK ASSESSMENT AND MAKING DECISION PROCESS

Risk Category	Check/Factor	Initial Review	Final Review	Associated Step
0	Not Applicable	0	1	Not applicable
1	Low Risk	1	11	Automatically approval decision may be done.
2	Medium-Low Risk	11	21	General review to the application may be done, only critical issues, transfer to entities which give approval.
3	Medium Risk	21	41	Detailed review to the application may be done, only critical issues, transfer to entities which give approval.
4	Medium-High Risk	41	71	Detailed review to the associated information on the application may be done. Transfer to entities which give approval.
5	High Risk	71	101	A review to all associated information on the application must be done. Continuous improvement actions must be done. Transfer to entities which give approval.

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PROSPERIDAD PARA TODOS

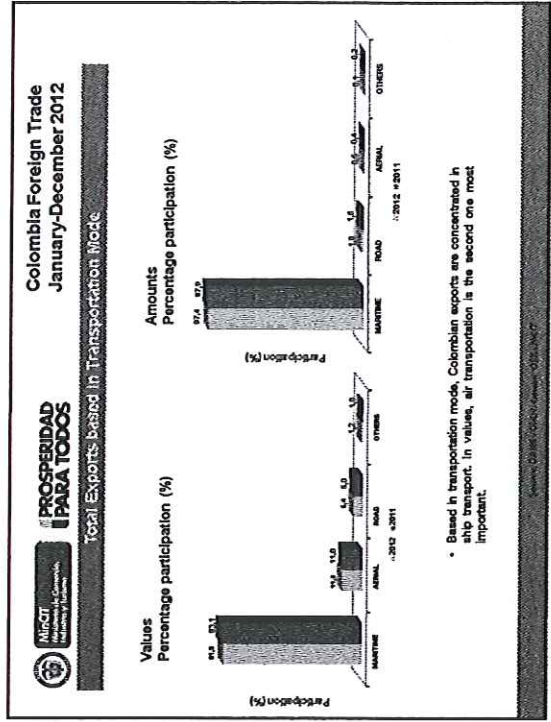
Statistical Information Report

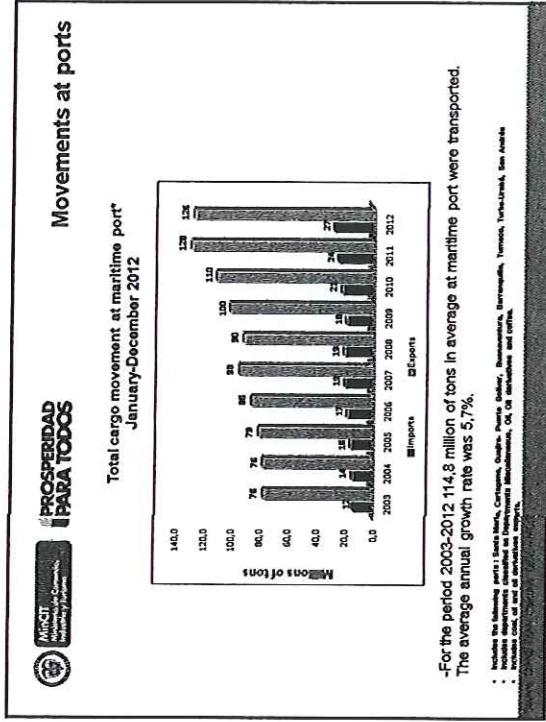
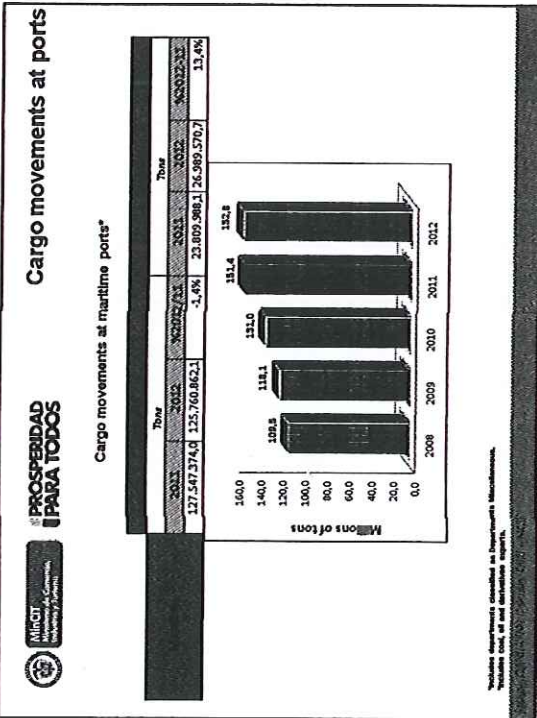
Microfactor / Factor	Applications Total	Average	Risk Level
Importer Authority	30	11.32	Not applicable
Agency Authority	30	11.37	Not applicable
Entity Security Level	30	11.33	Applicable
Previous License average attention times	30	11.33	Applicable
Region	30	11.33	Applicable
Casts (Contract Number) (box 13)	30	11.32	Not applicable
Perishable	30	11.32	Not applicable
Entry for which the import is made or FNE or INCOMEX (box 3)	30	11.32	Not applicable
Merchandise Condition (box 13)	30	11.32	Not applicable
Merchandise Condition (box 13)	30	11.32	Not applicable
Repayable or not repayable (box 20)	30	11.32	Not applicable
Repayable or not repayable (box 20)	30	11.32	Not applicable
Repayable or not repayable (box 20)	30	11.32	Not applicable

