



Thailand National Single Window & ASEAN Single Window



“Welcome Government Officials from Asia – Pacific”

8 August 2018



**Information and Communication Technology Bureau
Thai Customs Department**

1

Background

2

Progress

3

The Way Forward

4

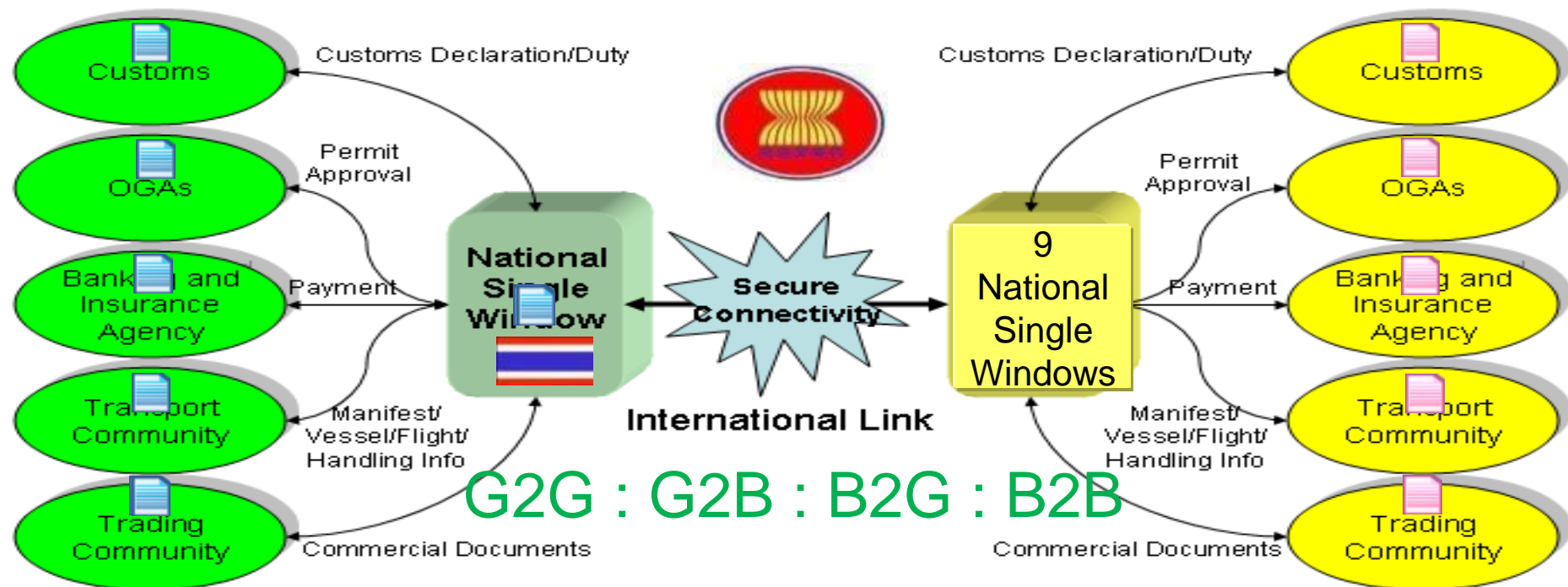
Challenge



Background

ASEAN Single Window Full Operation Model

ASEAN Single Window (ASW) Model Prototype Flowchart Of Information Processing



The Objectives of Thailand National Single Window establishment



Facilitate Import, Export, and Logistics



Facilitate inland and cross-border movement of goods



Reduce National Logistics Cost



Increase National Competitiveness

Why is data exchange through NSW?

1. Reduce the cost for secured data linkage of relevant agencies

2. Enable all transaction monitoring through NSW

3. Conform to the standard of ASW data linkage

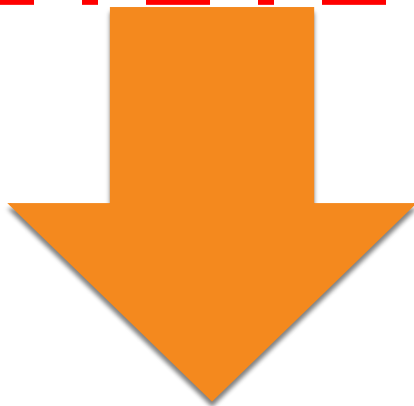
4. Harmonize the standard of data linkage for relevant agencies

5. Exchange any data between any agencies through NSW

Why is exchanging the electronic data?



