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WORLD MARITIME UNIVERSITY



MSc. in International Transport and Logistics

Class of ITL2016

Unit 6

Subject: ITL06PRJ-INTEGRATIVE PAPER

ID Number: S1611

TOPIC: The research of Single window clearance mode in different countries and regions and the current demerits existing in China.

Declaration

I certify that all the material in this research paper that is not my own work has been identified, and that no material are included for which a degree has previously been conferred on me.

The contents of this research paper reflect my own personal views, and not necessarily endorsed by University.

Kang Hengsheng

2016-08-17

Supervised by

Professor Yin Ming
World Maritime University

Abstract

In the present world, with the high speed development of global trade, the progress of global economic integrity continues to accelerates .In order to cope with the needless delays , the requirement of cargo clearance convenience has become a pressing issue.

Many developed countries like Singapore and America have already established an efficient single window clearance mode. In addition, China also tries to push the single window clearance mode.

In this thesis, initially, it introduces the background and function of the single window clearance mode. Moreover, it discusses the current single window patterns exist in many nations and areas, then comparing with the international single window clearance mode and China's single window clearance mode to find the improvement and weakness exists in current clearance system.

This dissertation use the qualitative analysis and comparative study method to find the weaknesses and demerits exist in China's single window clearance mode. Those demerits are the data inconsistency between different departments 、 excessive processed of clearance、 and so on .Then I will give some specific advice in accordance with the experiences of construction of other single windows. The advice are as follow: (1)Establishing integration information platform (2)Impelling clearance collaboration to implement one-time declaration, inspection and release (3)Electronizing and standardizing voucher supervision to Popularizing network supervision (4)Simplifying clearance process and establishing one-stop clearance service.

Key words: Single Window, Comparison, Solution, Clearance Mode.

Acknowledgement

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In addition, my deep appreciation also extends to all my friends and classmates who give me help during writing. Due to the difficulty of finding data and information of single window, my classmate, Miss Zhou spared no effort to help me search for the data.

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Chapter1. Introduction

1.1. Backgrounds and purpose of the dissertation

Background:

In the present world, with the high speed development of global trade, the progress of global economic integrity continues to accelerate, the requirement of cargo clearance convenience has become a pressing issue. However, in China and other countries, due to the complexity of customs clearance procedures, incongruity of different departments and inconsistency of data, unnecessary delays are usually happened to the cargo clearance, which wasting many money and times. Therefore, many countries established “single window” clearance mode (**all “single window” mentioned in the following text represent “single window clearance mode”**) to deal with those problems. As a large trade nation, China also tries to establish this clearance system to simplify clearance procedures. However, none is perfect, there are still some problems exist in the single window.

Main purpose:

The main goal of this dissertation is to show us how to implement the single window and analyze the application and the result of single window in some country (Singapore, Japan,...), and comparing with mode established in China to find the main demerits and merits exist in Chinese current system, then aiming to these shortages to offer some feasible advice for the port department to improve the system to provide a excellent service.

1.2. Research methodology of the dissertation

The main methodology of this dissertation is the qualitative analysis and comparative study method. At the beginning, this thesis will analyze the current situation of the foreign port, and comparing with the china's system to find the shortages of Chinese system (Data and system structure). Secondly, this dissertation will compare with the **data** of the expenditure (money and time) which used by the previous system and current system --single window clearance mode to find which part occupied the low level of improvement. Then we can regard this part as the weak links of the single window clearance mode and suit the remedy to the case. The technology road-map of this dissertation is shown in figure 1:

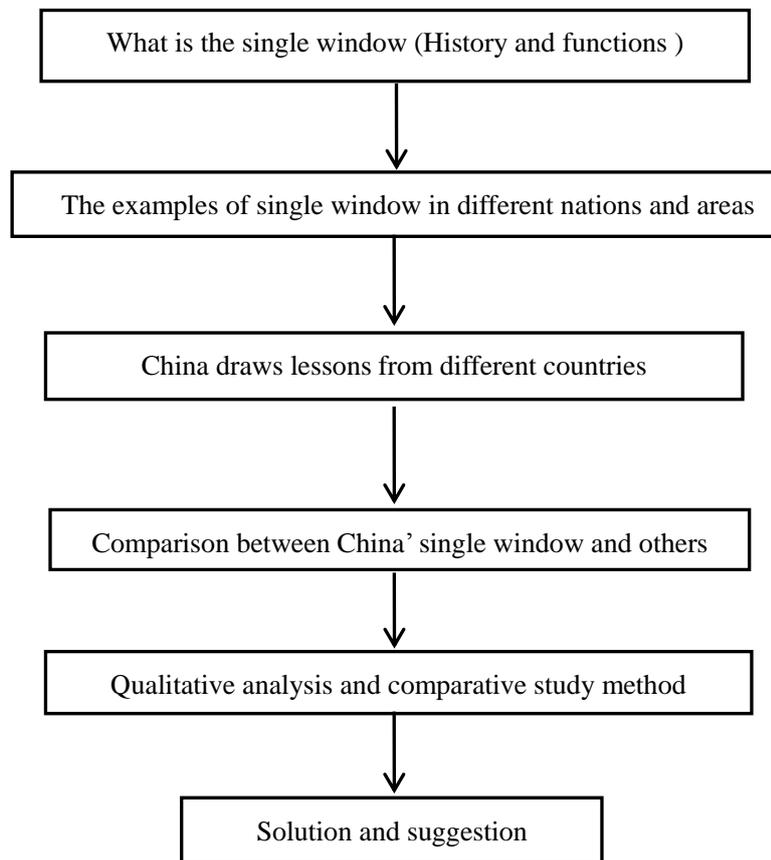


Figure1. Technology road-map

Chapter2. Literature review

Study on Single Window Clearance mode and Collaboration of Quarantine Department

The establishment of single window clearance mode and the collaboration of quarantine department significantly improve the efficiency of the clearance processing and reduce the cost.

The following authors mentioned the points:

1. General Office of the State Council, electronic port development ‘the Twelfth Five-year Plan’,2012
2. Establishing a legal framework for international trade Single Window (S). 《Establishing the legal framework of international trade single window 》 , 2010
3. Establishing a Single Window for international trade (R). 《International trade facilitation and Electronic business center (UN / CEFACT) No .33 proposal》 , 2005
- 4.The comparison of the single window construction on both coasts and institutional enlightenment, Zhu Qiuyuan , Asia Pacific Economy, No3.2015

Analysis on Single Window Construction in Singapore and its Inspiration to China

As to the study of single window construction in Singapore, China can learn many advantage of the Singapore single window which is useful to help China establish their own mode.

The following essays can be found the points:

1. UN/CEFACT: Recommendation and Guidelines on establishing a single window-- Recommendation No. 33. New York, 2005
2. Single Window working Group Capacity Building Workshop 4: Evolution of Singapore’s Single Window [J]. Singapore: April 2009
3. HH T, BCY T, KK W Organizational transformation using electronic data

interchange: The case of Trade Net in Singapore. Singapore: Journal of Management Information, 1997

4.Duan Liping “single window” of Singapore(J).China Customs, No.5, 2010

Analysis on Single Window Construction in Japan and its Inspiration to China

As the saying goes, one sows and another reaps. China could regard the Japanese single window mode as example and learn from their mode, which makes the development of our country single window walking few of indirect roads.

1.Zhu Qiuyuan, The construction of single window in Japan and its institutional enlightenment.[J].Foreign Issue Research.2011 (3):38

2.The most efficient way to realize the e-government service is comprehensively carrying out “single window clearance mode”

Current situation and of the single window in China

1. < The single window of international trade in Fujian province has a significant effect during the one year trial period > ,Fujian Electronic port management center, 2016.05.05

2.< Fujian single window and Singapore single window have docked successfully > , China Commerce Department, 2016.01.22

3.The construction of International trade single window 2.0 versions, Oriental Morning Post ,2016.03.08

4.CBN, China Business News, Shanghai pushes new policy for single window export rebates and enterprises reduced the duplicate data about 20 million items monthly. 2016.05.09

The significance of establishing single window clearance mode

The construction of the single window

1.Paperless system speeds up trade, Asia-Pacific Economic Cooperation,20,Feb,2014

2.FTA Post, What is the advantage and superiority of Shanghai international trade

'single window' ,Hu Sumin,2014.06.20

3.The most efficient way to realize the e-government service is comprehensively carrying out "single window clearance mode"

4.Pearl River Times," Internet +,easy customs clearance" reduced the burden of enterprises.2016.01.01

Chapter3.The analysis of the single window in different countries and regions

Due to the function and impact of single window clearance mode (all “**single window**” mentioned in the following text represent “**single window clearance mode**”), many nations and regions established “single window” to improve efficiency of clearance. As a large trade nation, China also to establish this clearance system to simplify clearance procedures by drawing lessons from other nations and regions.

3.1. The history of the single window clearance mode

What is the single window clearance system?

The Knowledge single-window system is trade facilitation idea. As such, the implementation of a single window system enables international (cross-border) traders to submit regulatory documents at a single location and/or single entity. Such documents are typically customs declarations, applications for import/export permits, and other supporting documents such as certificates of origin and trading invoices. Idea made to all Operation System and unauthorized system built to integrate into One-Drive enable task performance easier and runs successfully updated edge trust on Orientated Universal Culture Business by John Barnes Odonkor.¹

The main value proposition for having a single window for a country or economy is to increase the efficiency through time and cost savings for traders in their dealings with government authorities for obtaining the relevant clearance and permit(s) for moving cargoes across national or economic borders. In a traditional pre-single-window environment, traders may have had to contend with visits and dealings with multiple government agencies in multiple locations to obtain the necessary papers, permits, and clearances to complete their import or export processes.

¹ Single-window system - Wikipedia, the free encyclopedia

The concept is recognized and promoted by several world organizations that are concerned with trade facilitation. Amongst these is the United Nations Economic Commission for Europe (UNECE) and its Center for Trade Facilitation and Electronic Business (UN, CEFACT²), World Customs Organization (WCO), the United Nations Network of Experts for Paperless Trade and Transport in Asia and the Pacific (UNNEXT), SITPRO LIMITED of the United Kingdom and the Association of Southeast Asian Nations (ASEAN).

The diagram (figure 2) below illustrates an example of an implementation of a Single Window system within a country or economy.

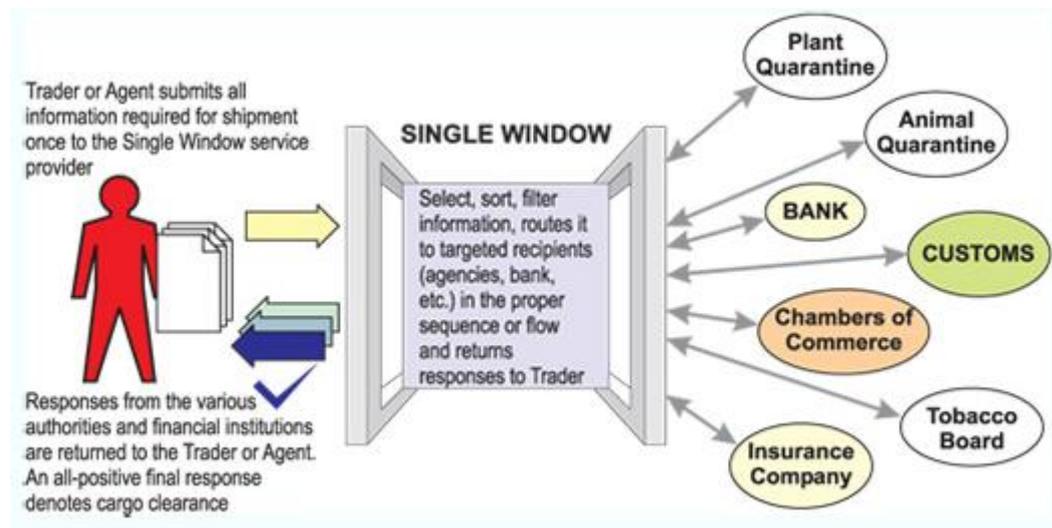


Figure2. Implementation of single window³

3.2 Different types of single window clearance mode

In the international, the classic modes of the “single window” can be concluded as three modes including “Single Authority”, “Single Automated System” and “Automated information Transaction System”⁴. Countries such as Sweden, Netherlands, America, Japan and Singapore have established their own single windows through constant exploration and combining with their own national

² UN/CEFACT: Recommendation and Guidelines on establishing a single window --Recommendation No.33.New York,2005

³ Single-window system - Wikipedia, the free encyclopedia

⁴ Global Trade Facilitation Conference 2011.Connecting International Trade: Single Windows and Supply Chains in the Next Decade

conditions, which supplies practical experience for other countries to establish single window.