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PROSPERIDAD PARA TODOS

Facilitating trade and investment





Simultaneous inspection of Merchandise for containerized cargo exports

Mandatory access through electronic process - 2012

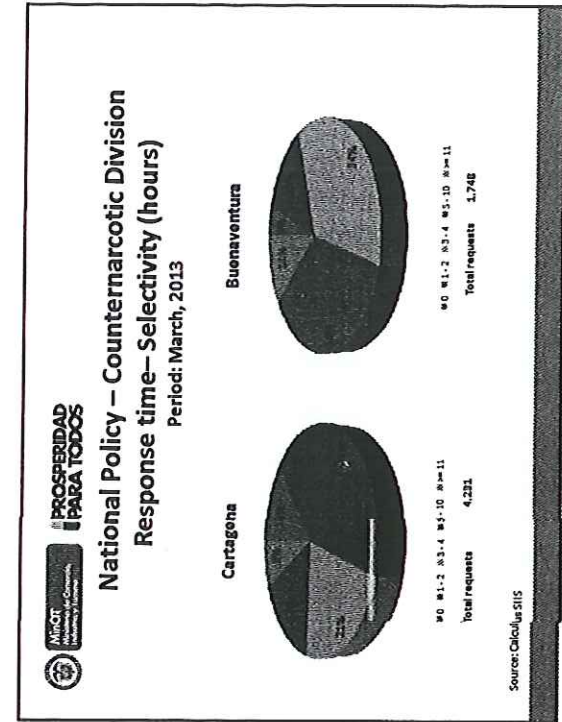
- Buenaventura (July)
- Barranquilla (September)
- Santa Marta (November)
- Cartagena (December)

Users benefits

- Inspection traceability for registered users (Response time for each actor, inspection level, and selectivity result)
- Indicators inquiry of inspection time
- Reduction of operations times and costs

Challenges 2013

- To improve efficiency levels of the control entities through reduced response costs by selectivity and inspection results
- To implement new services: Partial containers operations



PROSPERIDAD PARA TODOS

National Policy – Counternarcotic Division
Response time– Selectivity (hours)
 Period: May, 2013

Santa Marta

M: 0 M: 1-2 M: 3-4 M: 5-10 M: 12-24 M: 25-50 (fin de semana)
 Total requests 27

Source: Calculus SIS

PROSPERIDAD PARA TODOS

Simultaneous Inspection of Merchandise for Imports

Progress: System diagnostic and design.
 Objective: To schedule only one inspection by the control entities for the import merchandise in ports, airports and border crossing for handling of all types of cargo.
 Benefits:
 -Cost reduction
 -Process optimization.
 -Dead times elimination.
 Plan to follow:
 -Architecture design, system development and implementation.

PROSPERIDAD PARA TODOS

Logistic Module

Progress: System diagnostic and design.
 Objective: To link public and private users in one information system to centralize the foreign trade information exchange at ports and airports for handling of all types of cargo.
 Benefits:
 -Information of real time costs and times.
 -Process optimization.
 -Chokepoints identification.
 -Dead times elimination.
 -Transparency.
 -Reducing the use of paper.
 Plan to follow:
 -System development and implementation.

<http://estadisticas.luján.com.ar/tema-604-transporte-y-comercio-externo-18-07-2012>

PROSPERIDAD PARA TODOS

7 x 24 Service



¿What have we done?

The first stage of the 7 x 24 service implementation corresponds to the enlargement of attention schedules of the control entities, maritime terminals and the other users of foreign trade. Currently, this service operates in the Barranquilla, Cartagena and Santa Marta Port Societies, CONTEGAR, COMPAS, Buenaventura Regional Port Society, TCBUEN and Iplales Border Crossing. The objective is to reduce time and costs in the trade operations.