1. Increase data reliability directly transmitted by certain agencies
2. Increase the paperless transactions
3. Increase the capability of automatic verification
4. Increase the speed of data verification
5. Increase the quality of data retrieval



1. Decrease the time and cost for taking the paper documents
2. Decrease the time and cost to prepare paper documents.
3. Decrease submitting the supporting documents
4. Decrease the data re-keying
5. Decrease the error of data entry
6. Decrease the officials for data checking
7. Decrease the space for keeping paper documents

Additional Background

6 December 2005

- Thai Cabinet had the resolution to assign the Customs Department as the leading agency to establish National Single Window

9 December 2005

- ASEAN Ministers signed the ASEAN Agreement for Member States to establish and implement their National Single Windows in the timely manner

Additional Background (cont.)

4 May 2017

- National Logistics Development Committee agreed to establish the Sub-committee on the National Single Window Administration and Development under the Committee
- National Logistics Development Committee agreed to establish a Bureau under Customs to administer and monitor the National Single Window development

Additional Background (cont.)

The meeting outcome of the Sub-committee on the National Single Window Administration and Development

- The order to establish the Working Group on Driving and Supporting the Simplification of procedures and National Single Window (NSW) Implementation

The Working Group on Driving and Supporting the Simplification of procedures and National Single Window (NSW)

- The order to establish the Sub-working Group on Driving and Supporting the Simplification of procedures and National Single Window (NSW) Implementation

