

EUBAM

Trade Facilitation Working Group

12-13 November 2015, Moldova, Chisinau

2015

**"Single Window" as Trade Facilitation Instrument
and Movements of Goods Accelerator Across the
Borders**

TRANSPARENCY

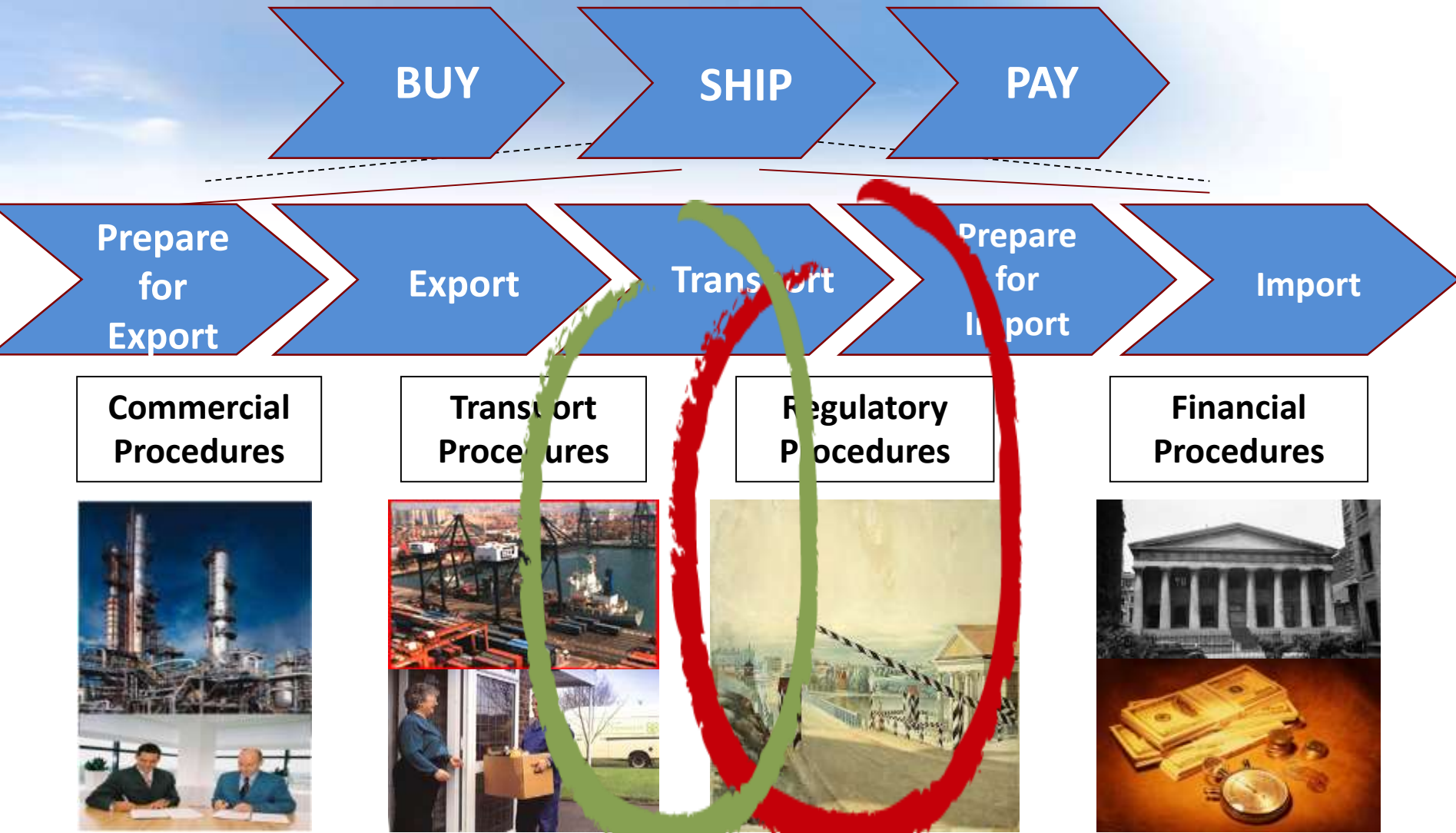
FACILITATION

HARMONIZATION

STANDARDIZATION

“BUY-SHIP-PAY” MODEL

(Source: UN/CEFACT International Supply Chain Reference Model)