New Schedules



Ongoing Actions 2013

- In April, the service started in Buenaventura.
- To assess the 7 x 24 service utilization by the logistic chain users.

PROSPERIDAD PARA TODOS

Other me...






Reengineering the SW

Since the end of 2012 a business process management system is being developed for the SW, which will allow to redesign and optimize current processes through a Business Process Manager (BPM). Operation will start in the second half of 2013.






Advantages:

- > To enhance the administration of the information and procedures.
- > More appropriate statistics for the entities' indicators.
- > Standardization of the information in accordance with international standards to exchange information with other countries (UNECE, WCO, WTO).





Single Window Interoperability
To speed up the foreign trade operations

- ❖ **RedVUCE:** Latin American initiative for interoperability among SWs. Colombia is the coordinator of the Normative Group.
- ❖ **Digital Certificate of Origin (DCO)**
CAN - Andean Community:
 - Decision 775 of 2012
 - DCO Colombia - Ecuador (Coming soon)
 - Functional and technical cooperation officers**ALADI - Latin American Integration Association**
 - Approaches with Brazil and Paraguay.
 - Functional and technical cooperation offers.

Single Window Interoperability



Entidades Adheridas y Vinculadas
Ministerio de Comercio Exterior y Turismo

Expedientes

Consultas Respuestas de Interrogatorios

**PROSPERIDAD
PARA TODOS**



Libertad y Orden
Ministerio de Comercio,
Industria y Turismo
República de Colombia

Thank you!!!

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**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/005

Agenda Item: 12


Economic Competitiveness Package

Purpose: Information

Submitted by: World Customs Organization



**Sub-Committee on Customs
Procedures Meeting
Medan, Indonesia
18-21 June 2013**




Economic Competitiveness Package

19 June 2013
Toshihiko Osawa
World Customs Organization

1

WCO Strategic Plan



WCO Vision
Customs in 21st Century Pillar

- Trade Facilitation & Security
- Efficient Revenue Collection
- Protection of Society
- Institutional & Human Resource Development

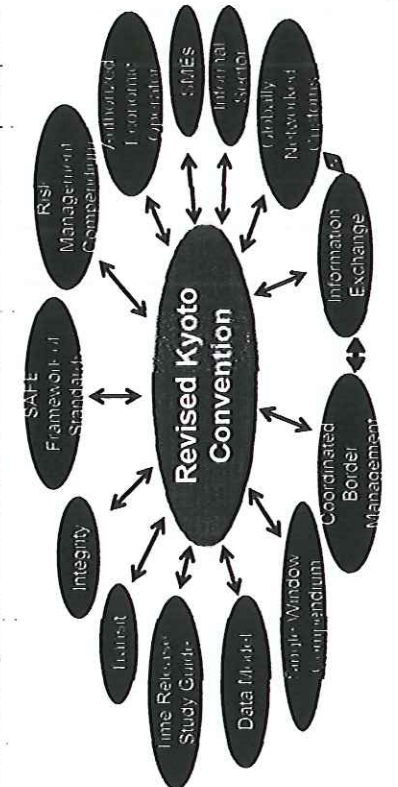
Economic Competitiveness Package
Compliance and Enforcement Packages

International Cooperation Shaping Information

Raising Profile of WCO & Customs, Capacity Building Delivery
WCO Values & WCO Mission

2 2 2

Conceptual chart (presented at the WCO Council in June 2012)



SAFE Framework of Standards

Integrity

Transit

Time-Related Study Guide

Data Model

Sample Window Compendium

Coordinated Border Management

Information Exchange

Globally Networked Capabilities

Informal Sector

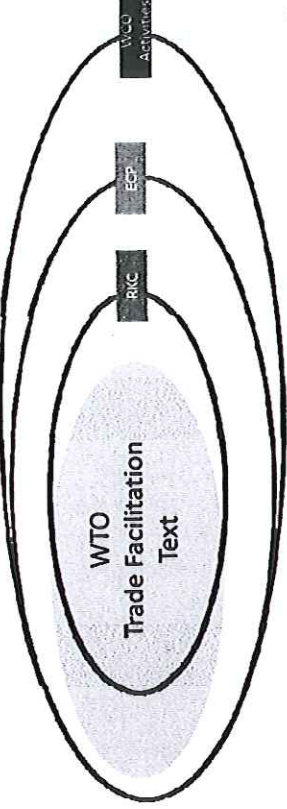
Authorized Economic Operator (AEO) Schemes

Revised Kyoto Convention

3

Support for the WTO Trade Facilitation

The ECP will support the implementation of future WTO Trade Facilitation Agreement.



