Workshop on Strengthening Transport Operational Connectivity among Cambodia, Lao People’s Democratic Republic, Myanmar, Viet Nam and Thailand (CLMV-T)
25-26, September 2017. Phnom Penh, Cambodia

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1. Requirements for Logistics Information system

2. Single Window to facilitate integrated transport system

3. Recommendations
Common Challenges in transport sector of the ESCAP region

- Most of ESCAP members have common features
  - Still need connectivity (Physical, Institutional & people-to people)
  - Different economic conditions & potential

- Transport costs of the members are relatively expensive
  - Long distance between ports
  - Imbalance in economy activities among members
  - Varying port facilities
  -Disconnected transport network
  - Lacking of stable and efficient transport service for cargos and passengers
  - Lack of data and statistics
Why we need Logistics Information System

➢ To reduce inefficiencies in transport business processes
➢ To facilitate the smooth flow of electronic data
➢ To integrate and achieve compliance with national and International rules and regulations
➢ To meet the needs of various stakeholders (When it is formed by the stakeholders, for the stakeholders, the system operates more efficiently)
➢ To reduce lead time relevant all cargo handling and management activities
➢ To simplify and standardize Administrative processes such as CIQ (Customs, Immigration and Quarantine)
Requirements for Logistics Information System

How to communicate with your business partners

- Data Exchange
  - Shipper System
  - Forwarder System
  - Carrier System
  - Customs System
  - Consignee System

- Code for Data
  - PO No., Inv. No., P/L
  - Vessel Name, Call Sign, IMO No.
  - Pallet ID
  - Container No.
  - Export customs No.
  - Import customs No.
  - Booking No.
  - B/L No.
  - Product ID

- Date recognizes
  - Factory: Barcode
  - Warehouse: Manually
  - Exp. Clearance: EDI
  - Container Terminal: OCR
  - Cont. Terminal: Manually
  - Imp. Clearance: EDI
  - Warehouse: Manually
  - Retailer: Barcode
Export container status: Contents of the information items to be shared among stakeholders
**Import container status:** Contents of the information items to be shared among stakeholders
Why we need Single Window as platform?

Single Window for Integrated Transport

Goal
- Expert
- Standard
- Collaboration
- Technology

Needs

Improvement
- Individual declaration method for each country
- Manual processing

Work Efficiency
- Redefine Business Process
- Combine with technology
- Share Information Between member countries

Apply Standard
- Define Logistics Standard system
- Enhance interoperability

Requirements for Logistics Information system
**Definition and Concept of Single Window**

**Definition**
- Neutral and open electronic platform enabling intelligent and secure exchange of information between public and private stakeholders in order to improve the performance of the transport sector
- Optimizes, manages and automates transport and logistics efficient processes through a single submission of data and connecting transport and logistics chains

**General Concept of Single Window**
Facility that allows parties involved in trade and transport to lodge standardized messages with a single entry point to fulfill all import, export, and transit-related regulatory requirements.
In this point, if the message is electronic, then individual data elements should only be submitted **only one time**
# How to develop Single Window System

<table>
<thead>
<tr>
<th>Strategy Development</th>
<th>AS-IS Analysis</th>
<th>Service Model Development</th>
<th>System Implementation Measure</th>
<th>Operation and Management Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>SWOT Analysis</td>
<td>Business Practice</td>
<td>Service Model</td>
<td>Implementation Methodology</td>
<td>System Operation</td>
</tr>
<tr>
<td>Vision Analysis</td>
<td>Administrative Procedures</td>
<td>System Model</td>
<td>Component Technology</td>
<td>Service Management</td>
</tr>
<tr>
<td>AS-IS Model</td>
<td>Information System</td>
<td></td>
<td>Architecture</td>
<td>System Management</td>
</tr>
<tr>
<td>TO-BE Model</td>
<td></td>
<td></td>
<td>Component</td>
<td>Maintenance</td>
</tr>
</tbody>
</table>
Development process of the Single Window (EU Case)

Source: 10 Years of Single Window Implementation, Tom Butterly, UNECE
ASEAN Single Window System

ASEAN Single Window model: Prototype flowchart of information processing

Source: ASEAN Single Window Technical Guide
Standard Model for Logistics Information System

The Study includes examples of existing national and transnational systems, national experiences, recommended data and other technical standards and the Standard Model of Logistics Information Systems.

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


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

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

http://www.unescap.org/resources/regional-study-use-logistics-information-systems-increased-efficiency-and-effectiveness
Standard Model for Logistics Information System

Illustrative diagram of overall architecture of Logistics Information System

- **National Logistics Information System (Country A)**
  - **Logistics Service Providers** (e.g., freight forwarders, 3PL etc.)
  - **Terminals** (e.g., seaports, airports, dry ports etc.)
  - **Public Entities** (e.g., customs, quarantine, revenue, infrastructure administrators etc.)
  - **Carriers** (e.g., ship liners, cargo airlines, railway, trucks etc.)
  - **Warehouses**
  - **Manufacturers**
  - **Shippers/Buyers**
  - **Consignor/consignee**
  - **Others as needed**
  - **Banks**

- **Transnational Logistics Information Platform**

- **Countries**
  - **Country A**
  - **Country B**
  - **Country C**
  - **Country D**
  - **Country E**
**Standard Model for Logistics Information System**

**General Recommendations**

- To utilize logistics information technology systems or other ICT resources related to logistics services, in order to establish national logistics information systems as a public platform providing effective and efficient information services as well as future transnational interchange.

- To establish a regional mechanism promoting cooperation among countries in the development of national logistics information systems; ideally include therein the coordination of standards and the development of cooperation through a legal framework.

- To consider government investment or public-private partnerships to fund the development of logistics information systems.

- To adopt the “Standard Model of Logistics Information Systems” in the development of national system.

**How to do it?**

- **Consensus & understanding**
  - Master Plan
  - BPR
  - Adopt & Customizing (SMLIS)

- **Legal framework**
  - Funding (ex, PPP)
  - Working Group

- **Pilot project**
  - Feedback
Future work for Logistics Information System in ESCAP

- **Success factors to improve logistics information system**
  - System Integration (linkage)
  - Set up Cooperation mechanism
  - Standardization
  - Safety & Security
  - Satisfy user requirement

**Recommendations**

- Build up cooperation mechanism with domestics, subregional and international parties
- To Share best practices
- Work together with all participants/stakeholders

**Next step**
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