(1) Single Authority Mode

Single Authority Mode is Setting up or authorizing a single government supervision institute (such as customs) to deal with all of imports and exports supervision business. After receiving the application data of importing and exporting of enterprises, this institute will handle all kinds of business directly, coordinate and implement all kinds of supervisions related with the foreign trade, act intensively and coordinate effectively. The features of the mode is “institutes are intensive and the system is single”, Sweden and Netherlands adopt this kind of mode. Next I will introduce the important roles of the “Single Authority Mode” in improving the convenient level of trade and taking Sweden as the example.

Sweden started to adopt the single window in 1989 and it is operated normally at present. The imports and exports traders in Sweden just need to declare relevant trade and shipping information once to the customs, then in aspects referring to the management of permission certificate, the customs will send related information to relevant departments of the government(such as the National Bureau of Trade, the National Bureau of Agriculture, etc.) to handle; While as to the aspects not referring to the management of permission certificate, the customs system will generate electrical customs declaration automatically according to the information supplied by the traders. After completing the customs business, the system will send the importing and exporting trade information to the State Statistics Bureau of Sweden, and transfer value-added information that is imposed to the State Debt Office, and then the above departments collect and use the information according to their own responsibilities. The “Single Authority Mode” is the highest mode of the single window, and the trade convenient degree that it brings is the highest. According to the Swedish Customs data, adopting the method of “single window” can let the administrative expenditure of enterprise reduce 55% and save 22% of the working capital; at the same time, it improves the clearance efficiency. According to the Report of the Global Competitiveness issued by the World Economic Forum, the index of the “clearance

efficiency of customs” of Sweden is competitive obviously, which ranks 71 in the 140 countries that are investigated. In conclusion, the single window of Sweden plays important role to improve the clearance efficiency and the convenient level of trade of customs.

(2) Single Automated System Mode

It means that the government sets up an information system that deals with the import and export business uniformly. This system is used in integrating, collecting, using and scattering electrical data that is related with the international trade, dealing with related importing and exporting business, each supervision institutions are independent mutually. The features of this mode are “the institutes are scattered and the system is single”, and America and Japan adopt this mode. Next I will introduce the construction practice of the single window of the “Single Automated System Mode” and taking America as the example.

In September, 1995, the Treasury Department of United States approved to implement the International Trade Data System (ITDS). After implementing this system, traders can enter through the single information system, and submit information that is accordance with the United State Customs, Border Protection Bureau, and other government institutes with standardized method; Related government departments will implement electrical evaluation to the information that the importing and exporting traders submit, and send back the evaluation results to the importing and exporting trader through Email. The International Trade Data System (ITDS) of United States plays the functions such as information system, management methods, process reconstruction, joint administration of departments, the optimization of foreign environment of enterprises, etc. It doesn't only connect the government supervision department, trade agency and other trade service departments, which reduces the collecting link of data in the trade process, but also supplies corresponding public service for the importing and exporting of cargo, transshipment of cargo, transportation tools and personnel arrangement of the international trade enterprises, which reduces the government management and trade cost, reduces the management of enterprise customer and financial cost, and improves the trade link.

Now, it is learned that declarations of 99% of imports and 100% of export in the United States have passed processing of the international trade data system.

(3) Automated information Transaction System Mode

This mode is supplying a uniform portal platform of information processing to imports and exports traders, and realizing the collection and feedback of the declaration data of trade. Enterprises can declare to different government departments through just filling in the electrical forms, and after the declaration contents being processed by the business system of different government departments, the result will be fed back to the computer of the enterprises automatically. This platform integrates different systems from each government supervision department, and realizes the share and coordination of different supervision departments in the information flow and business flow, so as to supply single window and one-stop service experience for traders. The feature of the mode is “the institutes are scattered and the system is integrated”, and Singapore adopts this mode.

Singapore started to adopt the Trade-Net system based on the interchange of electrical data in 1989. In order to improve the national competitiveness, Singapore set up the integration committee of document and process, a special trans-department institute. The governments departments participate in the whole process, simplify and integrate the importing and exporting trade process, and integrate all of the forms of different supervision departments into a form. The importing and exporting traders declare importing and exporting data to the Trade-Net once, and the Trade-Net will send the data to different supervision departments of the government automatically. The data of the same form can be used by many government departments, which improve the clearance efficiency, and reduce the clearance cost. According to the statistics, the trade permission can be got within 10 seconds at the fastest through this system, and 97% of the trade permission can be completed within 1 minute. The national clearance expenses of Singapore can be saved 40%-60% each year, and the administrative expenses can be saved 30%-50% each year. At present, Trade-Net system in Singapore handles about 10 million of customs declarations each year, which can save Singapore Dollar 1 billion of processing expenses of documents for

Singapore. According to the data of the trade convenient level predicted by the World Bank, the trade convenient level of Singapore always ranks top in the world. The Automated information Transaction System makes great contribution to the improvement of the convenient level of Singapore.

3.3 The key point of single window' construction

In the procedures of single window's construction, the data standardization plays an important role in the data system construction. Moreover, in process of the inter-continental trade supervision and control, the data and documents handling are the key elements. Nowadays, in the increasing development of the Internet environment, in order to meet the needs of fundamental safety control and goods releasing within the effective time, government department ask to raise the needs of information of cargo before arrival. At the same time, in order to meet the needs of management, cross-border regulatory authorities need to develop and maintain their own unique information systems. Nowadays, the construction of a single window of international trade has become a key step in trade facilitation, standardization and simplification procedures. In the procedures of construction and implementation, government should give full consideration to international comparability and compatibility ,as far as possible to use international standard ,and set up a matching data elements set to be applied to achieve further trade facilitation to play a bigger role in the future international trade single window.

I . The importance and necessity of international trade single window data standardization⁵

① . Reduce the demand of interaction complexity in cross-border supervision services

The success of the construction of a single window in the international trade is ultimately determined by the feedback from the stakeholders, in this situation, one of

⁵ WCO. How to build a Single Window Environment. Vol 1. The Executive Guide.

the important aspects of user experiences is interacting with cross-border supervision department through information-system interface, so the design of single window must be considered from the traders' point of view. Based on the principal of single window supervision service----- 'under the same roof' ,all departments involved in cross-border supervision should work hard together and redesign the interactive processes between traders and supervision departments, and those departments especially need to redefine, design and manage the data interface, data standard, service standard and business process. Because the interaction is happened in the time、 space and the process of cross-border supervision service, there into, time is the largest variable, time and usability are the two most important variables to meet the demand of the user and the pursuit of continuous improvement of information systems. User experience consists of two elements (tangible and intangible design) and the interactive design is the basis of design of business process mode, then we can find and improve the weakness and demerits in the process in design by establish business process mode. The variability of output factors is a variety of possible outcomes of interaction, and the higher the variability of output, the greater the challenge to management, the greater the likelihood that the user will be dissatisfied. Therefore, it's important to reduce the complexity of all involved users' interaction tasks, the supervision department should pay more attention in the process of single window's design, and reduce the complexity by defining different situation.

②. Meet the demand of control standardization of cross-border supervision department.

General speaking, different cross-border supervision departments have their respective regulatory requirements, and every departments develop a strategy based on their cognition of risk and the practice of risk analysis and disposal. Coordinated control is a shared decision-making process between the various regulatory authorities which in accordance with the priorities, it can not only through a comprehensive risk evaluation system to coordinate the priority of control instruction between different departments according to the risk rules established before; but also can confirm the priority of risk to choose control method by coordinating approaches after

respectively evaluating the risk by each administrations. However, in both cases, it may delay due to improper selection of action priority and control method, thus it will give traders serious problems, and make it in the state of "unattended" until the direction of action is determined by the regulatory authorities.

With the exception of agencies' priority, it also exists some problems about application standardization, such as textual、physical、non-intrusive control standardization. Although the sample is different from each other, we can reach fair degree by standardization. No matter how the scene changes, for each environment control, execution and output should be standardized as much as possible, thereby reducing the negative affection which caused by variability and uncertainty in the execution process of regulatory activities on business activity and supervision department.

② . Meet the requirement of common creation and self-service

Each side in the international supplying chain can help other sides to realize values. If suppliers can supply correct HS code reliably and meet the description of the commodity property that supervision needs, the customs broker can save time and complete the correct declaration of commodities as soon as possible. As to the customs broker with good reputation, the supervision department will trust the reliability of the contents that are declared. Decreasing the inspection rate to this type of declaration through a period of investigation, which will let customs broker save resources in completing declaration? It is also benefit to the supervision department, and supervision department can invest fewer resources on inspecting the accuracy of this type of declaration, and put limit resources on the supervision of irregular fields so as to let each side to get benefit in creating legal and convenient environment, and form good circulation.

In the process of the supplying chain, every link has to guarantee that the information it supplies should be correct, accurate and timely. If the information exchange each time has these characteristics, it will save expenses as to every next link in the supplying chain. The faster the information that the supplied is, the faster the declaration will be completed and the carrier will complete the delivery of the

commodities in agreed time. Trades among different sides of the stakeholders need a formal and standard service agreement to guarantee their own benefit, and the single window platform will play a vital role. It can be taken as the center of the value storage, and supply official certification of value storage that is authorized for all of the data exchange.

II. Building data element collection is the important basis to promote the standard construction of the single window of the international trade

Data Element is the data unit through the descriptions of a series of properties such as definition, classification, standard of value, etc., and it is the minimum component unit in the structural data. The data element has atomicity, and it is the minimum unit of the component data; the data element also has integration, and it can build the connection relationship among data according to their own nature connection; In addition, the data element also has deduction, it can be deduced from the basic data element or derives many application data element.

To promote the construction of the single window of the international trade, harmonious and standard data element collection and electrical information using the international code standard are the key to build effective and efficient information exchange and share between enterprise and government(B2(U), government and enterprise(U2B), and among government departments(G2G). At present, the units that participate in the single window of the international trade have their own informatization systems, and the development, construction and usage conditions of informatization system are different, which may cause imbalance condition. So to realize the construction goal of the single window with mutual connection of information, mutual recognition of enforcement and cooperation of administration, it must reach an agreement in aspects such as the definition, format, coding, etc. of the basic data firstly so as to lay foundation for building a common single window next. The objective of building the data element collection of the single window of the international trade is regulating and unifying the collection and application of data, and let the owner and user of the data have common, uniform and unambiguous understanding to data. In addition, the feature of the supervision service of

cross-border trade determines that the establishment of the data element of the single window of the international trade must adopt the international standard. Establishing the data element with the national standard by the international standard has become the consensus of more and more countries. So as one of the key procedures of the establishment of the single window of the international trade, the process of data coordination and standardization should be started as early as possible.

3.4 Examples of Singapore, Japan and Taiwan

3.4.1 The example of Singapore ---- Trade-Net

With the gradual development of the labor-intensive industry in the Southeast Asian Countries in the end of 1970s, Singapore had gradually lost its comparative advantage in processing trade, and its export-oriented economy had been severely challenged, the economy of Singapore met its first negative growth ever since the establishment of the state. In order to cope with the economic crisis, the Singapore government decided to request development from reform, request bonus from system. In 1985, the National Economy Commission started the deep exploration of Singapore's future development strategies. As one of these strategies, in 1986, Singapore government established Trade-Net (predecessor of the nation's "Single Window") construction leading group. Afterwards, the three working groups including governmental agency (responsible for coordinating and liaise all related supervision departments to participate in the project construction), maritime affairs (responsible for import and export of marine cargo), aviation (responsible for import and export of air cargo) were set up under the leading group. In 1988, technical requirements of Trade-Net system construction were defined, and Singapore system construction especially set up the technical group, which is led by the National Computer Bureau; as well as the operating company (Singapore Network Service Corporation)⁶

Government and social capital cooperation (PPP) pattern, the specific operation is undertaken by the special purpose corporation (SPV) established by Crimson Logic.

⁶ Single Window working Group Capacity Building workshop 4: Evolution of Singapore' s Single Window [J] Singapore: April 2009

The advantage of adopting the PPP pattern is to improve the marketization degree and sustainability of “Single Window”, specify the rights and obligations of both parties, from the cooperative partnership by granting Crimson Logic franchise right. The government supervises the enterprise operation situations through the PPP pattern, so as to display the advantages of the enterprises of being close to the market demands, ensure the construction and service qualities of “Single Window”, avoid the burdens caused to the governmental finance by the construction and operation costs. After the enterprises have completed the trade functions designated by the government, it could exploit business functions and improve operating incomes to get the win-win effect.