WTO Facilitation Text

RJC

ECP

WCO Activities

4

Action Plan

4 Areas and 21 Actions for

the enhancement of Economic Competitiveness

- Awareness-raising and Member's needs assessment**
Regional seminars/workshops, Publication, Needs assessments, etc.
- Promotion of existing instruments and Tools**
Regional strategic plan, Capacity building, Donor coordination meeting, Accreditation of more experts, E-learning for the RKC, etc.
- Collection and dissemination of innovative and best practices**
Collection and dissemination of innovative and best practices on existing tools and Informal trade, SMEs, CBM and Transit, etc.
- Development and elaboration of the ECP**
Development of new tools, Further research on ECP, regular report to the PTC, etc.

5

Action Plan- Regional Workshops

Considering the fact that WCO Members' needs in respect of the ECP are very different, the adequate assessment of such needs is definitely important for the implementation and the development of the ECP.

In this regard, the WCO will organize regional workshops in all 6 WCO Regions.

22 May 2013	East and South African Region (Malawi)
3-5 June 2013	Asia Pacific Region (Hong Kong China)
12-13 June 2013	America and Caribbean Region (Brazil)
September or October 2013	North Africa, Near and Middle East Region (UAE)
September or October 2013	European Region (Belgium)

6

Action Plan – Innovative practices

The WCO will collect and disseminate innovative practices of Members on the ECP by the end of 2013.

25 Members have provided their innovative and good practices so far. Their practices cover a wide range of matters including Informal Trade, CBM, SMEs, Transit, Single Window and Risk Management.

Members provided practices on the ECP
Angola, Argentina, Azerbaijan, Bulgaria, Canada, Cape Verde, Croatia, Cyprus, Egypt, Germany, Hong Kong (China), Hungary, Japan, Jordan, Kenya, Lithuania, New Zealand, Peru, Poland, Portugal, Senegal, Serbia, Switzerland, United Kingdom and United States

7

Innovative Practices - Croatia

Interdepartmental Working Group (IWG) in Croatia

Relevant Agencies
Border police, Customs, Border Veterinary Service, Border Phytosanitary Service, Border Sanitary service, State Inspector

Objectives
to ensure and improve the coordination and cooperation between agencies involved in border management in order to :
 ❖ avoid duplication of procedures when performing tasks related to the state border,
 ❖ reduce the time of the relevant procedures, remove the empty stroke rate,
 ❖ better align the work of all departments at the border and significant effect of synergy

Functions
 ❖ To analyze and promote activities related to the integrity and protection of the state border
 ❖ To make recommendations
 ❖ To make suggestions in case of disagreement between agencies involved in border
 ❖ To supervise over the implementation of the integrated border management
 ❖ To maintain and equip border crossings and other infrastructure

8

Innovative practices - Switzerland

- ❖ "Transito" is a NCTS-based customs transit initiative, implemented at the (EU-external-) border between Switzerland and Germany.
- ❖ The goal of its implementation is that transit documents will no longer have to be issued at the border.
- ❖ When transit documents are already issued beforehand, truck drivers are now able to use the dedicated "transit lanes" and to stay in their vehicles (similar to a drive-in desk) while necessary documentation handling is performed by both (Swiss and German) Customs Services.



9

Innovative Practices – UK (SIVA)

The UK Customs (HMRC) introduced the Simplified Import VAT Accounting (SIVA) scheme to streamline regular payments of VAT - as well as import duty - due on the imported goods.

SIVA is a scheme that allows authorised traders to reduce the level of financial guarantee required to operate a duty deferment account.

The benefits include:

- ❖ reducing the security requirements and associated costs will benefit UK Importers whatever their size, helping improve their competitiveness, and
- ❖ the reduced levels of financial security can release funds for commercial borrowing or investment in other areas of a business.

Development of new Tools and Instruments

Assessment of Regional Needs



Innovative Practices of Members

Development of new WCO tools instruments by the end of 2014.

11

Thank you for your attention


12

Using Global Product Data Standards to address Supply Chain Connectivity & Complexity Challenges


A progress review of the GS1 supported GDS initiative
 John B. Koehn on behalf of Tony Nowell, CNZIM
 ASAC New Zealand Member
 Chairman - Regional Economic Integration Working Group
 APEC SOI/3 SOCP - Medan, June 2013

Advancing Free Trade for Asia-Pacific Prosperity



Agenda

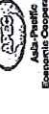
- What is the ISSUE?
- What is the OPPORTUNITY?
- What VALUE can be created?
- SOM2 Question: ABAC and GS1 RELATIONSHIP
 - Brief OVERVIEW of Global Data Standards
- SOM2 Question: GS1 and WCO RELATIONSHIP
 - WCO Secretary General address to 90+ GS1 Country Org's
 - Example 1: US Single Window recommendations
 - Example 2: NZ Single Window recommendations
- Summary



What is the key issue?