The Goal of Simplification of Procedures



1. Reduce the unnecessary or useless procedures



2. Reduce the use of hardcopies for the application form and supporting document



3. Reduce the time consuming for the import/export procedures

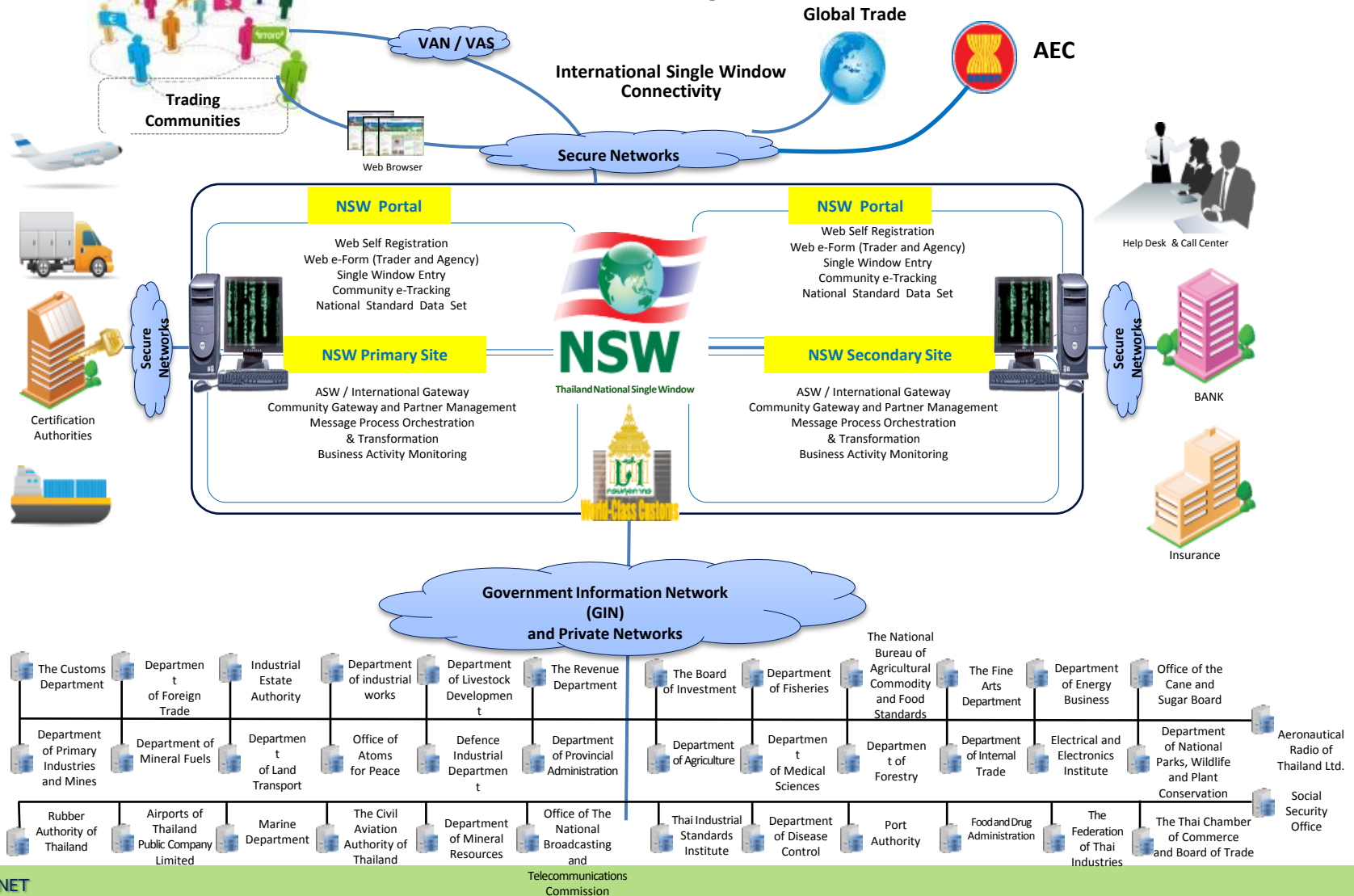


4. Reduce the costs for import/export

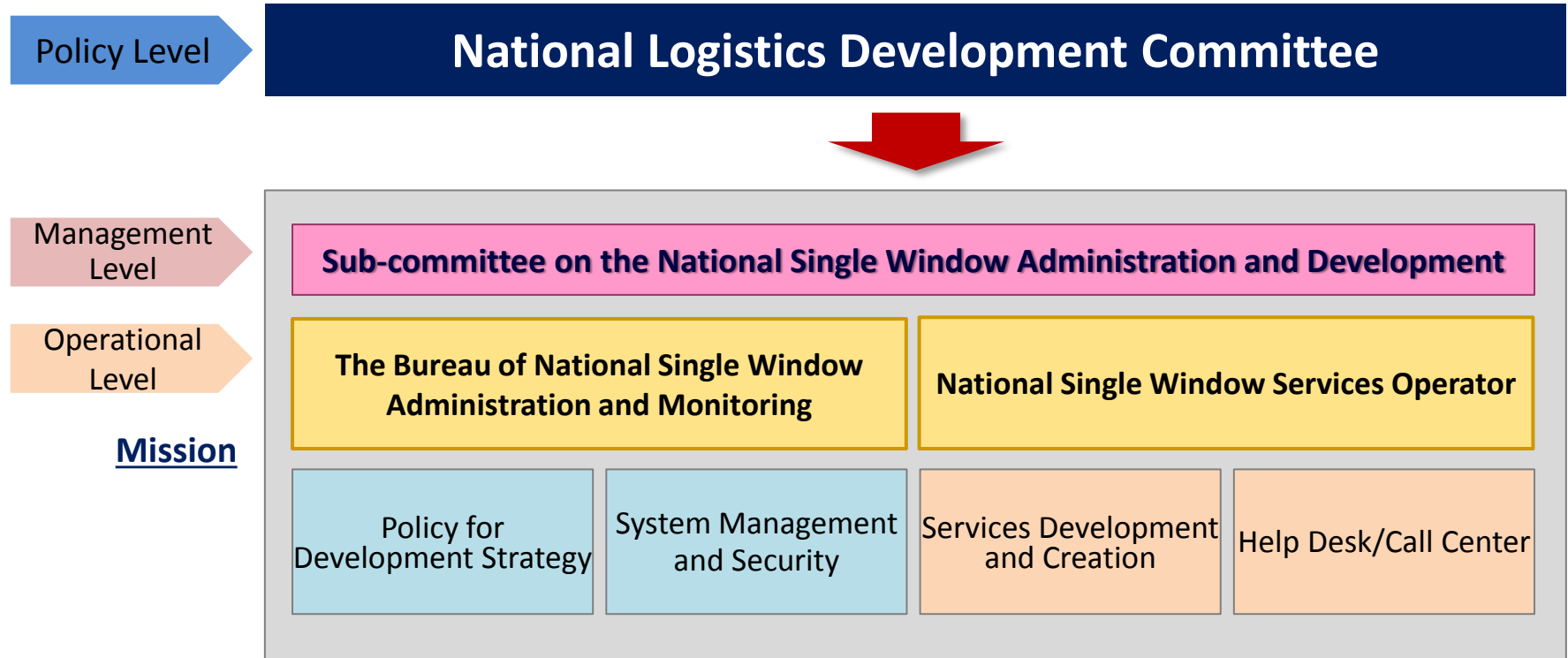


Progress

Thailand NSW implementation



Driving Mechanism for National Single Window Development



Driving Mechanism for National Single Window Development (cont.)

1

National Logistics Development Committee

2

Sub-committee on the National Single Window Administration and Development

3

Working Group on Driving and Supporting the Simplification of Procedure and NSW Implementation

4

Sub-working Group on Driving and Supporting the Simplification of Procedure and NSW Implementation

Sub-working Group on Sugar Product

Sub-working Group on Rice Product

Sub-working Group on Rubber Product

Sub-working Group on Frozen Product

Sub-working Group on Hazardous Substance

Sub-working Group on Air Community System (ACS)

Sub-working Group on Port Community System (PCS)

The Outcome of the Simplification Procedure for Strategic Goods

Goods	Proposal (activities)	Success (activities)	In progress (activities)	Percentage of the Success
1. Sugar product	30	3	27	10.00
2. Rice product	32	9	23	28.13
3. Rubber product	63	8	55	12.70
4. Frozen product	38	11	27	28.95
5. Hazardous Substance	33	10	23	30.30