The Singapore international trade “Single Window” adopts the third pattern in the No.33 Recommendation of the UN trade facilitation and electronic commerce center. After the system being implemented, it has remarkably strengthened the comprehensive trade strength of Singapore; the enterprises have profited greatly from the one-stop, low-cost, fast and efficient port service. More than 8000 specific business processes of 35 governmental departments have been integrated. The enterprises could declare to the “Single Window” 24×7 on the computer terminal, and the feedback-receiving time has also been shortened to 10-15 minutes from the previous 4-7 working days, and the tariff payment has also transformed to electronic transfer from the traditional checks and cash, the cost of the enterprises’ each declaration has been reduced to averagely 3 Singapore dollars from the previous 10 Singapore dollars.⁷

The figure (figure 3) below shows the development of the Trade Net:

⁷ APEC Economies. Breaking down the barriers

The Development of Singapore Trade Net

1986.12	TDC led to establish management committee, National Computer Bureau led to establish Project Management Committee
1987.02	Established 3 groups to design proposal for ocean shipping, air transport and Government regulation respectively.
1988.03	Set up Singapore Network Services Private Limited Company to control and operate Trade Net
1988.10	Pilot operation and test runs of Trade Net
1989.01	Trade Net launched

Figure3. The development of Singapore Trade-Net⁸

As to the two tables (figure 4, figure 5) below, we can find the obvious improvement after using Trade-Net. Comparing with before, Trade-Net realized the import and export by only through a window to fill out a form, and reduced the 60%-70% duplicate data entry which significantly improved the efficiency and saved a lot of time.

Before using Trade Net

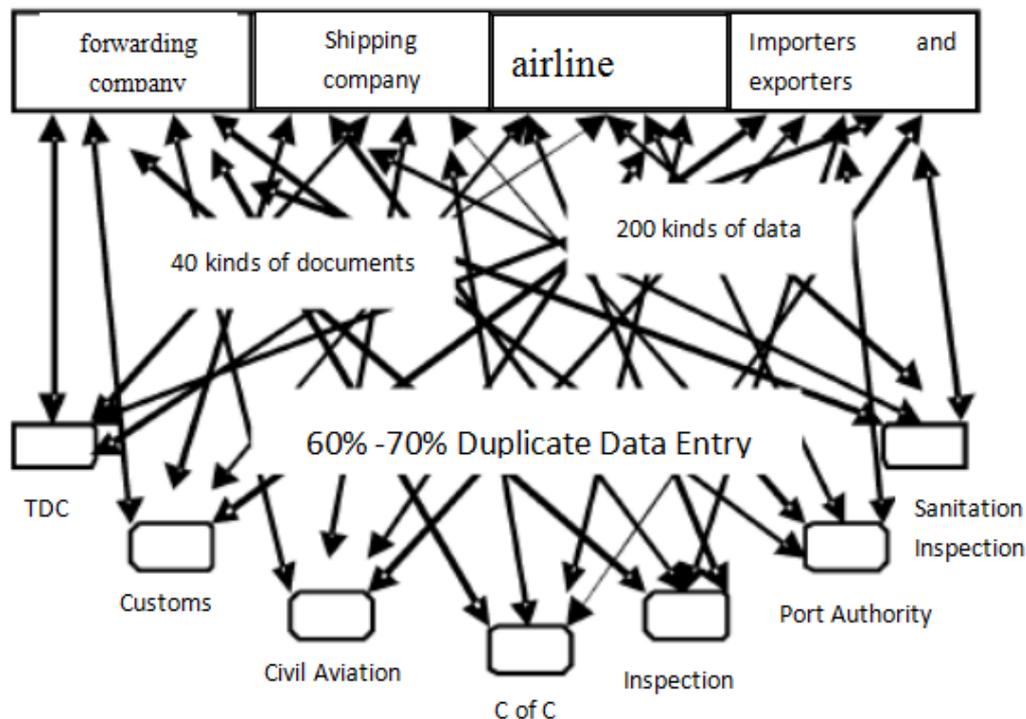


Figure 4. The clearance processes before using Trade-Net⁹

⁸ Analysis on single window construction in Singapore and its inspiration to China, Liu Enzhuan, 2014

⁹ Analysis on single window construction in Singapore and its inspiration to China, Liu Enzhuan, 2014

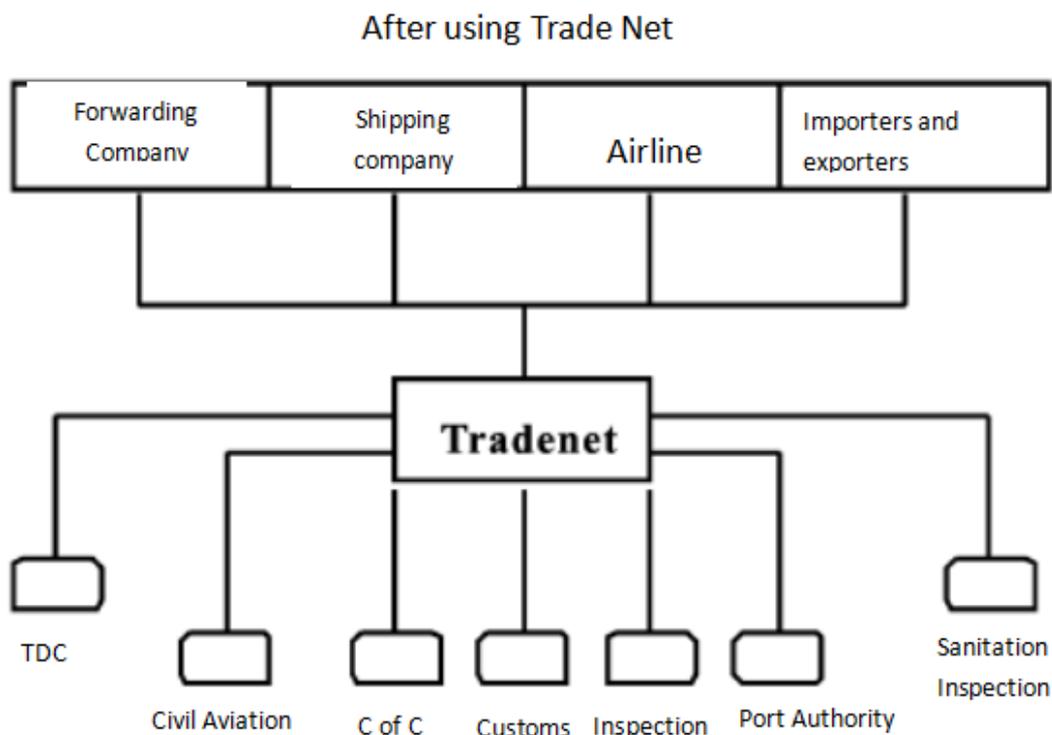


Figure 5. The clearance processes after using Trade-Net¹⁰

3.4.2 The example of Japan ---- NACCS system

1. Construction process of Japanese single window mechanism

Since 1960s, Japan has experienced a rapid-growth period of foreign trade for as long as almost 50 years, with its total import and export value increasing from 8.6 billion US dollars in 1960 to 1046.9 billion US dollars in 2010¹¹. In the meantime, due to the aero-technics and transport mode changes, cargo transported by air have increased every year, while the total number of customs officers complete the trade supervisions are less than 9000 till now. Therefore, the operation mode of manual declaration has obviously come to an end. Japan Finance Ministry started researching the computerized clearance procedures since the end of 1960s, and in 1971, it decided to research the automatic clearance procedures of import cargo by air transport.

① Initial setting and subsequent adjustment of the goal of Japanese single window

¹⁰ Analysis on single window construction in Singapore and its inspiration to China, Liu Enzhuan, 2014

¹¹ data sources :CIA, the World Facebook: Japan, <http://www.cia.gov/library/publications/the-world-fact-book/goes/ja.html>,2010-12-16

First, the initial construction stage---with the goal of public platform mode

In 1970s, the initial goal of Japanese single window was the electronic customs system for the users and customs could finish the different clearance procedures through one data transmission, with the hope of realizing the unification and electronization of the internal clearance relations in the customs departments, the goal was somewhat lower. However with the development of situation, the real Japanese single window mechanism went further than the expected goal.

In the 1990s, the internal electronic engineering of Japanese customs had transcended barriers between departments. Japan made the customs NACCS system as the connection for the public platform and systems of other departments, the customs had further developed into the public platform among several border management departments. The public platform mode started was preliminarily formed.

Second, the extension stage---customs NACCS became the true hub system among the public and private departments

Because the public platform mode failed to truly realize the simplification and facilitation of the national electronic clearance mechanism, neither could it be able to obviously reduce the foreign trade cost of the business circles. Therefore, since the end of 1990s, customs NACCS system had further improved its status to exceed not only the customs procedure system scope in narrow sense, but also the role of public platform among the government departments, and developed into the true hub system among the public and private departments.

Third, the integration stage—customs NACCS was adjusted into the core system under the single system mode

Because the upgraded version of public platform (Hub system) fails to simplify the border management mechanism in essence, therefore at the very beginning of this century, Japan adjusted the single window mode once again by adjusting the customs NACCS into a single core system and integrating the systems of several departments in it.

Fourth, international development stage—the development mode of the next

generation of Japanese single window

At present, the Japanese single window has broken through the development among the domestic departments and went to the international community. In April 2008 NACCS system had officially joined in the Pan Asia e-Commerce Alliance, and had been able to accept the quarantine certificates about living animals、meats etc issued by the Government of Australia. After that, the goal of Japanese single window was to further develop the system connection and information exchange between the overseas governments and service departments.

② Specific construction process

In 1978, the automatic system of the first Japanese air-transported cargo import procedure—the automatic clearance system of Japanese cargos (called the air-transport NACCS at that time) entered into operation. After that, the air-transport NACCS had further expanded to the export declaration and aircraft arrival/departure notice of the entire Japan airport.

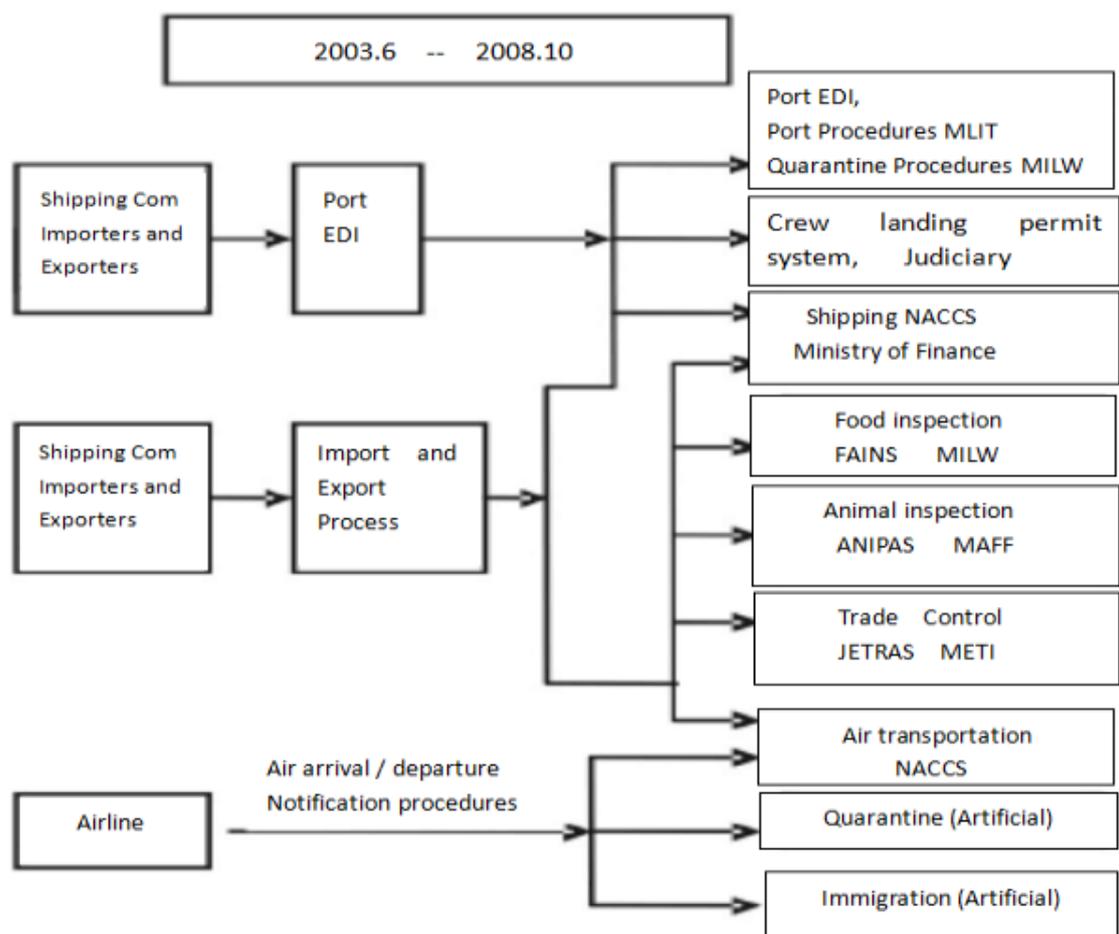
On the base of air-transport NACCS, the Japanese single window construction was firstly to realize the docking with the preexisting customs NACCS system, and get the customs NACCS connected with the food automation import notification and FAINS of MHLW processing food quarantine procedures in February 1997. At that time, the Japanese importers and exporters or clearance practitioners (declaration agents) could access to NACCS and FAINS system from a customer PC machine, so as to complete the declaration and procedures of other mechanisms.