Multiple supply chain chokepoints inhibiting supply chain connectivity and limiting economic growth

New forms of public-private partnership are required to create more connected, efficient, safer and sustainable supply chains



What is the opportunity?

Strengthen the public-private partnership through capacity building activities

Re-use of industry driven global product data standards will enable a more rapid achievement of improved outcomes for all stakeholders that will support the achievement of the Bogor Goals

What value can be created by improving supply chain connectivity?

Improving trade-related transparency across APEC countries could increase intra-APEC trade by approximately \$148B or 7.5% of the baseline trade in the region.

World Bank Report

The gains from a 0.55% improvement in port efficiency, or a 5.46% improvement in customs efficiency would increase intra-APEC trade by \$27B.

Center for Intl. Economics

"A one-day delay in Exports leads to a 1% loss in Export value"
Source: World Finance Corp. (2010)



SON2 Question: ABAC relationships with GS1

GS1 is a global not-for-profit supply chain standards organization with offices in 110 countries.

They are independent, neutral and provide ABAC with subject matter expertise on various topics relevant to APEC's supply chain connectivity and visibility goals

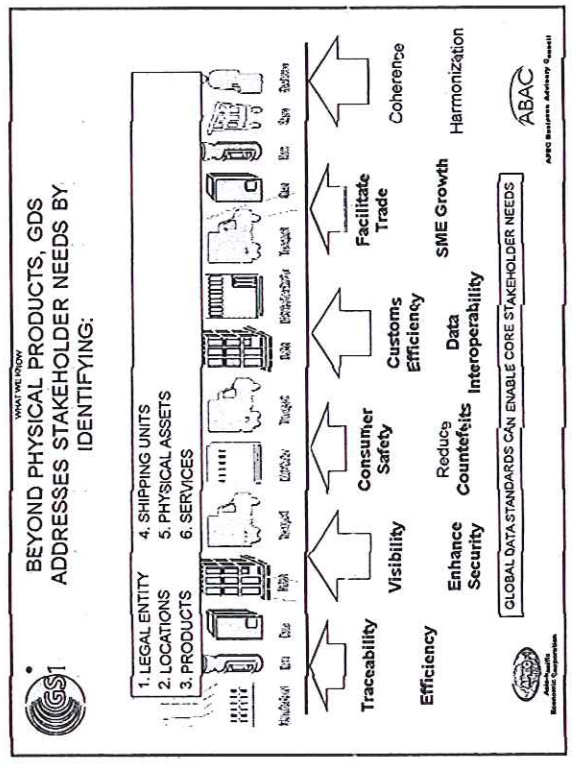


Global Data Standards Overview

Global (Product) Data Standards (GDS) are voluntary, consensus driven standards in the public domain that are widely used by industry – and more increasingly by governments

They provide a framework that allows products, services, and information about them to move efficiently and securely for the benefit of businesses and government and the improvement of people's lives, everywhere

GLOBAL DATA STANDARDS ARE INDUSTRY AND TECHNOLOGY NEUTRAL AND ROYALTY-FREE



Global Product Data Standards Without global standards.....

AMERICAN SHOE 33
 EUROPE SHOE 37.5
 UK SHOE 4.5
 CHINA SHOE 23
 JAPAN SHOE 23
 USA SHOE 7
 CONVERSE SHOE 18

The additional cost burden is passed to the consumer

ABAC Business Advisory Council

Global Product Data Standards With multiple national standards

AMERICAN SHOE 33
 EUROPE SHOE 37.5
 UK SHOE 4.5
 CHINA SHOE 23
 JAPAN SHOE 23
 USA SHOE 7
 CONVERSE SHOE 18

The additional cost burden of multiple barcodes and labels is passed to the patient / consumer

ABAC Business Advisory Council

Global Product Data Standards Track Global Standards™

The industry standard barcode is driving billions of \$ in efficiencies through automation & interoperability

Globally unique identifier on the product that can be scanned at every point of sale / cash Register. The cost saving is passed to the consumer

ABAC Business Advisory Council

SOM2 Question: GST & WCO

- GS1 has a long working relationship with the WCO since both organisations are committed to enabling a secure, efficient global supply chain
- In 2007, a MoU between GS1 and WCO was signed in recognition of the wide range of business interest shared by our organisations
- In 2012, cooperation Agreement on Anti-Counterfeiting