Benefit to the Trader



**Time
reduction**
54%



**Cost
Reduction**
45 USD/time*

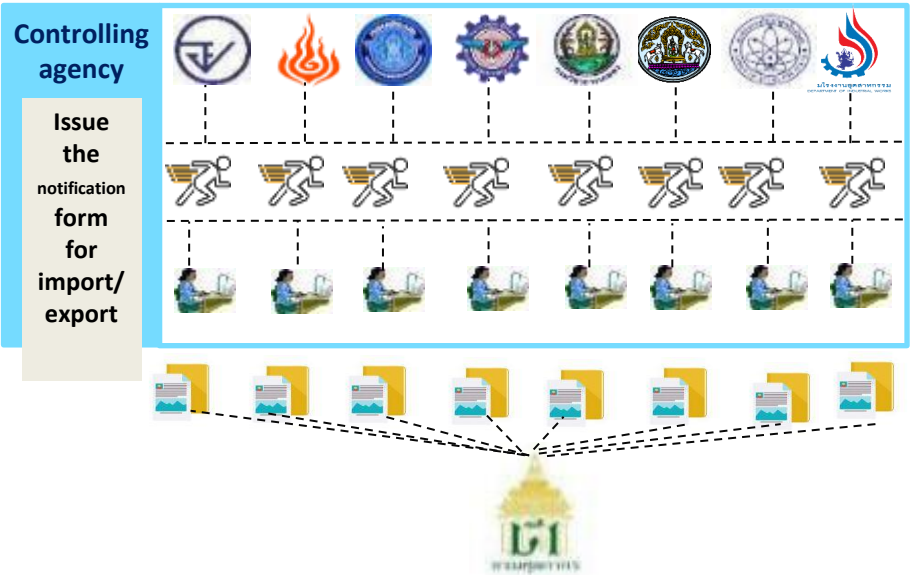
Goods		Time consuming			Saving costs	
		As Is (days)	To be (days)	Difference (days)	Travel cost (USD/time)	Document cost (USD/time)
1) Sugar		67	30	-37	145	1.6
2) Rice		5	2	-3	43	0.6
3) Rubber		115.5	48	-67.5	52	2.0
4) Frozen product						
Fishery	Import	27.5	2.5	-25	15	0.5
	Export	2.5	1	-1.5	24	0.4
Livestock	Import	12	2	-10	15	0.5
	Export	10.5	8.5	-2	24	0.4
5) Hazardous substance		10-621	5-620	1	3 million USD/year	0.3 million USD/year

The cost
could be
reduced up
to **9.5
million
USD/year**

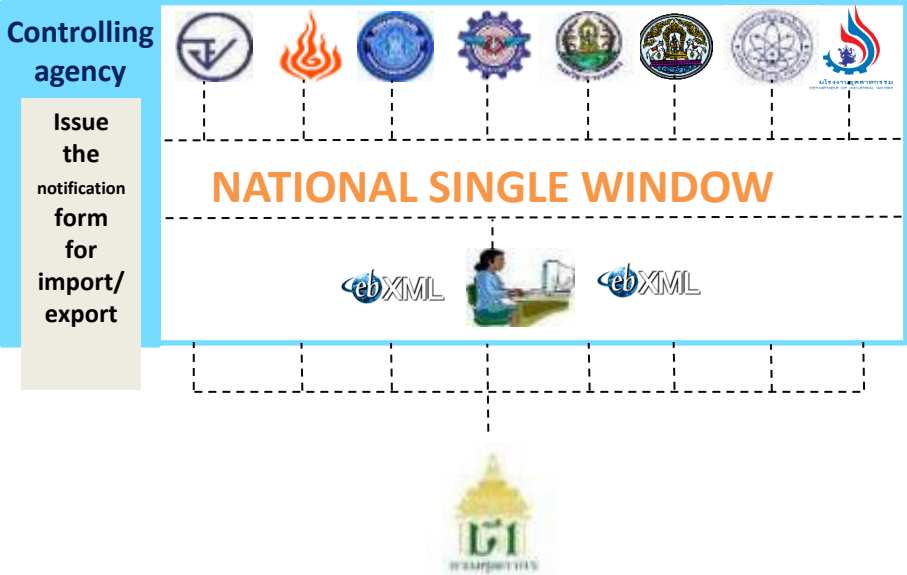
***exclusion
of the
hazardous
substance**