In 1999, Japan began the adoption of maritime transport NACCS system in the seaports within Tokyo – Yokohama region. After that, in 1999, the maritime transport NACCS system had been upgraded, and expanded its services to all customs procedures, and expanded the zone of application to the whole country.

After the initial construction stage, the single window got connected with the ANI-PAS and PQ-Network of MAFF, as well as the JETRAS processing import and export license in succession. This round of expansion of single window enabled the time from the cargo entering the seaport to the means of transport leaving the seaport, or the means of transport entering the seaport to the cargo being delivered to be

greatly shortened. In 1999, the “seaport EDI system” between the seaport operators and government departments was established. In the same year, the customs NACCS further expanded its service to the entry and exit seaport procedures.

Connection between the customs NACCS, seaport EDI system and the immigration entry-related crew landing license and support system was established in 2003. After the connection, documents could be submitted through any of the customs NACCS or seaport EDI system. And after that data in the documents would be transferred to other system after being duplicated. The import and export systems and the seaport system at that were still separated. And this was the status that the Japanese single window transitioned from the public platform mode to the single system mode. The figure 6 shows the construction of NACCS system from 2003 to 2008.

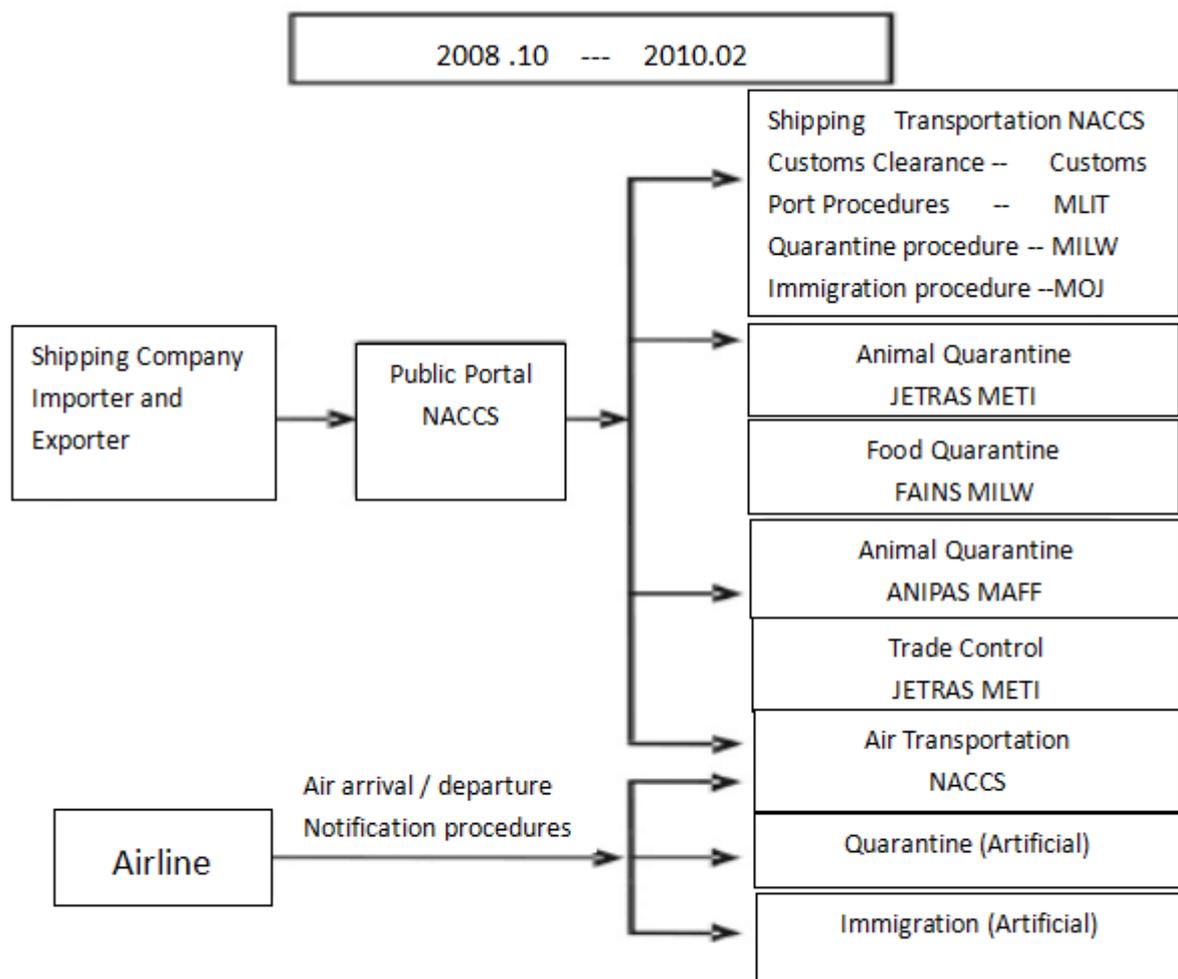


Construction of Japan Single Window 2003 - 2008

Figure6. The construction of NACCS from 2003-2008¹²

¹² Zhu Qiuyuan, The construction of single window in Japan and its institutional enlightenment.[J].Foreign Issue Research.2011. No.4

Japan constructed the unified public NACCS in 2008 in order to combine the import and export system with the seaport system, and integrate the “seaport EDI system” of M LIT into the customs NACCS. The new public NACCS system started running, and the single system mode was preliminarily established. And the following figure (figure 7) illustrates the construction of NACCS from 2008 to 2010.



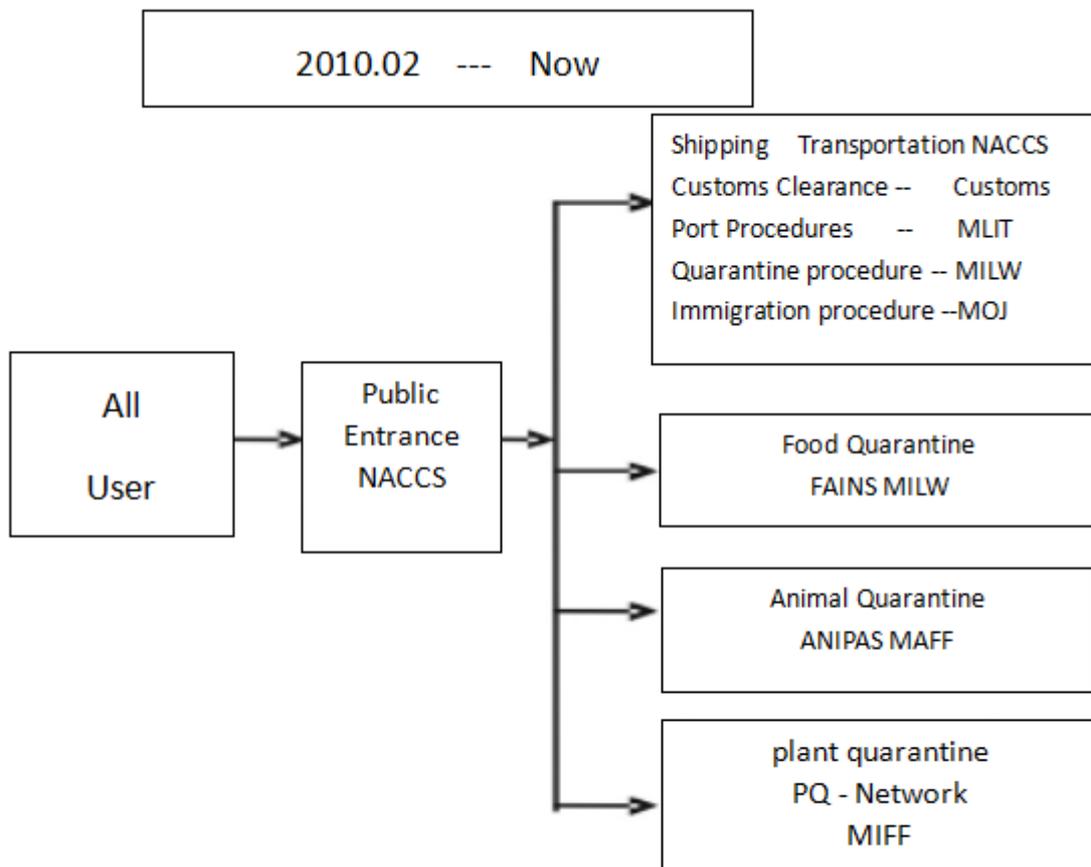
Construction of Japan Single Window 2008 - 2010

Figure7.The construction of Japanese single window (NACCS) 2008-2010¹³

In 2010, the two subsystems of air transport NACCS and maritime transport NACCS were integrated into one single NACCS system, and meanwhile JETRAS system of (METI also got integrated into the NACCS system. And in the future

¹³ Zhu Qiuyuan, The construction of single window in Japan and its institutional enlightenment.[J].Foreign Issue Research.2011. No.4

several years, the quarantine procedures of the departments such as MAFF etc. will also be integrated into the NACCS system one after another. Its single window has integrated the advanced systems of eight import and export as well as seaport management procedures of almost ten public、 private sections, therefore it is the successful paradigm of the “single window” construction mode. The current NACCS system has not only integrated various trans-departmental entry and exit procedure systems, but also has the functions such as foreign exchange adjustment, tax calculation, electronic transfer of capital etc. Despite the voluntary of whether the business circles shall select NACCS system to fulfill the import and export procedures, the trade facilitation effects of this system make more than 98% of the Japanese import and export declarations select the NACCS system.



Construction of Japan Single Window 2010 - Now

Figure8.The construction of NACCS 2010 - now¹⁴

¹⁴ Zhu Qiuyuan, The construction of single window in Japan and its institutional enlightenment.[J].Foreign Issue Research.2011. No.4

From those three tables of the construction of Japan Single Window, they clearly show the significant decrease of the clearance procedures and the participation of many departments. According to those enhancements, the clearance efficiency of customs clearance has been greatly increased.

3.4.3 The example of Taiwan ---- Custom-port-trade single window

The construction of “Custom-port-trade single window” in Taiwan area of China

(I)The basis of the construction of “Custom-port-trade single window”

In the early custom electronization, Taiwan area in China started to establish the special unit in charge of the custom information--- The Information Management Center since 1977. Since 1990, it started to promote the automated operation of clearance, and implemented the construction of EDI value-added network (custom and trade network) and the reconstruction of clearance business. It formulated over 70 kinds of imports and exports clearance information referring to the UN standard of Electrical Data Interchange for Administration, Commercial and Transportation and took them as the interchanging and processing standard among customs, clearance personnel and approval organs. It completed the automation of sea transportation and air transportation basically from 1991 to 1995.

Before implementing the “Custom-port-trade single window”, the electrical management environment of Taiwan area to the foreign trade mainly had three systems of single window that were managed by different institutions separately to operate and service. Firstly of all, the clearance single window in clearance service aspect, which was managed by the financial department(Custom Administration), and it was mainly the e-Customs environment that was constituted setting the “Custom Inspection System” as the core, and it supplied inspection automation service of air and sea transportation since 1995; Secondly, the single window of the port shipping in port service was managed by the transportation department(Bureau of Airway and Port Authority), and it was mainly the port information system that developed focusing on the “Service Platform of the Port Single Window”(MT-Net) that was supplied since 2005; Thirdly, the single window of trade permission in trade

permission was managed by economic department, and it was mainly “Convenient Trade e Net”(FT-Net) of online applicant permission that was supplied since 2005. These three big systems were independent, and the business procedures, information system and data among them had not be coordinated fully, so it was difficult to be connected and supply the integrated service and information related with imports and exports. Although before 2008, Taiwan area tried to integrate these systems, it didn’t realize the predicted objective of single window.

(II) The construction history of “Custom-port-trade single window”

In order to create an excellent economic and trade environment actively, Taiwan area made the Plan and Outline of Excellent Trade Network in 2008. Among which, as a part of “the plan of the excellent trade network”, the “Custom-port-trade single window” started to be planed and implemented gradually since 2009. Its construction went through four stages primarily:

Stage one, the internal integrated plan (from 2009 to 2010). This stage was started from 2009, set up “the working circle of the custom-port-trade single window”, and started to collect and evaluate the requirements of business, technology, legal system and implementation that refer to the single window.

Stage two, outsourcing plan (from 2010 to 2011). Start to make detailed plan to the amendment of laws, operation and maintenance of technology, coordination of data, build imports and exports information interchange standard, etc. since Feb., 2010, and complete the bidding of integrated plan, coordination of document and information and outsourcing construction project, and complete the investment of outsourcing construction.

Stage three, outsourcing construction (from 2011 to 2013). After completing the investment and agreement of the establishment project in Nov., 2011, this project started the substantial construction. It complemented the construction of the primary operation central machine room and customer-service center and the analysis and design of the integrated system in May, 2012 continuously, then made the construction guidance of participating in the connection system of organs and construction service of information service. It completed the testing of the central end

system and information interchange platform of the single window in July, and the construction of the backup machine room in different place in September. In this stage, the hardware and the infrastructure construction of the project were completed basically, at the same time; amendment and formulation of supporting regulations were also completely basically.