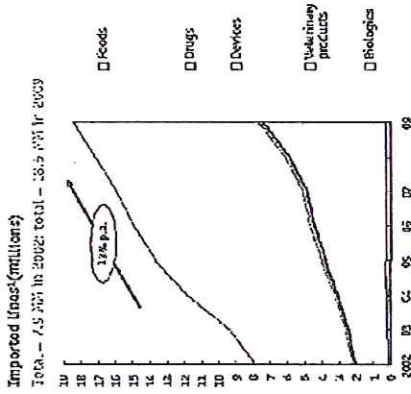
2005	Unique Consignment Reference (UCR)
2005 - 2006	SSCC as UCR Pilot Project
2007	Memorandum of Understanding (MoU)
2008 - 2009	EPC-Global High Priority Initiatives
2010	Global Shipment Identification Number (GSIN)
TODAY	

ABAC Business Advisory Council



Governments Challenged by Surging Imports

- US imports totaled \$2 trillion in 2010
- Imports of FDA regulated products have tripled since 2000
- 15% of US Food Supply is imported
- 50% of US medical devices are imported
- 80% of active US pharma ingredients are imported



Global Logistics Standards Offer Governments a Way Forward

- Regulators cannot keep pace with globalized supply chains using traditional inspection methods
- Efficient cross-border supply chains must have all parties, including government, make smart use of product information data
- Government now interested in leveraging industry-developed standards and e-commerce data to manage risk, improve compliance, and expedite product movement



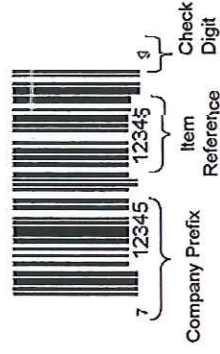
Why the Interest in Global Logistics Data?

- Based on global, voluntary consensus standards in public domain;
- Broadly used by industry sectors;
- Provides globally unique identification for products in the supply chain;
- Provides structured, internationally recognized, multilingual product categorization and description; and
- Uses commonly available technology.



PIC Recommendation 1 Use Globally Unique Product Identification

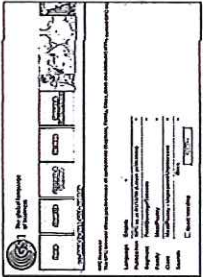
Whenever possible, use Global Trade Item Numbers (GTIN) to manage product in each entry line



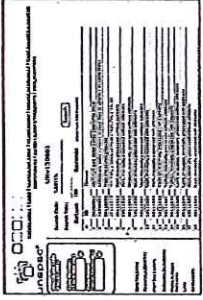
ITDS

PIC Recommendation 2 Use Global Classification Codes

Use international product classification codes and descriptors to accurately determine jurisdiction and risk profile for each product in entry



<http://www.gs1.org/gsm/plc/gpc>



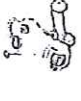


<http://www.unspsc.org>

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APRO Business Advisory Council

ITDS

Global Classification Codes Extend Product Visibility

DESCRIPTION	STEP START WALK N RIDE	BOUNCIN BABBLES	HEROES ACTION FIGURES

ITDS

TOY AND GAME BUSINESS CASE

Consumer Product Safety Commission
and Hasbro

ABAC
APRO Business Advisory Council

ITDS

FINDING – GTINS Revealed Repetitive Nature of Imported Toy Products

- Use of GTINs in pilot revealed that 75% of toy entry lines are repeating products

For major importer using HTS only, all 5,000 line entries are initially high-risk products and subject to targeting

Toy Products Subject to Targeting

ITDS **BENEFIT – 80% Fewer Product Holds and Exams**

- Product examinations could be reduced by 80% with GTINs and GPC codes
- Mid-size importers could save \$30,000 a year
- Products known to be low-risk by GTIN, when released in advance, will improve reliability of product flow
- Government can focus on 10 to 20% of remaining products, increasing targeting efficiency with existing resources

ITDS **ABAC**
APAC Business Advisory Council

PIC Recommendation 3
Use Global Product Catalogs

Use GTIN to “look up” product information in secure, globally-standard electronic product catalogs – one data element unlocks all industry e-commerce product information

ITDS **ABAC**
APAC Business Advisory Council

Global Trade Item Number
Brand Name
Product Name
GPC Product Classification
UNSPSC Product Classification
edclass Product Classification
Country of Origin
Hazardous Goods Info
Supplier-Defined HTS Code

ITDS **Using Global Codes in Catalogs**

Product Supplier (1) Product supplier authoritatively publishes product information

Importer (3) Importer places the GTIN for the product in the entry record and sends to Customs

Government Agency Inspection

Global Catalog “Cloud” (2) Government downloads published product information from catalog

Customs Data (4) Government matches GTIN with catalog info and makes admission decision, ideally in advance, using rich global data from catalog

(5) If catalog data indicate low risk product, government can release without inspection; If high-risk, can better plan for inspection efforts