The result of transformation from paper to electronic submission


Paperwork



Electronic Single Form




The entrepreneur needs to contact several controlling agencies



Reduce Documents


55%

	As-Is	To-Be
Document	20-52	3-23




Reduce Processes

	As-Is	To-Be
Activity	4-8	3-7
Process	26-45	23-40



Reduce Time

	As-Is	To-Be
Day	10-621	5-620

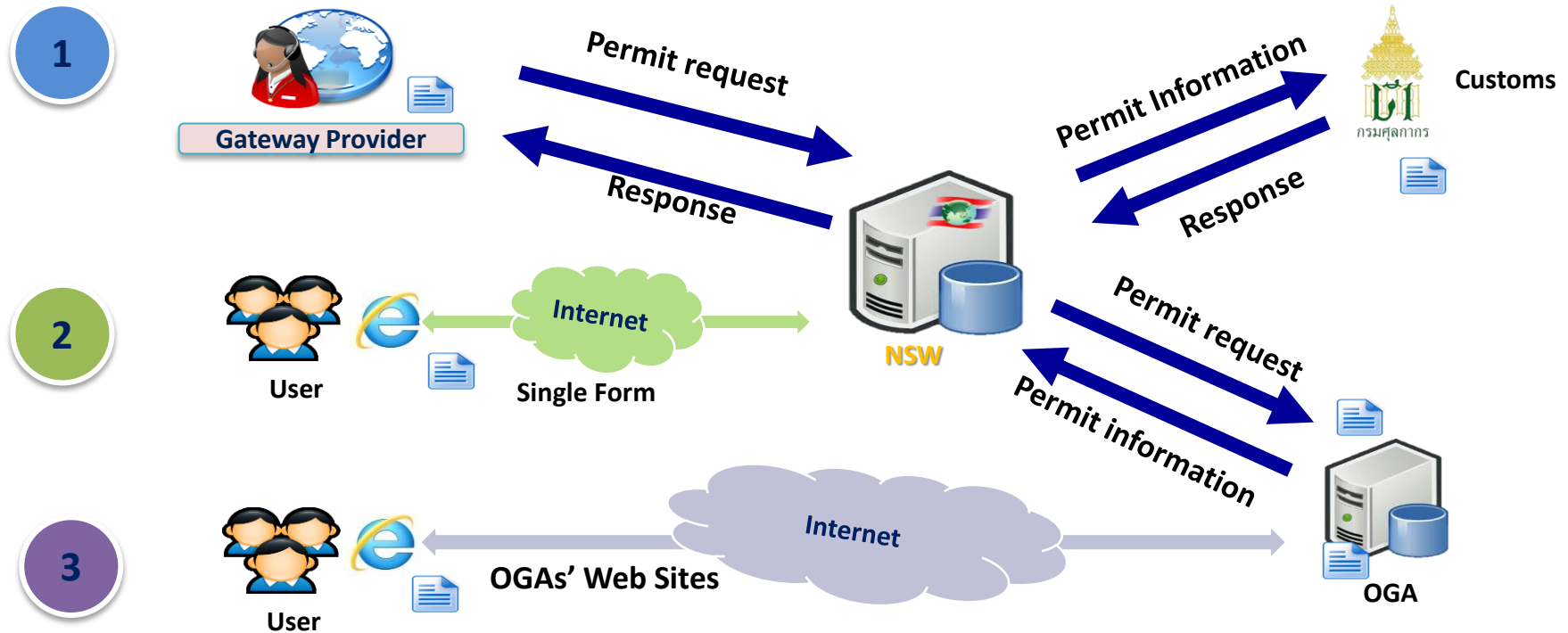


Reduce Costs

	As-Is	To-Be
Travel	122.9	47.9
Copy	20.97	11.8

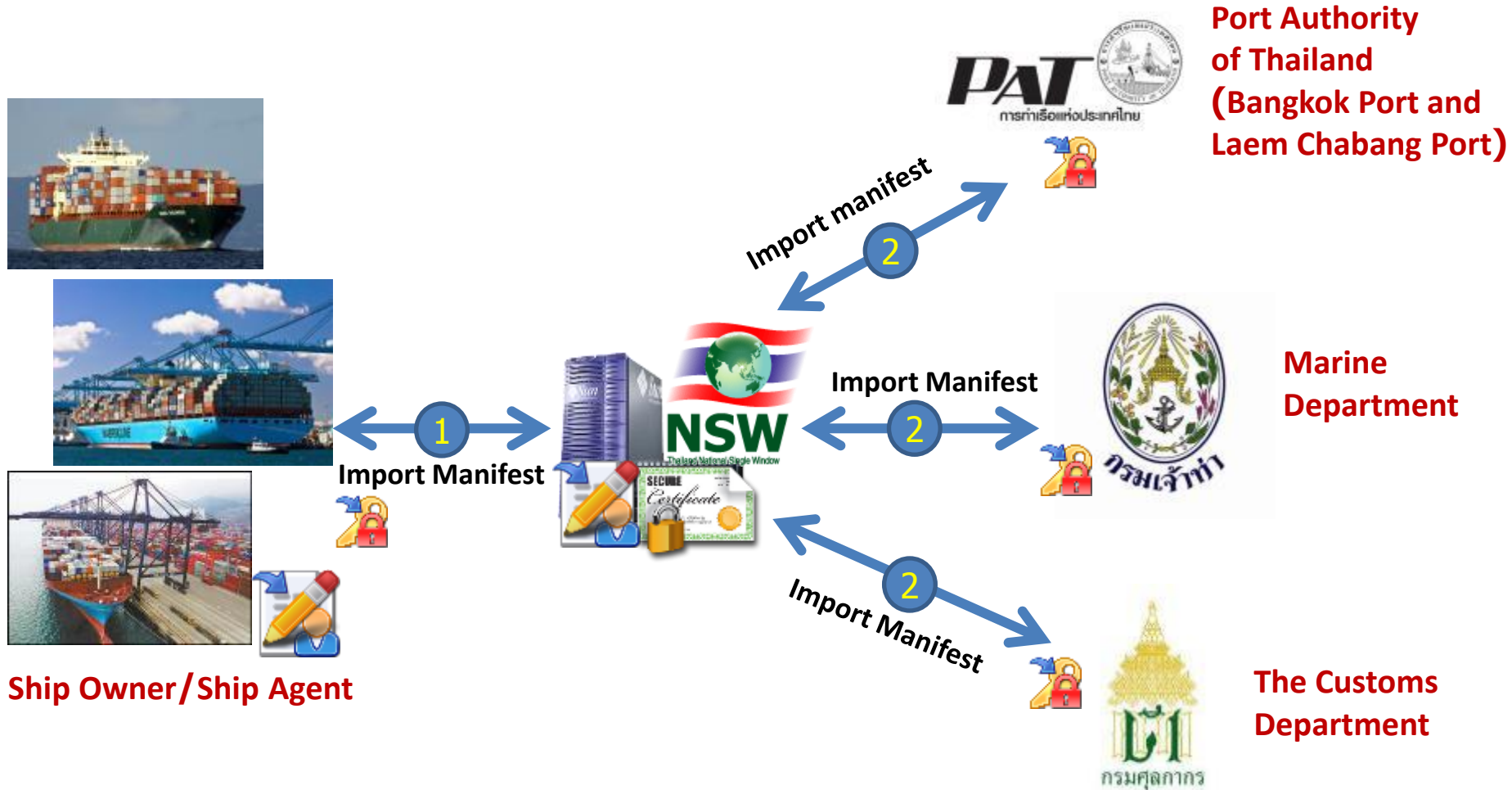
The entrepreneur submits the application to several controlling agencies via NSW

The electronic data linkage through NSW at present



- Most OGAs develop the system to link with NSW for Customs clearance purpose
- If not, the services are provided via their own websites