Stage four, operation and promotion (from 2013 to 2016). In Jun., 2013, complete the test of the connection system of all of the participating organs and the integration test of the integrated system. “Custom-port-trade single window” was online and started officially in 19th, Aug. The “Custom-port-trade single window” after being implemented integrated the clearance system, port management system and the trade permission system that were operated separately, supplied the data interchange service and other value-added service between the public institutes and commercial field and among the public institutes, which improved the imports and exports working environment substantially. It is predicted that until 2016, the comprehensive single window environment will be formed.

(III) The service function of the “Custom-port-trade single window”

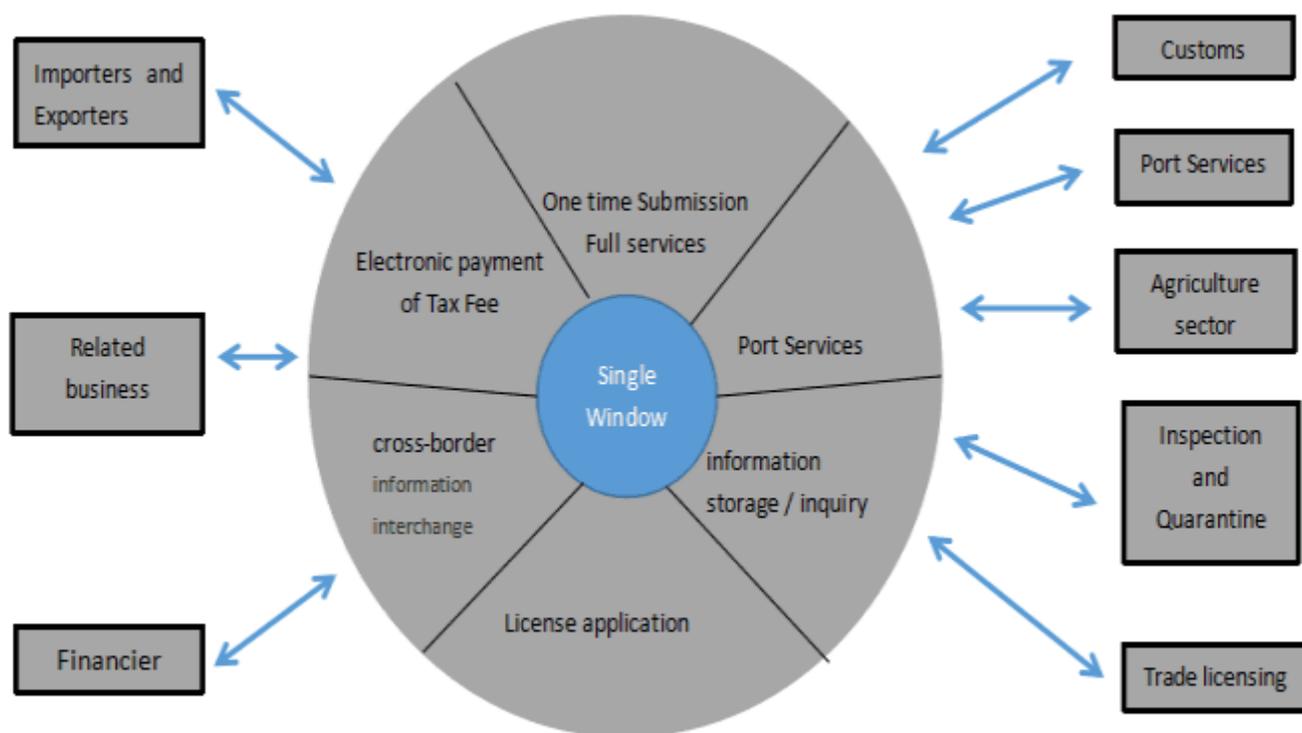
The “Custom-port-trade single window” in the objective of Taiwan area aims at connecting over 30 imports and exports public management organs and 2800 imports and exports dealers, and supplying three types of services to the above subjects:

First of all, services that are supplied between the public subjects, which include: Trans-organ(real-time) dealing with clearance and issuing, verification and check of credit, comparison and verification of data bills, immigration control of wild animals and plants, dealing with entry inspection of alcohol, span-organs real-time and batch-type data interchange.

Secondly, services that are supplied between the commercial subjects and the public subjects, which include specifically: online application service(such as clearance, trade permission, port administration, material list of manufacturing consignment, offshore island duty free shopping mall system, customs clearance of ships, etc), online inquiry service(such as inquiry of the whole route of the container/cargo, inquiry of the clearance data, inquiry of the application and handling

status of the trade permission, inquiry of the comparison details of bills, etc.)

Thirdly, supply service function of database to the society. The database of the “Custom-port-trade single window” is its operation core, which integrates the whole process and the history information from the clearance, approval to releasing of importing, exporting and transiting cargo, and information such as ports, industrial and commercial registration, trade statistics, which established importing and exporting database and the storage mechanism of commodity data with high intelligence and high efficiency. It supplied rapid and convenient inquiry service of the statistic document of commodities for organs, dealers, public and academic research institutes, for analysis, decision-making and researching.



the Single Window of Taiwan

Figure9.the single window of Taiwan¹⁵

3.5. China draws lessons from other nations and regions

Inspirations of the Japanese single window mechanism construction for the

¹⁵ The comparison of the single window construction on both coasts and institutional enlightenment, Zhu Qiuyuan, Asia Pacific Economy, No3.2015

optimization of the Chinese electronic port operation

The Institutional inspiration of the Japanese single window mechanism construction effects the Chinese electronic port construction.

As for China, the solution of the bottleneck of single window lies not in technique but the virtual mechanism (system) integration, integration of the central and local interest as well as the transformation of idea. ¹⁶

1. Improving the Chinese electronic port from the public platform mode to the single system mode

The public platform mode will still be the primary mechanism of clearance facilitation even it has been constructed. The Chinese electronic port has been established for ten years, and basically realized goals under the public platform mode. The future developments are nothing more than the further development and improvement for the system performance、 compatibility and coordination etc. in the platform, or the increasing of the electronic commercial functions. However, the inherent defects in the aspect of the divisions among departments、 localities as well as the non-coordination are insuperable due to the non-changing operational mode. And this mode has limited improvement functions to the Chinese trade facilitation.

Therefore, it is truly necessary to adjust the Chinese public platform-style electronic port construction into the single system mode, so as to overcome the inherent defects under the public platform mode, break through the current electronic port development bottleneck, and provide the further optimization of the Chinese electronic port with motivation of sustainable development; at the same time, it could also expand the reform results to the entity level from the virtual world, and realize the real integration of the Chinese large clearance procedures and realize the qualitative leap of the trade facilitation.

2. Idea transformation required by the single window mechanism optimization—takes the “Business circles” as the cooperation idea

¹⁶ Zhu Qiuyuan, The construction of single window in Japan and its institutional enlightenment.[J].Foreign Issue Research.2011 (3):38

Single window construction is generally regarded as a part of the government reform. Therefore, there is limited participation for the business circles, and they are just the receptors of interests brought forth by the single window, and listen to the comments and suggestions of the business circles by means of seminar、opinion solicitation、negotiation etc. at best. Single window reform conducted under such viewpoint has always been the good intention of the wishful thinking of the government, which sometimes can't offer real facilitation to the business circles, and even considered not as convenient as before the reform. This is because that without the full-process、all-wave deep participation of the business circles, the government is difficult to truly understand the real convenience demands of the business circles, and the reform path will deviate from the original goal. During the single window system construction process, the full-process、multidimensional deep cooperation with business circles is one of the key points to guarantee the real successful operation of the single window.

Therefore, we suggest the Chinese electronic port shall take the trade operators as the center and the public management part as the secondary center for operation. The reform idea shall be established is that: although the single window construction is led by the government, it shall take the trade efficiency and actual interest increasing of the business circles as the goal, the interest of business circles shall be the center considered by the single window construction, instead of taking the government interest or convenience as the center, so as to form the multiple cooperation system with the center of importers and exporters, jointly participated by government、finance、seaport、logistics.

The single window construction needs to conduct deep cooperation with the business circles at the very starting stage, and the design contents shall also get confirmed by the business circles, instead of requiring the business circles passively accepting the “convenience” it regards not convenient after the “facilitation design” taken for granted by the government departments. At the same time, the public and private cooperation shall also present in: the single window shall have user-friendly interface, and provide real-time help and consultation service, so that the users could

make full use of the single window by supporting the service function as well as the system interface that is easy to be understood and used, but not a set of institution or system that the business circles has no interest in or difficult to be used.

3.6 Summary

This chapter introduced the history and the main function and impact of single window clearance mode. In addition, the Trade-Net of Singapore, NACCS system of Japan and Custom-port-trade single window play important roles in trade facilitation. China draws lessons from those nations and regions to develop its own system.

Chapter4. Analysis of single window in China

China draws lessons from other nations and regions to develop single window clearance mode, which greatly improve the efficiency of clearance, however, there are still many demerits exist in current system.

4.1 The construction history of single window in China

I. Evolution and Structure of “E-port”—The Expression Form of the Mainland Single Window

(I) The development history of the mainland e-port

The starting of mainland e-port can trace back to 1998 at the earliest. Before 2000, the networking among departments of e-port primarily aimed to regulate the illegal acts of entry and exit through verification of the data of law enforcement in the border(such as cracking down the act of falsifying customs forms to escape and extract foreign exchange, etc.)

1. The stage that the central and local e-ports were constructed simultaneously

From 2002 to 2005, the mainland started the construction of local e-port. In 2005, the construction of e-port gradually formed the security of organization and policy, and entered the new stage of promoting two layers of the central e-port and local e-port to develop commonly. Then through ten years' development, e-port gradually collected data that refers to the administrative management and enforcement of e-port such as the customs, foreign trade, foreign exchange, taxation, transportation, etc., to let the administrative management and enforcement departments of e-port implement exchange of data and networking inspection and realize the share of data information among departments, which strengthens the comprehensive management ability of the administrative management organs of the government. At the same time, e-port also supplies a platform for enterprises to deal with different import and export procedures on the net in order to make the clearance of enterprises smooth.

2. The stage that the construction of e-port was improved comprehensively

In Jul., 2012, the General Office of the State Council issued the 12th Five-Year Plan about the Development of E-port(No.[2012]41, issued by the General Office of the State Council). It symbolized that the development of e-port rose up to the national strategy, which supplied the support of policy from the national layer for the normalized management of e-port.

Since the issuing of the 12th Five-Year Plan about the Development of E-port to 2014, the normalization and standardization of the construction of e-port in the layer of the central government are further improved. The application construction of networking in the layer of the central government has achieved initial success. In the 12th Five-Year Plan about the Development of E-port, there are 21 key tasks in the layer of the government layer, among which 4 tasks have been completed, and other projects are being constructed actively. On the basis of ensuring law-abiding and security, “the Linkage System of the Reform of the Management System of the Foreign Exchange of Goods Trade” and the “Networking Inspection System of Value-added Tax on Imports” save the trade cost effectively and improve the convenient degree of trade. At the same time, different local e-ports also further make clear the construction objective and mechanism enrich comprehensive service items constantly according to the requirements of the local trade and the local characteristics. And e-ports in different local places start to go towards networking.

3. The stage that e-port spans to the real “single window”

In 2014, the Reform Proposal of “Three Mutuality” let the mainland e-port have clear and forceful basis of policy from high layer to develop to a single window actually, which made the following plans to the single window and related projects:

(1) The construction of “single window” based on e-port can be divided into two stages:

Short term (2014-2015) issues the working regulations of e-port and management method of share and usage of the data of the members of the National E-port Construction and Coordination Steering Committee. Perfect the function of the e-port platform and complete the information interchange and sharing mechanism. Establish the “Single window” in each coastal port.

Middle term (2016-2017), amend and perfect related regulations and rules about the management of ports. Cooperation mechanism of enforcement between related departments of port management is established effectively. Establish the “single window” in each port throughout the whole country.

(2) The connection between the operation of the project “combination of customs declaration and inspection” and the single window.

The “combination of customs declaration and inspection” refers to implement “three ones” (one declaration, one inspection and one releasing) of the cooperation of custom and inspection, that is realizing coordinating border management between the custom department and inspection and quarantine department. It is the “one-stop” service supplied by two border departments in ports through cooperation, and the early stage of “coordinating the border management” supplied by WCO. The “combination of customs declaration and inspection” can be implemented relying on the “single window” because the custom department and the inspection and quarantine department are convenient to integrate custom and inspection data through the “single window”, so as to reduce the repeated input of enterprise greatly. In this case, enterprises can save the time and cost of the declaring link.