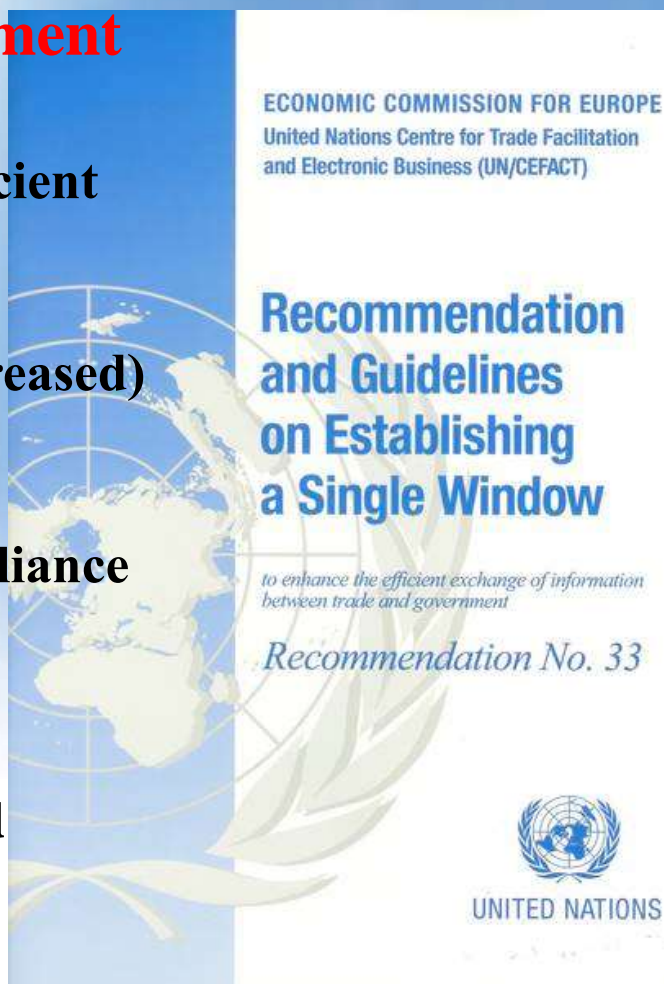
Trade Facilitation Instruments

1. Harmonization of Trade Documents and Data with International Standards
2. Publication of Laws and Rules on International Trade
3. Coordinated Border Management
4. Data Sharing and Exchange Systems between agencies, e.g. “SINGLE WINDOW”, Port Community Systems, etc.
5. AEO Systems
6. Risk Assessment system
7. Transit facilitation system
8. Joint Border Cross Points

UN/CEFACT RECOMMENDATION 33

Benefits for Government

- More effective and efficient deployment of resources
- Correct (and often increased) revenue yield
- Improved trader compliance
- Enhanced security
- Increased **integrity** and **transparency**



Benefits for Trade

- Cutting costs through reducing delays
- Faster clearance and release
- Predictable application and explanation of rules
- More effective and efficient deployment of resources
- Increased **transparency**