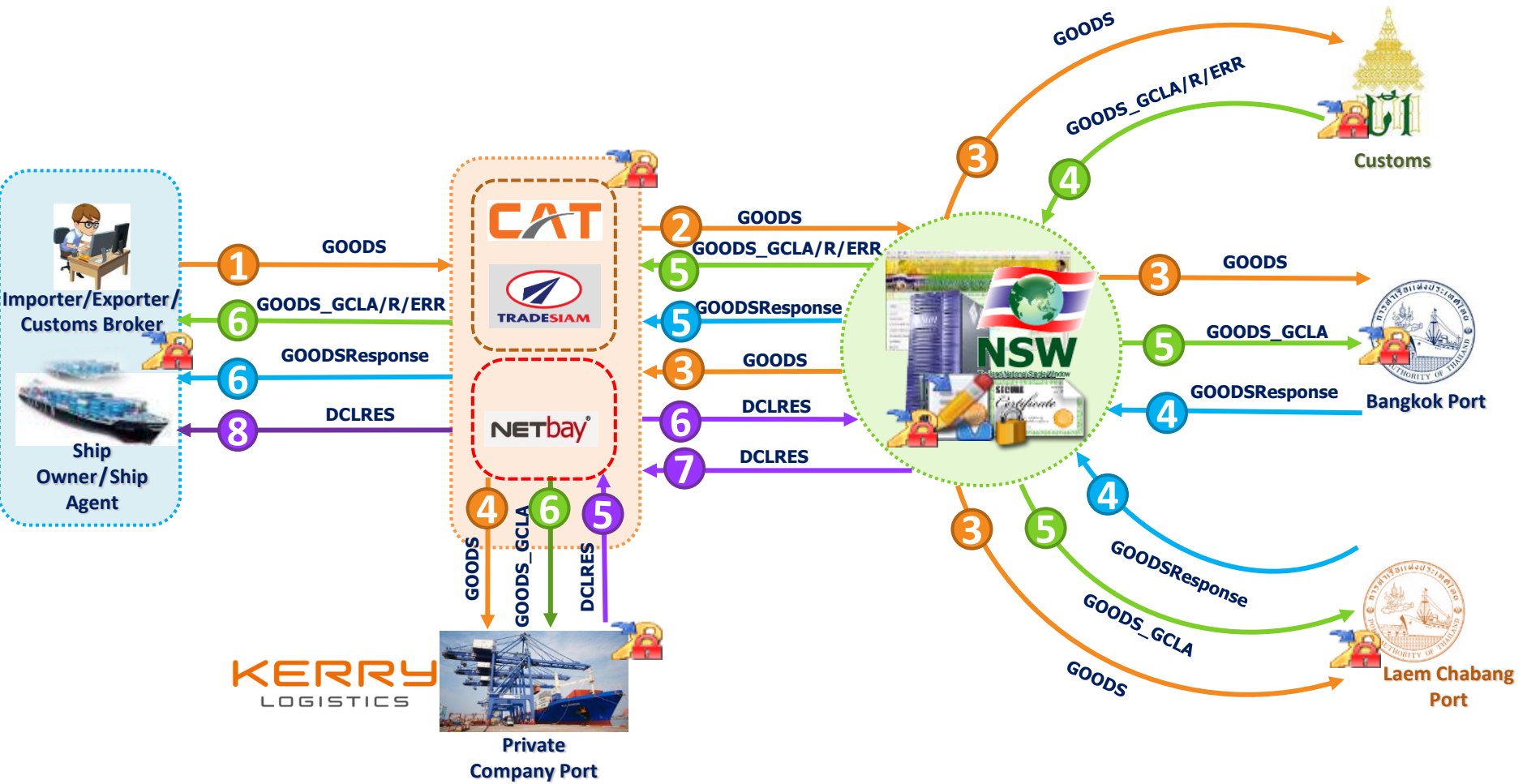
One Submission of the Import Manifest



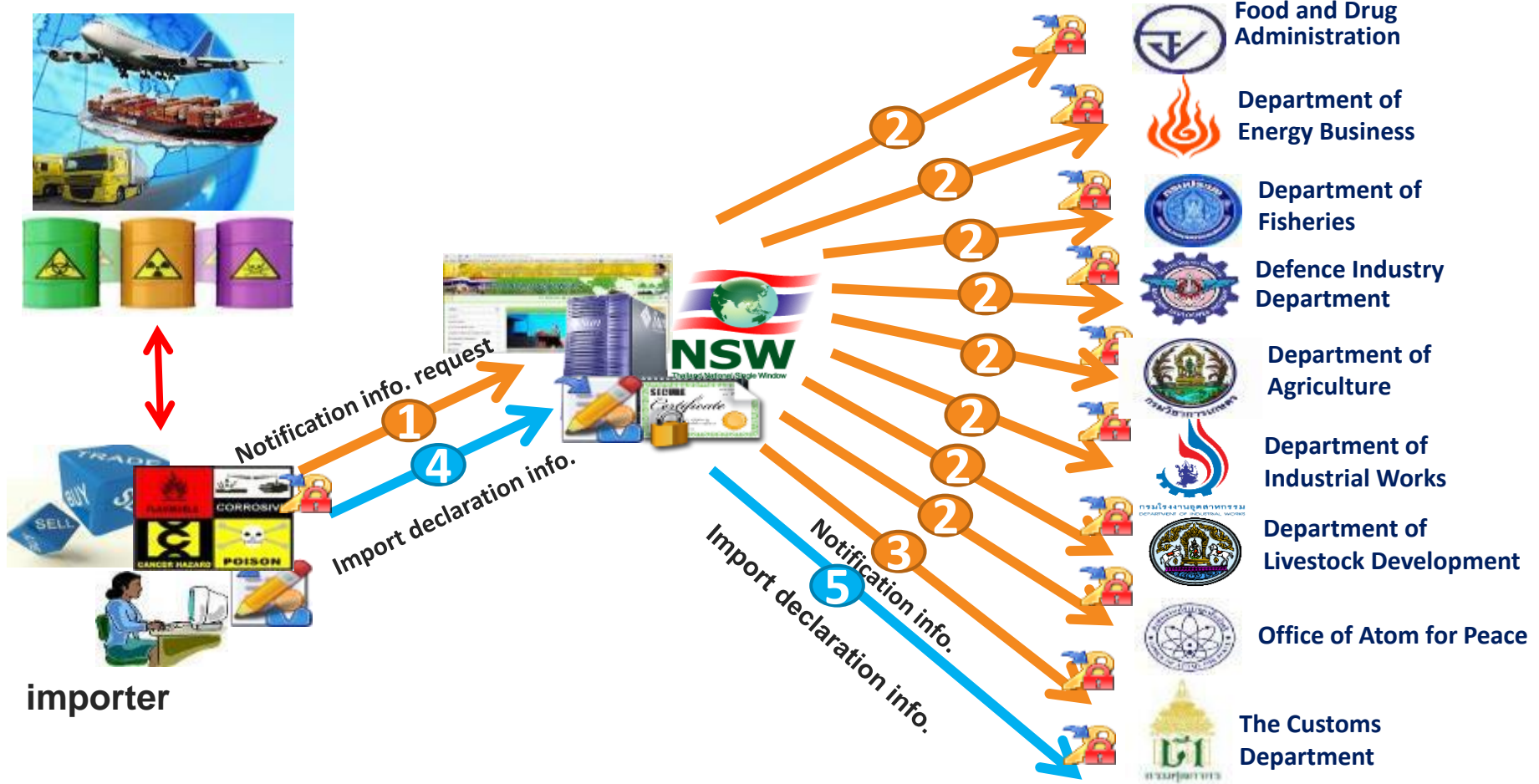
e-Payment/e-Guarantee via National Single Window