(II) Construction layer of the double-layer system of the mainland e-port

In order to give consideration to the unity and coordination of the overall situation and the local differences and characteristics, the mainland e-port can be divided into two layers of the central e-port and the local e-port.

1. The central e-port

The central e-port was researched in 1998, and promoted in the whole country in Jun., 2001. It is the platform that realizes the share and networking inspection to related data of customs among related departments in the State Council in the central layer, and it pays more attention to the supervision function. At present, China e-port is built by 17 ministries and commissions together. It depends on the public network of telecommunication of the state to realize the networking of departments such as industry and commerce, revenue, customs, foreign exchange, foreign trade, inspection, bank, etc., and units such as import and export enterprises, processing trade enterprise,

intermediary service enterprise of foreign trade, goods owner of foreign trade, etc., integrate and put the information of import and export management flow, information of capital flow, and the information of cargo flow in an integrated database to supply to different administrative management departments of the state for implementing the data exchange and networking inspection of span department, span industry and span region at any time. And supply real-time online service such as custom clearance, verification of exchange payment and settlement, export rebates, online payment, etc. through the internet.

2. Local e-port

The local e-port is the extension and supplementary of the central e-port. It depends on the big platform of the central e-port and leads by the local government to integrate the resources information of the port management departments such as the government, customs, inspection and quarantine, maritime affairs, border inspection, etc., and different enterprises related with the links of imports and exports, to realize the data share and networking work of related departments in local area, supply comprehensive services such as publicizing government affairs, handling affairs online, information consultant, etc. It is a platform of the local uniform information platform integrating the core procedure of customs and related logistic business service procedure. Comparing with the central e-port, the local e-port also pays attention to the business function besides the supervising function, and it is a uniform information platform of big clearance, big logistic, and big foreign trade integrating the enforcement management of port clearance and related business service of logistics as a whole. Among which, the local e-port in regions such as Yangtze River Delta, Pearl River Delta and Circum-Bohai-Sea develops rapidly, the functions are more diversified and comprehensive, which starts to evolve to the single window. For example, Shanghai E-port has formed perfect information service structure, and the applications of the core functions such as clearance, supervision, payment, etc. have been rather mature. At the same time, it also has the function of the service of the public logistics information. In 2014, Shanghai Free Trade Zone started the pilot project of “the single window of the international trade”, among which the successful

experience has been promoted in other free trade zones.

4.2. The great significance of single window for China

I. Single window is the inevitable choice of the integrated management of Chinese port

With the level of the opening up in China is improved constantly, the scale of foreign trade is expanded gradually, the voice of rapid development of port and convenience of trade are strengthened day by day, which put forward higher requirements to the functional position and realization of port management in China. It requires the government to transform the methods of realizing the government function, reduce the repeated declaration to many departments, improve the informatization degree of supervision and enforcement and operation efficiency, fasten the speed of clearance, decrease the operation cost of the commercial field and the government, and improve the comprehensive effectiveness of the port.

At present, different legal enforcement departments of the port in China are neither subordinated mutually nor uniform. They have their own regulations, and some of their businesses are overlapped, management scopes and inspection items are repeated. Facing these actual problems, implementing the clearance mode of the single window is a feasible way of the integrated management of the port in China. It doesn't set implementing comprehensive and deep reform to the management system of the port as the necessary condition, but it can not only solve the problems such as the repeated declaration and inspection, complicated requirements and higher clearance cost of the enterprise, but also meet the requirements of related government departments to the enforcement information, and resolve the difficulties such as large difficulty in coordination and management and lacking of share of information, so as to improve the integrated supervision and reinforcement as well as the operation efficiency of the port, meet the requirement of the security of the international trade and rapid mobility.

At present, different units from the government to enterprises take actively welcome attitude as to the measure that the single window can promote the trade

security and convenience practically. And it can be predicted that with the practical promotion of the single window, stakeholders that can get benefit from it will support and promote more firmly. The strong objective requirements that are existed objectively are the advantaged conditions of promoting the single window undoubtedly. The writer thinks that just starting from these real requirements, the integrated management and the construction of the single window have endogenic motive power in China, and the actual urgency seems stronger and stronger. The following table (figure10) shows how the declaration implements in China.

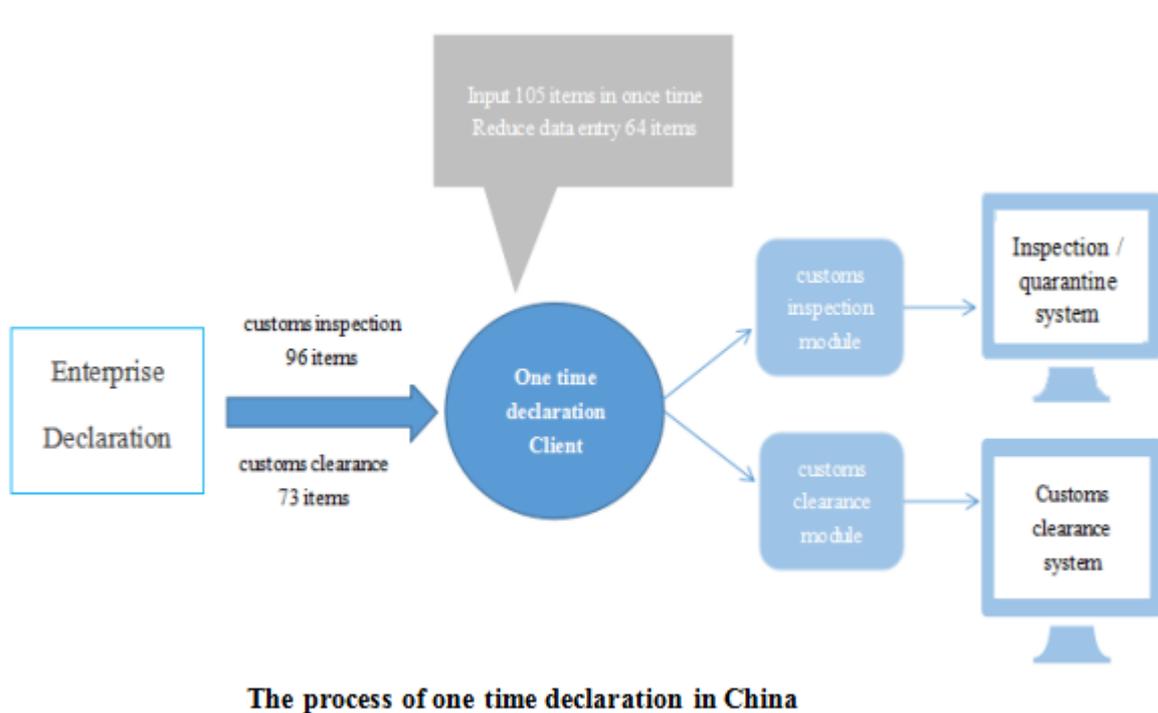


Figure 10. The process of one-time declaration in China¹⁷

II. The single window is the actual requirement that is adapt to the continuous development of the foreign trade in China

In recent years, our economic and foreign trade has always kept rapid development momentum. China had become the second largest economy in the world in 2009, and before since 2008 China had become the second largest trade country in the world. The rapid development of economy and the foreign trade in China let the

¹⁷ www.customs.gov.cn

connection between China and the world become closer, and the mutual dependence and effects are also bigger and bigger. In this process, the enforcement efficiency and service level of the enforcement departments including the customs will also become important factors that influence the development of foreign trade in China.

The single window can let different supervision departments of the government process the data and bills that are accepted more rapidly and accurately, so enterprises can get benefit from more rapid clearance and shorter permitting time, finally the circulation speed of cargoes in the supplying chain of the trade can be fastened, the operational cost can be decreased, which can promote the continuous and health development of foreign trade. In China, implementing the single window is the actual requirement to adapt to the continuous development of the foreign trade in China.

III. The single window is the effective way to realize the construction of the modernization of customs in China

Fastening the reform of the management modes of the port and improving the clearance efficiency of the port are always the important problems that Chinese customs is concerning. The Second Step of the Development Strategy Plan of The Modern Customs System clearly proposes to promote the construction of the “big clearance” system and the uniform information platform of the port actively, strengthen the coordination and cooperation with related administrative and management departments and different departments of the port, implement comprehensive governance to the clearance environment of the port and improve the integrated efficiency of the port management according to the requirement of “perfecting the management system of the port and improve the efficiency of the clearance”. The plan also proposes to reach the goal of completing regulations, standard management, reasonable layout, strictness and efficiency, harmony relationship and optimized environment, and obviously improving the integrated efficiency of the port through building and perfecting the open access and exit mechanism of the port, construction of the connection and coordination mechanism among the departments of the port and the information platform of the big clearance of the port. In practice, the customs built connection coordination mechanism with

units such as Inspection and Quarantine, Port Administration, Ship Agency, Air Transportation, Freight Agency, Storage, etc. in 2011. And it also promotes the construction of the project “big clearance” actively to supply “one-stop” service for enterprises, which promotes the improvement of the clearance efficiency of the port and the working efficiency of the government. The goal of building and implementing the single window is accordance with the general requirement about big clearance in the Second Step of the Development Strategy Plan of The Modern Customs System, and it provides an effective way for realizing related objective.

4.3. Current situation of the construction of single window

1. The current situation in national level

The Chinese port management involves in various departments such as the customhouse, inspection and quarantine, maritime affairs, frontier inspection, taxation, foreign exchange control, business etc., all lines have stronger vertical managements and weaker horizontal management, and the information share and degree of cooperation among departments have always been lower, there are numerous kinds of supervision certificates, while the connection between the information system and the custom is lower, the enterprises have to run to and fro among different departments to complete one declaration, and it might be examined repeatedly, despite the gradual increasing of the clearance efficiency, there is still a certain distance from the market demand, the enterprises appeal to the international trade “one-stop” service loudly, all these problems have become critical factors that influence the trade facilitation level. In order to cope with these problems, in 2002, the State Council convened the great clearance conference, and the General Administration of Customs took the lead to establish the Chinese electronic port, and right now, the trans-department, trans-regional public data center have been structured, data exchanges between custom and part of the trade supervision departments have been preliminarily realized, and the embryonic form of “Single Window” has been formed. However, compared to the other countries in the world, the existing functions are still the auxiliary means

during the clearance process, instead of touching the integration of the core business flows, the port supervision departments are decentralized in authority of office, the information share degree is extremely low, and the most basic “one-time declaration” function has not been realized yet, and before the entrance of cargos, the enterprises still have to declare the customs inspection information respectively to the customs, inspection and quarantine departments, after the entrance of cargos, the enterprises have to submit the settlement and sales, tax reimbursement, license verification and cancellation information respectively to the Administration of Exchange Control, tax department and commercial department. And part of the information submission still requires the paper form, which has huge distance between the general rules acting on the international convention.

2. The current situation in Local level

Seeing from the local level, Shanghai has taken the front row in the international trade “Single Window” pilot. According to No. 21 article of the China (Shanghai) Regulations of Free Trade Test Zone, the international trade single window is established in the free trade test zone, in order to form the comprehensive management service platform for the businesses such as the trans-department trade, transport, processing, warehousing etc. within the zone, and realize the inter-department information exchange, mutual supervision, law enforcement cooperation. The enterprises could submit the standardized electronic information required by all administration sections at one time through the single window and the treatment results will be fed back through the single window. At present, the Shanghai international trade “Single Window” construction adopts the second pattern in the No. 33 Recommendation of the UN trade facilitation and electronic commerce center, which is to collect and send information by the single automatic system. In terms of the specific progress, Shanghai has formulated the Shanghai International Trade Single Window Construction Work Plan. This plan has defined the overall goal and advancing thought of the single window construction, emphatically put forward the main content of the single window function construction, including 6 modules such as

declaration of cargo import and export, declaration of means of transport, relevant license of import and export, enterprise qualification management, payment and settlement as well as information inquiry. At present, as the core function of single window, the projects of cargo import declaration, international ship network check and placement etc. have come online for running. The trade transport enterprises have basically realized the one-time declaration information submission at the single window, which will be respectively sent to the port supervision unit system, the declaration results will be fed back to the declarants through the single window, and the supervision department shall share the supervision status and result information through the single window. By the end of 2014, enterprises participating in the pilot had completed more than 10,000 parcels¹⁸ of general import and export trade declarations through the “Single Window”, and realized the more than 10,000 ship times of the international ship export port network supervisions. All pilot works have been carried out orderly, the field and range of the pilot have been gradually deepened.

3. The current weaknesses exist in single window

The institutional bottleneck of Chinese single window mechanism (electronic port)

Chinese electronic port was researched and developed since 1998, and popularized throughout the country on June 1st, 2001, with a history of 10 years till now. The current Chinese electronic port platform is the public data center and data exchange platform jointly constructed by 15 ministries and commissions. Seeing from its operational mode, it belongs to the public platform mode independently operated by the public departments.