ITDS **ABAC**
APAC Business Advisory Council

GTIN#	1234567890123	GPC #	10005143	GPC DESCRIPTORS
-------	---------------	-------	----------	-----------------

Importer places the GTIN for the product in the entry record and sends to Customs

ENTRY #	1234567890123	GTIN#	1234567890123
---------	---------------	-------	---------------

Consumer Litigation = 23 TCAG; & UP; New = 10; 10; Target Gender = FEMALE; Type of Doll/Sort Toy = DOLL


Example 2:
New Zealand Customs – proposed JBMS

ITDS **ABAC**
APAC Business Advisory Council

Joint Border Management System

and Trade Single Window

ITDS **ABAC**
APAC Business Advisory Council




Asia-Pacific
Economic Cooperation

Examples of Economies using GS1: New Zealand Customs – proposed JBMS


16. Import Declaration

a. We are developing a message for the new Import Declaration based on the WCO3 data model, replacing the current Customs Import Entry and MAF BACCA. This also provides for additional data relevant for Customs and Biosecurity risk assessment, again including the option to provide further entity and goods codes e.g. grower and packer identifiers; GS1 product code or classification.

c. We are developing a message for the new ICR based on the WCO3 data model. This provides for much of the data relevant for Customs and biosecurity risk assessment (incorporating MAF BACCA data as far as the information available at the time can satisfy), including the option to provide entity and goods codes e.g. supplier, importer, tariff classification; GS1 product code or classification. The more complete and high-quality the data provided, the greater the opportunity for facilitation and advance advice of any border requirements.



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Asia-Pacific
Economic Cooperation


How will this GDS initiative work?

- Economies to volunteer & identify where capacity building may be required and useful
- Identify "lead economies" and "supporting economies and other stakeholders" to coordinate capacity building activities and outcomes
- Link capacity building efforts to existing chokepoint "lead economy" to ensure integration of objectives, outcomes, roadmaps and key milestones

Note: The APEC Supply Chain Visibility chokepoint lead "METI" has concluded with recommendations that includes global product data standards. See letter to leaders post Kazan



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Asia-Pacific
Economic Cooperation

Summary

- ✓ Global Product Data Standards adoption offers APEC economies a tested and proven way forward
- ✓ A coordinated approach will help APEC reach it's 2015 supply chain connectivity goals and reduce choke point pressures
- ✓ Successful deployment will boost business confidence from SME's to large corporations; facilitating increased trade and helping to create more efficient, safer, sustainable and more trusted value chains.

the proposal offers a win-win outcome....



APEC Business Advisory Council



**Asia-Pacific
Economic Cooperation**

2013/SOM3/SCCP/017

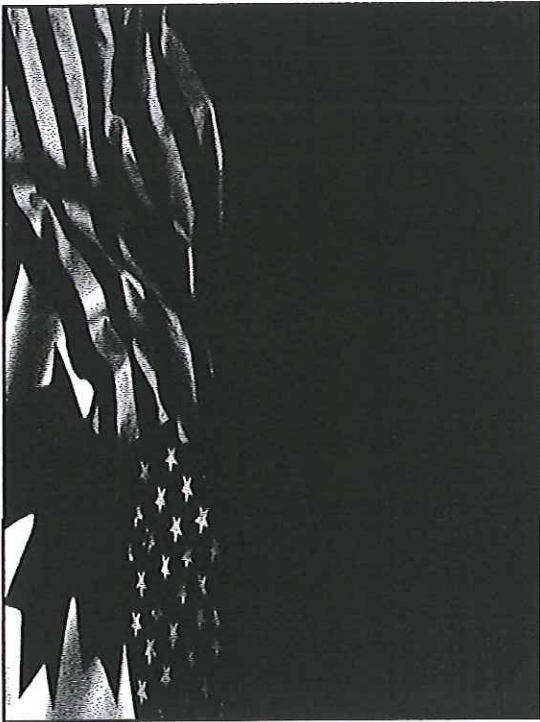
Agenda Item: 14

**Update on
Beyond the Border: A Shared Vision for Perimeter
Security and Economic Competitiveness**

**Purpose: Information
Submitted by: United States**



**Sub-Committee on Customs
Procedures Meeting
Medan, Indonesia
18-21 June 2013**



The objective of this presentation is:

- To provide a summary of the progress of the Beyond the Border initiatives made by Canada and the United States; and
- To highlight upcoming key milestones.



Managing Our New Long-Term Partnership

The *Beyond the Border Action Plan*, released by Prime Minister Harper and by President Obama in December 2011, outlines specific initiatives in support of the transformational perimeter vision.