INFORMATION FLOWS BEFORE IPCS

STEVEDORE

CUSTOMS

CONSIGNOR

SOME WEEKS

PORT
SERVICES

LAND
TRANSPORT

MARITIME
AGENCY

CONSIGNEE

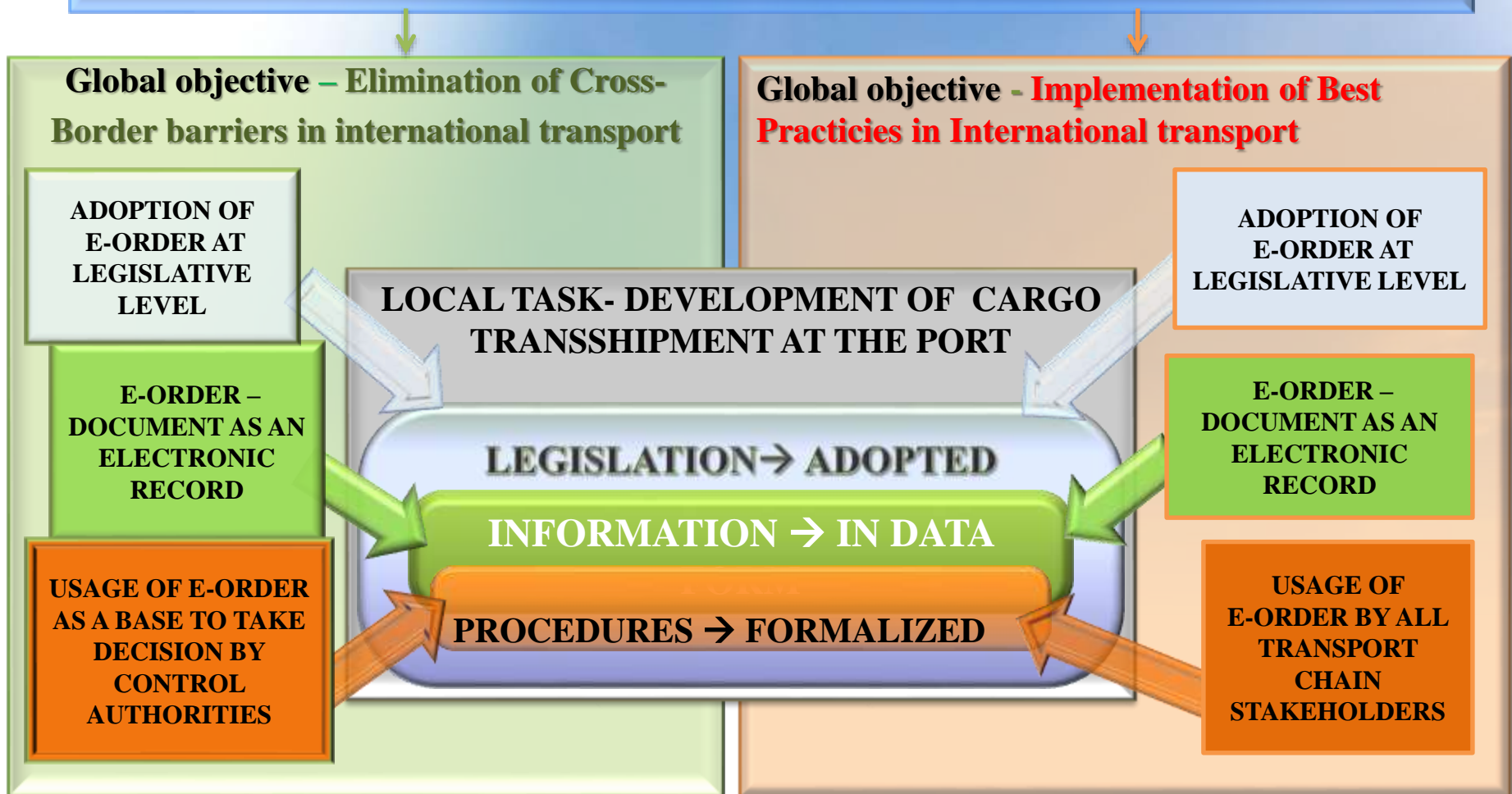
PORT
AUTHORITIES

SHIPPING
AGENCY



DECLARED OBJECTIVES OF THE “SINGLE WINDOW – LOCAL SOLUTION” PROJECT DEVELOPMENT

SINGLE WINDOW – LOCAL SOLUTION IN THE PORTS OF ODESSA REGION

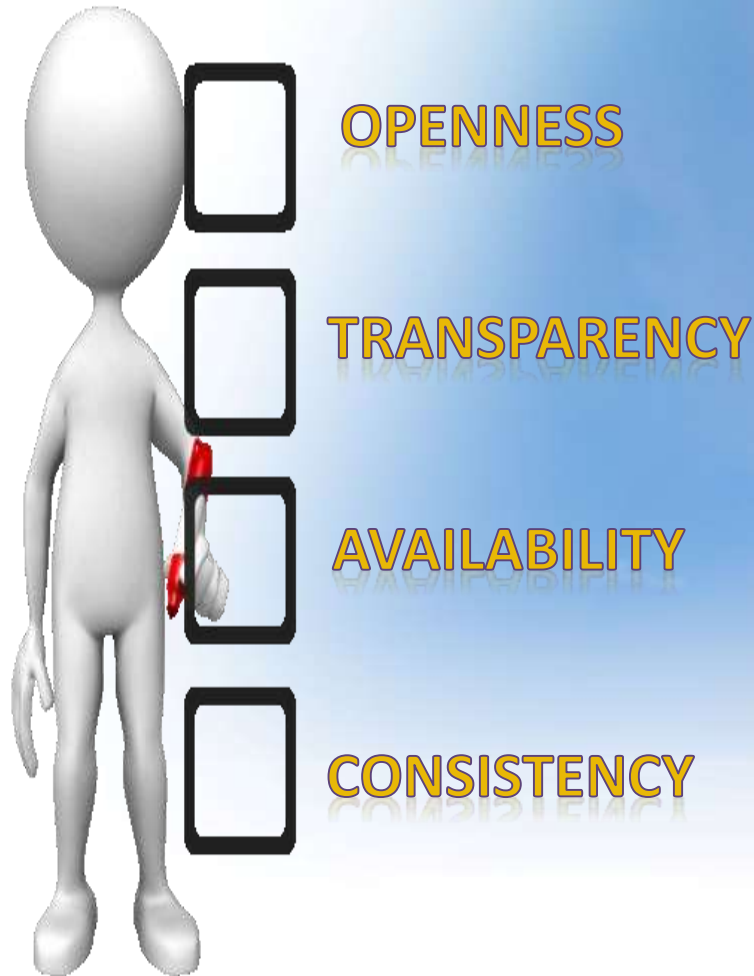


PCS Information streams today.

No need for direct contact.



Transparency and Predictability



- Documents submission and record to Control agencies with EDS;
- Simultaneous consideration and decisions by Control agencies of Documents submitted;
- Legitimate record and timely response from Control agencies with EDS;
- Minimization of Human Factor in clearance procedures;
- Reduction of Data duplication in various IT Systems;
- Time decrease for all formalities and operations;



Article 7: RELEASE AND CLEARANCE OF GOODS

6. Establishment and Publication of Average Release Times (WTO Trade Facilitation Agreement)

Time Release Study

Public clarification and implementation of mechanisms to address backgrounds of opaque or weak points (Bottle Necks) in Logistics chains and Control technologies at BCPs

For Public Authorities and Business Community

Development of fair competition and improvement of Government Agencies efficiency, and efficient functionality

Legal advantages and benefits at less costs

Time Release Study

Δt

Arrival of a Vessel

Completion of unloading

Permission to load on the truck

Permission to Release (from the Customs)

Departure and Exit of the Truck from the Sea port

Δt

Average Time from Vessel arrival to submission of documents by Freight Forwarders and Release by Customs is 172 Hrs 46 min, Customs clearance takes 3 Hrs 36 min.

Time to submit Documents for National Transit is 301 Hrs 53 min, while it takes CUSTOMS up to 46 minutes to place goods under regime declared only.

Average time to submit documents for Goods and its Placement under Transit Regime and Release took 111 Hrs 56 min, where Customs clearance – 1 Hr 29 min.