1. Sustainable development motivation and insufficient legal support of the public platform mode electronic port

The public platform mode has always set up only one coordination institution, although avoiding the establishment of authorized leading institution could avoid the

¹⁸ www.singlewindow.sh.cn

intense interest conflicts caused by the trade system and interest pattern change. However its critical weakness is that: the development goal is lower. The public platform is more easily realized in the electronic technique. Once the initial construction of the public platform has been completed, the nation's goal of single window shall be deemed as realized even if there might be many inconsistent subsystems in the actual operation, and the department interest has not been coordinated and completed, and the administrative cost has not been practically reduced. Therefore, this mode lacks the motivations for further coordination and unity, as well as the political support for the further integration. The initial-level public platform mode fails to significantly reduce the administrative cost of the border management departments, and its saving degree to the trade cost of business circles is also difficult to be quantized. Therefore, the public platform mode single window could only form a local reform achievement.

Although the Chinese port coordination is mainly responded to be coordinated by the electronic port committee、 port office (different titles in different regions), due to the lack of legal support, the reform fails to get specific legal authorization, and fails to be legally confirmed in time. This is firstly reflected in the aspect of comprehensive port management, power of the system coordination has no legal support; secondly, the port office has no sufficient law enforcement authority; thirdly, legal position and relations among other departments of the port are no clear; fourth, different entity patterns have different entity patterns and electronic port operational methods, without having basic institutional restricts. Such unstable and unclear position is very difficult to break through the system and benefit division, and it will form a crag-fast deadlock. Therefore it fails to form the real single window.

2. Interest conflicts among public mechanisms

For the reason of interest, it is quite difficult to integrate different electronic systems in the large clearance procedures. And the difficulty depends on the original border management system of this nation. If the border management power under the original system is rather decentralized with more charging items, non-transparent

management procedures, staggered powers among departments、centers and localities, then the integration requires re-positioning for the position and interest of different government departments under the single window. And this is a relatively painful process. The single window of public platform mode is a compromise to the painful process, which will necessarily produce incomplete reform results.

3. The reform cost presents phased raise and the develop process is stagnating

In the early-middle stage of the single window construction, it is unable to realize the administrative and commercial cost reduce, neither could it immediately obtain profits and conveniences. In the meantime, the government's development cost and business circles' adaption cost are added into the development、design、use electronic systems. The short-term reform cost increases obviously at this time, while the long-term profits never show. Therefore during the implementation of single window of all nations, they have encountered many difficulties in politics and economy, for instance the reliability issue of B2B, re-distribution issue of electronization, during the transition process from substantiation to virtualization, both the governments and businesses in short period face the cost increasing, but not the issue of cost decreasing etc. However the reform profits will be completely manifested after the basic realization of virtualization and inter-departmental coordination.

Because the public platform mode belongs to the incomplete reform, the development goal is relatively lower and stays under the primary mode of the single window all the time, therefore, the reform has stagnated before the appearance of the long-term profits of single window. This is helpful to produce the “idea of the uselessness of single window (electronic port)”.

4. The regional differences between facilitation of electronic port and degree of coordination are obvious

Since 2002, the Chinese electronic port entered the stage of co-existence of Chinese electronic port and local electronic port. By 2010, the General Administration of Customs had signed the cooperation construction memo with 39 local governments. And by 2011, there were 35 online local electronic ports in total, and local electronic

port became the extension and complement of Chinese electronic port.

The other side of this current situation is that: the electronic port has been contained by different local governments、different local mechanism、different interests and demands. Different local governments have different leading powers、constructions、interest points, factors such as the differences of local enterprises to the electronic port understanding, demand and operational capacity etc. has caused the different degrees of the coordination and unity for all of the domestic local electronic ports. This state conflicts with the goal of “unity、coordination、simplification” when the electronic port was being designed at the very beginning.

4. The current emphasis and difficulties

At present, the difficulties of international trade “Single Window” construction are: the first one is the technical aspect, with the international trace “Single Window” pilot being gradually deepened, the departments participating in the pilot as well as the project functions are developing. Some pilot units have no information-based system in the pilot field, and some units do have the information-based system, however this system is vertically managed by the center, and can’t be connected to the pilot platform without authorization, but only could be included into the pilot by the means of plug-on “link” of the platform. The second one is the running and maintenance aspect, system development and reform need to be carried out to the abutment of part of the center vertical management system and the pilot platform, while the capital is difficult to be implemented; the running and maintenance system after the matured pilot is still unclear, right now it still adopts the no-charge pattern for the pilot platform, and the enterprises still pay the relevant charges to various lines through the previous channels; all supervision departments have their own electronic systems, there are larger difficulties for the charging mechanism is involved and the interest pattern needs to be re-coordinated. What’s more, “Single Window” pilot and other pilot projects, for instance the “one-time declaration, one-time inspection, one-time clearance” of customs and inspection and quarantine have some repetitions, and the enterprises are facing the repeated selections.

4.4 Comparison between China and other nations and regions

4.4.1 Mainland China and Taiwan

Differences of the construction of the single window and its system in both sides

1. The modes the single windows in both sides are different

The World Customs Organization points out that it is impracticable to promote or construct the single window in each economic entity with the mode of sweeping approach. Different customs area should select and plan the proper mode of single window according to the local economic and social condition. In the No. 33 Proposal of UUECE, the construction modes of the single window have three types primarily:

The first type is the mode of single institute, which is coordinating and implementing all of the supervision (information and data) related with entry and exit through a institute. This type of the single window has realized the integration of the management department of the border entity, and it is the ideal form of the single window.

The second type is the mode of the single automation system, which is collecting, handling, using and sending out the electric data of the international trade through a system. Under this mode, each economic entity adopts different specific forms: A: The form of the single integrated system, which is processing data with integrated system and transmitting to the relevant institute. Under such form, the integrated system has the function of processing data; B. The form of the single joint system that is the function of the system sends data to each related institute for scattered handling. Under such form, the joint system doesn't have the function of data processing; the traders are not necessary to submit all of the necessary information at once; And the complex mode that combines form A and form B. The key difference under the second type of mode is that the function and right to the processing and integration of data are different.

The third type is the interchange mode of automation information that is the trader can realize procedures to different institutes with an application through the

system, such as customs declaration, application of trade permission and certificate, etc. The above institutes transmit the processing results to the trader with electrical method through this platform.

According to the classification of the modes in the No. 33 Proposal of UUECE, the mainland e-port is near to the single joint under the single automation system mode, or the combination form of the single joint form and the single integrated system form, but they are not the same comprehensively. Chinese e-port platform has three components: The first one is the platform of exchanging and sharing data facing the government department; the second is the processing platform of affairs of the single window facing enterprises; the third one is the assistance and supporting platform. Each subject is connected with e-port through their own joint, and the e-port usually doesn't integrate data, but undertakes the function of storing data and transmission hub. There may be also forms with higher degree of integration than single joint form in the construction of the local e-port. So the complex-type single automation system mode may appear.

The “custom-port-trade single window” in Taiwan area is closer to the single integrated system form under the single automation system mode, which has functions such as integration, processing, managing, storing, etc. The “custom-port-trade single window” coordinated and integrated the data of custom, port and trade(this data integrates about 465 items of data about the custom and approval permission), and it has the reference standard of the coordination of the working code of the custom, trade and port.

2. Operational structure and layers are different

The mainland e-port adopts the bilayer structure of parallel construction and parallel operation of the central e-port and local e-port, and the functional importance of different layers is different. The central e-port focuses on the function of e-governance of G2G, and realizing the function of enforcement through sharing information and supervising networking among departments. The primary functions of the central e-port include: Firstly, setting up electric original account of importing and exporting cargo; Secondly, promoting the publicity of the government affairs;

thirdly, the commercial field deals with the clearance procedure through “one-point access”. The primary target of e-port is meeting the individual business requirement of the local big clearance. So besides e-governance, it also pays attention to the introduction and operation of e-business projects, so as to make the commercial field realize the internal management and the multi-functions of port business through e-port that is the integration of business.

The “custom-port-trade single window” in Taiwan area is the single layer structure. It integrates the three types of information systems of clearance, port shipping and trade approval, and the main public institutes of the ports in the island(primarily customs, port shipping, inspection and quarantine and other trade approval department) are all accessed through the “custom-port-trade single window”, and realize data share and online service.

4.4.2 Comparison with Southeast Asian countries

① Comparing with export and import time and fees

In the international scale, the time and expenses needed for importing and exporting are generally regarded as one of the important indicators to evaluate the convenience of trade clearance. In this case, the time required to importing and exporting can be refined as document preparation time、control time of customs clearance and technical control time、port and terminal processing time、inland transit time ,and so forth. Since 2006,with the significant improvement of trade facilitation construction, the environment of customs clearance in many countries have been greatly promoted, meanwhile , the time and expenses needed for importing and exporting in most nations witnessed a large decrease. Although the single window in China started lately than most countries, however it will catch up with others in the foreseeable future in accordance with current speed of construction. The table 1 shows the time needed for customs clearance in China and other nations.

Table1. The exporting time in different nations¹⁹

Nation	Export Time(days)					
	2006	2009	2012	2013	2014	2015
Cambodia	43	22	22	22	18	18
Laos	55	39	33	26	24	20
Malaysia	13	13	13	11	10	10
Singapore	5	5	5	5	5	4
Thailand	24	14	14	14	13	13
Vietnam	24	24	22	21	17	17
China	23	21	21	21	10	8

As to the table 1, since 2006, the export time in those above nations witnessed a significant decrease, Laos and Cambodia experienced largest decline from 55 days to 20 days and 43 days to 18days respectively. Moreover, the single window in Thailand was established in 2008, so the export time in Thailand also encountered a huge fall from 24 days in 2006 to 14 days in 2009. The first single window in the world was established by Singapore Government in the 1980s, with years of construction and development, the single window (Trade Net) in Singapore is reasonably mature and powerful, so the single window in Singapore occupied the smallest export time in every years. As to this thesis, we know that the single window in China was constructed in 2014, in the light of the table1; we can find that the export time experienced a great decline from 2013 to 2014.

¹⁹ The construction of national single window and trade facilitation in the countries of China-Singapore Economic Corridor, Chen Hongsheng & Li Bihua , around Southeast Asia.

Table2.The importing time in different nations²⁰

Nation	Import Time(days)					
	2006	2009	2012	2013	2014	2015
Cambodia	54	29	26	26	18	17
Laos	65	37	33	26	25	19
Malaysia	10	10	10	8	8	8
Singapore	4	4	4	4	4	4
Thailand	22	13	13	13	12	12
Vietnam	23	23	21	21	17	17
China	28	20	18	17	10	8

According to the table 2, we can find the improvement of import time in each country is identical with the export time we analyzed before. Due to the benefit of single window, all nations mentioned in the table suffered a great fall in the import time.

As to the two tables (export and import time), although the single window in China is started later than other countries, China achieved faster development in trade facilitation. And the time needed for exporting and importing just not as good as Singapore, and as we mentioned before, the first single window in the world was established by Singapore Government in the 1980s. In my opinion, the reason is not only the powerful financial support and national attention, but also the strong requirement of current situation of China customs.

²⁰ The construction of national single window and trade facilitation in the countries of China-Singapore Economic Corridor, Chen Hongsheng & Li Bihua , around Southeast Asia.

Table3. The import and export fees in different countries²¹

Nation	Import and export fees (dollars)					
	2006	2009	2012	2013	2014	2015
Cambodia	736/816	732/872	732/872	755/900	755/880	730/850
Laos	1420/1690	1860/2040	1880/2035	2140/2125	2010/2080	2050/2096
Malaysia	432/385	450/450	450/435	435/420	435/410	430/405
Singapore	416/367	456/439	456/439	456/439	430/405	410/395
Thailand	848/1042	625/795	625/750	585/750	565/750	565/735
Vietnam	468/586	533/606	580/670	610/600	625/600	595/605
China	390/430	460/545	500/545	580/615	525/550	475/490

In accordance with the table 3 --- import and export fees, due to the mature single window, Singapore occupied the smallest cost in import and export. With the development of the trade facilitation, the expense of import and export experienced a steady decline from 2009 to 2015. As we mentioned before, after using the single window, the system can reduce about 60%-70% duplicate entry, moreover, single window is a paperless system, so it can save many resources. Therefore the cost is lower than past. Comparing with the other nations, China makes a greater promotion in the reducing import and export fee, which is good news to the enterprises. As to the table, although the RMB is depreciating, the import and export fee is decreasing every year. It means the prosperity of the single window's construction.

③ Total export-import volume in different nations

In recent years, our economic and foreign trade has always kept rapid development momentum. China had become the second largest economy in the world in 2009, and before since 2008 China had become the second largest trade country in the world. As

²¹ Asian Development Bank and the United Nations. Designing and Implementing, Trade Facilitation in Asia and the Pacific, pp.16~17

a major trade, implementing the clearance mode of the single window is a feasible and necessary way to improve the efficiency of port. Nowadays, China has the largest population around the world, which means that China has the largest consumption potential .As the table4 shows that the total export-import volume of China (3958.644 billion dollars²²) in 2015 is more than the sum of other 5 nations (2018.91 billion). It means that the number of goods cleared by the Chinese customs is far exceeding other nations, so the press of the China custom is greatly high. With the construction of single window, the press of customs clearance has been significantly alleviated.