The Action Plan identifies and elaborates on four key areas of cooperation:

- Addressing Threats Early;
- Trade Facilitation, Economic Growth, and Jobs;
- Critical Infrastructure and Cyber-Security;
- Cross-Border Law Enforcement.



Reduces regulatory impediments by:

- Developing harmonized commercial cargo and passenger screening processes that will streamline reporting requirements and expedite the movement of goods and people into Canada and the United States;
- Harmonizing Trusted Trader and Traveller programs by aligning requirements and enhancing benefits;
- Facilitating commercial border processes by providing a single window through which traders may submit required customs information.

Improves our approach to identity management (e.g. entry/exit).

Improves information sharing between governments:

- Any sharing of information will be consistent with each country's privacy laws and constitution.

Creates immense economic benefits for both countries in increasing the efficiency of free flow of legitimate goods and services.

- The Beyond the Border Action Plan calls for Canada and the United States to generate a joint *Beyond the Border Implementation Report* annually for a three-year period, with the expectation of continuation.

- The two governments made significant progress over the past year in realizing the Beyond the Border initiatives.

- Progress has been guided by extensive and constructive engagement with stakeholders in both countries.

Implementation Report Online:

<http://actionplan.gc.ca/en/bace/bba-3of2012/beyond-border-implementation-report>

- Developed and released the *Joint Statement of Privacy Principles* to inform and guide information sharing under the *Beyond the Border Action Plan*

➤ To consult the Statement:
<http://www.publicsafety.gc.ca/prg/le/bs/bynd-brdt-eng.aspx>

- Convened two Executive Steering Committee comprised of senior officials from both countries.

- Developed an Integrated Cargo Security Strategy (ICSS) to address risks as early as possible associated with shipments arriving from offshore:

- Inbound marine cargo pilot at the Port of Prince Rupert (BC, Canada) for cargo destined to the United States by rail;
- Canadian pre-load air cargo targeting pilot; and
- Inbound marine cargo pilot at the Port of Montreal (QC, Canada) for cargo destined to the United States by truck.



- Completed a joint entry/exit pilot project at the land border, starting with third-country nationals and permanent residents.

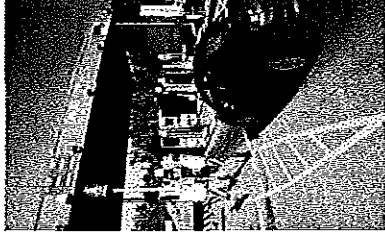
- Received policy approval to implement the Interactive Advance Passenger Information (IAP) initiative.

- On March 14, 2013, the Memorandum of Understanding for the United States Customs and Border Protection truck cargo pre-inspection pilot project was signed.

- Enhanced the trusted traveller program NEXUS by providing additional benefits to members:

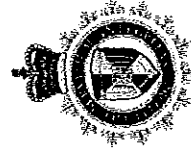
- Expedited passenger screening lanes at airports;
- Streamlined NEXUS renewal procedures and NEXUS enrollment blitzes.

- Initiated harmonization of the Trusted Trader and Traveller (TTT) Programs including mutual recognition of each others' onsite validations of participating companies.



- Increased and harmonized Low Value Shipment (LVS) thresholds of both countries.
- The Small and Remote Ports initiative was established between the CBSA and the United States Customs and Border Protection as a means of addressing operational efficiencies on both sides of the border.
- Developed a joint Border Infrastructure Investment Plan (BIIP) to ensure a mutual understanding of available funding for targeted projects.
- Deployed bi-national port operations committees (BPOC).

- Provide real-time information on border wait times at the top 20 crossings.
- Expand NEXUS lanes and booths at several key crossings.
- Harmonize the TTT programs, the United States Customs-Trade Partnership Against Terrorism (C-TPAT) and Partners in Protection (PIP).
- Implement and align single-window programs for imports.
- Extend the entry/exit pilot to all automated common land border ports of entry.
- Fully implement an entry/exit program at all Canada-United States land border crossings.
- Implement the IAPI system to make "board / no board" decisions.



- The Action Plan heralds an important chapter in the history of border management for both countries.
- It establishes a long-term partnership that will accelerate the legitimate flow of people and goods between Canada and the United States, while strengthening security and economic competitiveness.
- It also facilitates closer relationships with our respective counterparts to achieve the objectives of the Action Plan.



Stay informed. Read the Action Plan and fact sheets, and stay up to date on milestones and outreach events at www.dhs.gov/beyond-the-border

www.actionplan.gc.ca/border

Provide feedback. Your ideas can help guide the implementation of the Action Plan. Provide feedback at public forums like this one or email your ideas to:

beyondtheborder@hq.dhs.gov

border@actionplan.gc.ca