CLARITY IS ACHIEVED:

AVERAGE TIME FROM VESSEL ARRIVAL FOR THE GOODS TO REMAIN AT THE SEAPORT UNTIL EXIT FROM THE PORT IS 6 TIMES LONGER THAN IT TAKES CUSTOMS TO RELEASE OR CLEAR THEM.

PROSPECTS OF SINGLE WINDOW (LS)

Single Window – Local Solution in the ports of ODESSA Region

Global objective– **Elimination of Cross-Border barriers in international transport**

Global objective - **Implementation of Best Practices in International transport**

LOCAL TASK- DEVELOPMENT OF CARGO TRANSSHIPMENT IN THE PORT

LEGISLATION → ADOPTED

INFORMATION → IN DATA FORM

PROCEDURES → FORMALIZED

TRANSPORT PROCEDURES

TRADE PROCEDURES

Local directions for simplification

- **Forms of Information reflection and Data Formats of information;**
- **Technological linkage of the Single Window data streams with Business process' streams;**
- **Setting up of the Legal norms of various levels, the Forms mentioned above, Formats, Technological relation and control.**

General Model of Activities in Trade and Transport Facilitation (SW)

- Development of General Strategy of the “Single Window – Local solution” Project from local to National and Regional;**
- Measures to strengthen Project by major stakeholders – PUBLIC and PRIVATE SECTORS from different countries;**
- Development of Legislative, Technological and Technical solutions;**
- Promotion the adoption of elaborated Regulatory, Technological and Technical solutions in the authorized bodies in various countries;**
- Effective coordination between neighboring countries.**



WWW.SINGLEWINDOW.ORG



Odessa Commercial
Sea Port



IPCSA

International Port Community
Systems Association



Customs

PLASKE®
ПЛАСКЕ
Energy in motion



UNITED NATIONS
ECONOMIC COMMISSION FOR EUROPE



"PPL 33- 35" LLC



Ukrainian Sea
Ports Authority

ICC®
Ukraine
International Chamber of Commerce



*the global voice of
freight logistics*

EAST WEST
TRANSPORT CORRIDOR
association

THANK YOU FOR ATTENTION!



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