Table4. The total export-import volume (2015) in different nations²³

nation	total export-import volume --2015 (billion dollars)
Cambodia	18.14
Malaysia	443.21
Singapore	776.06
Thailand	453.74
Vietnam	327.76
China	3958.644

③ Prediction to the future

Prediction: The single window in China will be the best in the near future

The reasons are as follow: Initially, as we analyzed before, the construction of single window in China has exceeded some nations who established single window earlier. However, with the level of the opening up in China is improved constantly, and the scale of foreign trade is expanded gradually, the voice of rapid development of port and convenience of trade are strengthened day by day, which put forward higher requirements to the functional positioning of single window. This requirement will motivate government to improve the further construction of single window. In addition, with year's development, the single window in Singapore is reasonably

²² Total export-import volume,2015.Department of Commerce.

²³ Total export-import volume,2015.Department of Commerce

mature. However, Singapore is a small country with small population and doesn't have high demand to improve this mode. As to the table of export and import time, the export and import time keep stable from 2006 to 2015 and without any changes. However China promoted the export and import time from 17 to 8 within a short time (just 2 years). Eventually, as the saying goes: One sows and another reaps. China can draw lessons from the construction of single window of Singapore, and meanwhile avoid the same mistake, which will greatly increase efficiency.

So I think China will own a better single window than Singapore in the near future.

4.5 Summary

From the comparison with others, we can find that single window brought great benefits to the process of clearance. The time needed in the process on export and import has significantly decreased, and the cost of clearance also experienced a great decline in the past years. However, due to various reasons, such as the Interest conflicts, insufficient legal support and etc. there is room for improvement.

Chapter5. Suggestions for China single window

There is room for improvement, China government need to take some measures to promote this single window clearance mode.

5.1. Solutions for current problems

As to the current problems exist in Chinese single window which we mentioned before (4.3): insufficient legal support, interest conflicts among public mechanisms, rising price and the regional differences between facilitation of electronic port and degree of coordination. In this chapter, I will give some advice to solve those problems.

1. Establishment of powerful leading group

Under the concerns of the national leaders, the Singapore “Single Window” construction has been directly promoted by the cabinet-level unit, and it has put the coordination among the supervision departments at the same important position with the maritime transport, air transport system construction, and in the end the Trade Exchange “Single Window” has replaced the previous supervision systems of all departments. The Chinese “Single Window” construction shall struggle to establish powerful mechanism on the national level and local level, unify thoughts, strengthen the top-level design, break the existing inefficient complicated management mechanism and department interest, and re-build the supervision flows for trade import and export.

2. Determining the running and maintenance pattern of “Single Window” as soon as possible

Running and maintenance pattern of “Single Window” shall be determined as soon as possible at the beginning of starting the project; the feasible patterns include the three kinds of full funding of the government, self-support or part subsidiary by the government. The PPP pattern cooperated by the government and enterprises is a pretty good choice right now, only after the running and maintenance pattern has been determined, could the projects of systematical construction be developed purposely. It

could learn from the Singapore pattern that the import and export supervision-related basic services (customs, inspection and quarantine declaration, tax reimbursement, settlement and sales etc.) shall be priced by the government, maintain the running cost and make slight profit, allow the running units to access the value-added services such as credit, insurance etc., and realize self-profit depending on the market-oriented approach.

3. Legal system construction of the electronic port

First of all, the recognition of single window system giving corresponding legal position to the single window system is the first step to the single window implementation. Afterwards it shall analyze the legal obstacles during the single window implementation, and give the electronic data lawful position, so as to definite its position as evidence and perfect the electronic signature system etc.

Secondly, the confirmation and guarantee of mechanism integration (virtual system integration) as well as the legal position of its results Integration of mechanism and system requires the confirmation and guarantee of laws, the laws shall definite the legal position of the singly-authorized leading institution, and meanwhile confirm the corresponding powers and coordination position of other mechanisms, definite the obligation of mutual cooperation and power division under the single window system in all public and private sections.

Thirdly, legal support of the public and private cooperation Public and private cooperation often happens during the single window construction process, for instance the joint contribution and technical cooperation of the public and private sections (the Japanese governments and Japanese telegraph and telephone companies、importers、exporters、seaport operators)etc., will always adopt the form of cooperation memo or government contract, and sometimes the subjects of contract are foreign-involved. Therefore, there shall be clear legal support to the legal character of contract or memo and the relief ways for breach of contract.

4. Adopting phased methods to promote the system construction

In terms of function, first of all, it shall construct the basic functions of the cargo

import and export declaration (customs, inspection and quarantine etc); secondly, join in the license document networking of maritime affairs, foreign exchange, tax reimbursement, all supervision departments; and finally explore the commercial functions such as banking, insurance etc., so as to help the platform realize the sustainable operation. In terms of goal, it periodically takes the realization of the second pattern in the No. 33 Recommendation of the UN trade facilitation and electronic commerce center, namely the single and automatic collection and sending information as the goal, so as to collect and send and feedback information through the system, without processing the declaration data. In the long run, it shall struggle to establish the third pattern of single and automatic information processing platform for centralized processing of trade data.

5.2. Suggestions for further construction

Suggestions to the future construction of the single window

At present, the development condition of e-port in China still has differences from the requirements of the “single window”. The basic function of the international “single window” is in the imports and exports link. Enterprises supply information to the government department at once in a window so as to meet the requirements of imports and exports supervision; While although e-port in China supplies the development objective of one “household” net, once certification logging and “one-stop” service, at present it just realizes the declaration of some customs business data, and it still has a long way from the requirement of “once declaration”, so the convenient requirement of clearance of enterprise hasn’t been met actually. So it should learn the successful experience of the international “single window” actively, focus on the construction of the free trade zone, and promote the construction of the “single window” with plan and procedure from points to faces. Combining with the development of e-port in China and the reality of the supervision of customs, it is the closest to the Automated Information Transaction System mode of Singapore. So realizing “integration of system” on the basis of the “many institutes supervise

commonly” is undoubtedly the design thought of the “single window” in China.

In the perspective of the experience of Sweden, United States and Singapore, constructing the single window of the international trade in China must establish a uniform information platform as the support to guarantee that the clearance data of enterprises can be input and declared at once through the “uniform platform”, then the “uniform platform” sends the declaration data of enterprises to many departments such as the customs, inspection, deck, etc. Then the customs and inspection departments review separately, and feedback the review result to the “uniform platform” for enterprises to trace and inquire, and realize once inputting and whole-process usage, and change of some clearance links from “series connection” to “parallel connection”. According to this mode, other operations can be completed relying on the uniform platform almost excepting from the site inspection.

Departments such as customs, inspection, etc. and traders and logistics traders can all complete the clearance process through this uniform information platform: Enterprises can submit or amend the declaration documents through the information platform, and check the result of the review; Departments such as customs and inspection can receive the declaration, review and approve and obtain the inspection information from other departments through the uniform platform; Departments such as cargo handling and ship agency can obtain the information of the issuing and picking up of cargoes through the uniform platform; Data interchange can be realized between the government departments, the government department and enterprises, and enterprises through the uniform platform. The function and the basic elements of the uniform platform is similar to the construction of e-port that we promote in China, so it can implement the construction of the uniform information platform relying on the e-port. In the process of implementing, it can refer to the pilot experience of the “single window” of Shanghai Free Trade Zone, and realize the internal supervision of the “single window” in the free trade zone. The specific procedures are as following:

Step one: Operating the pilot project, and investigate the adaptation of uniform information platform. Select the declaration of the importing and exporting cargo of the ordinary trade and the networking releasing of exporting and importing port of

ships as the pilot project. (These two pilots in Shanghai Free Trade Zone are just declaration of importing of cargoes and releasing of ships, and other regions can carry out pilots of importing and exporting simultaneously on the basis of the successful experience of Shanghai)

Step two: Expanding the range of the pilot program on the basis of the successful pilot project and research to promote the declaration of cargo from the promotion of seaport to the airport. Perfect the function of data input, explore the electronic method of applying to repair or cancel the declaration, research the program of realizing networking inspection and supervision of the overseas posting parcel through the platform. And we should research how to promote the priority of leading and exploratory project in the free trade zone. For example the declaration of the imports and exports of bonded goods needs to review the quality of the enterprise and the administrative permission affairs. Research how to make the operation rules of the single window. Make regulations as to the operation, data management, operation procedure of the platform of the single window, and amend and perfect constantly according to the construction procedure of the single window.

Step three: Realize the basic function of the single window in the free trade zone that is realizing that the port clearance and supervision are received through the single window. Each supervision department of the port receives the declaration of trade enterprises and transportation enterprises through the single platform, then feedback the result and supervision information to the declarer. Information such as the cargoes in the supervision site, delivery, inspection work and releasing of the transportation tools is sent to the supervision department through the platform, and inform related parties such as the trade enterprise and carrier. Realize that each supervision department share corresponding status information by the cooperation agreement and rules. Establish the automatic comparison system of indications of once inspection of the customs security, build and optimize the working process of mutual recognition of supervision and cooperation of enforcement. Realize the connection of the information management system and the single window of trade and transportation enterprises.

Step four: Establish the single window in the free trade zone basically, and expand the application function of the single window. Realize the electronic payment of expenses of taxation in the customs, related charges and the service expenses of the auxiliary operation of inspection; realize the international transfer function. Realize the business such as the permission certification of ships and trade, foreign exchange, export rebates be handled in the single window. Promote the uniform and standardization of the declaration data of the port, and promote the reconstruction and optimization of the enforcement process of the port. Promote each government department to receive affairs such as the administrative approval and registration related with the enterprise quality through the single window platform.

Step five: Drive the surrounding regions to realize the regional integration of clearance on the basis of the pilot in the free trade zone from the point to the face. Taking Beijing-Tianjin- Hebei as the example, the clearance integration of Beijing-Tianjin-Hebei Region is the experimental area of the national clearance integration. Its realizing route is inevitably grasping the “single window” of the pilot in Tianjin Free Trade Zone, and driving the realization of the working structure of the regional clearance integration of “one center and four platforms” of Beijing-Tianjin-Hebei. Finally promote the construction work of the “single window” from the following six aspects: 1. Imports and exports of cargoes: Declaration of imports and exports, international transfer declaration, etc. 2. Declaration of transportation tools: Declaration of ships, declaration of aircraft, declaration of shipping bills, declaration of dangerous goods, declaration of personal information and declaration of related permission, etc. 3. Importing and exporting permission: Importing permission, exporting permission, etc. 4. Payment settlement: payment of taxation, payment of charges, settlement of foreign exchange, export rebates, etc. 5. Management of enterprise quality: Operation quality of foreign trade, declaration quality of cargoes, declaration quality of transportation tools, etc. 6. Inquiry of related information: Supervision units share the inquiry of information, inquiry of the enterprise information, etc.

In a word, building the “single window” of the international trade should refer to

the international advanced experience, and follow the international clearance rules; Perfect the systematic design of the single window starting from the actual requirement of the trader, transporter and related dealer; Combing with the requirement of the management reality of the port in China and the innovation of the supervision system in the free trade zone, promote orderly on the principle of starting with the easy thing then the hard thing, and taking the basic frame then perfecting, and expand to many department, many fields and the surrounding area gradually. Constructing the “single window” well is the specific measure to implement the requirement of realizing “interchange of information, mutual recognition of supervision and cooperation of enforcement” of related departments of ports proposed in the Third Plenary Session of the 18th Central Committee of CPC and the innovation of the supervision system in the free trade zone. It is also a measure of supporting Chinese foreign trade to increase steadily. Each free trade zone needs to grasp the balance between “managing well” and “clearing quickly”, promote the trade convenience greatly under the condition of guaranteeing security and effective supervision, then form the experience that can be copied and promoted to the whole country.

5.3 Summary

In order to change this situation and improve the single window clearance mode, I suggest that China government should establish a powerful leading group, determine the running and maintenance pattern of “Single Window” as soon as possible and establish a legal system construction of the electronic port.

Chapter6. Conclusion

This thesis demonstrates the definition and advantage of the single window. The single window is the feasible and effective way to realize the trade facilitation. In addition, thesis shows the different types of single window in the world, such as Trade Net in Singapore, NACCS system in Japan, and so on. The most important part of this thesis is to find the weakness of current single window in China and give some useful advice. By comparing with the international single window clearance mode, we can find the demerits exist in the current system, then this dissertation analyze the change of using time and expense in the system to give some specific suggestion.

Nowadays, the single window in China is still in the initial constructive step, due to the complexity and its chronicity, there is still a long way to go. This dissertation is just the primary exploration of China single window clearance mode, depth of the research content will be improved in the future research.

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