Electronic Goods Transition via National Single Window

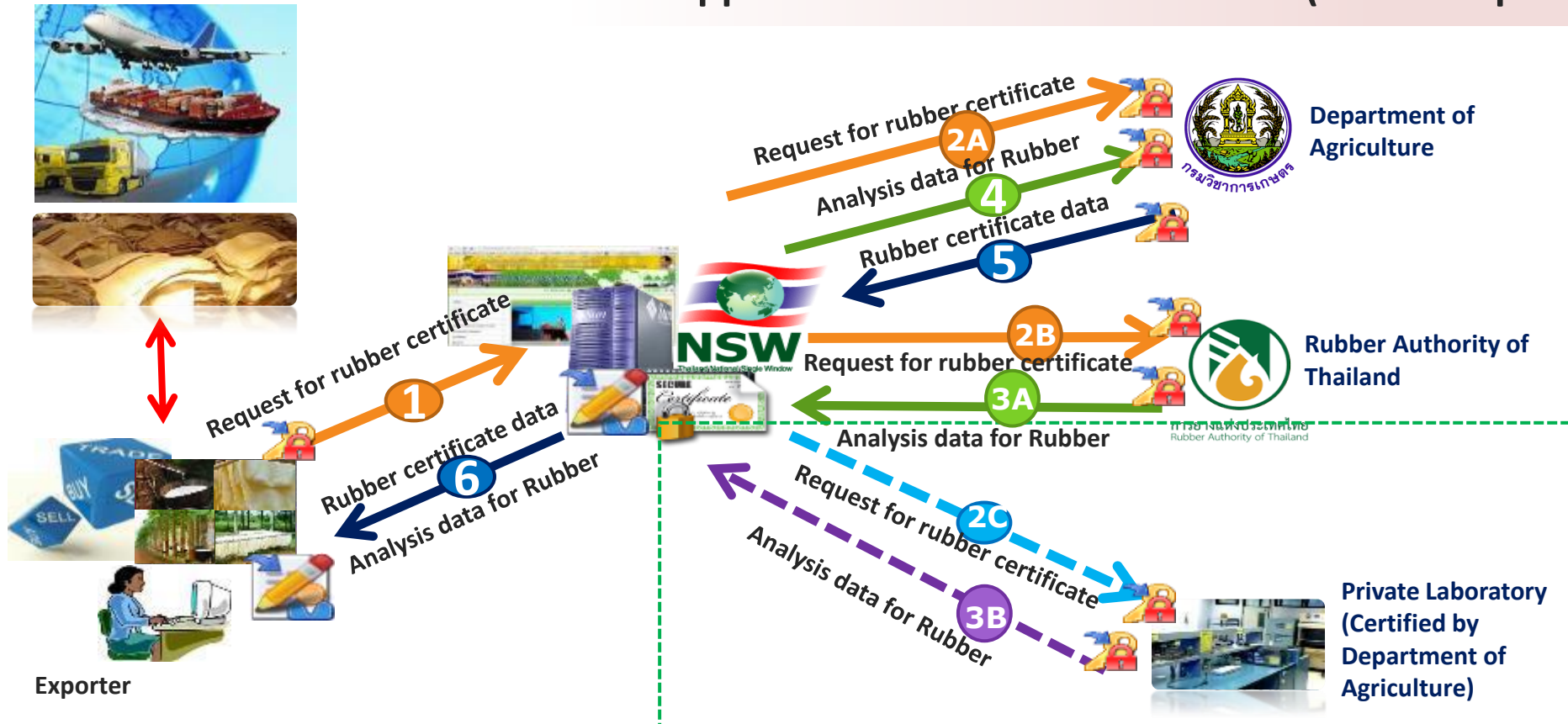


Single Entry Form for restricted goods



Single Entry Form for Rubber Export

Application for Rubber Certificate (Before export)

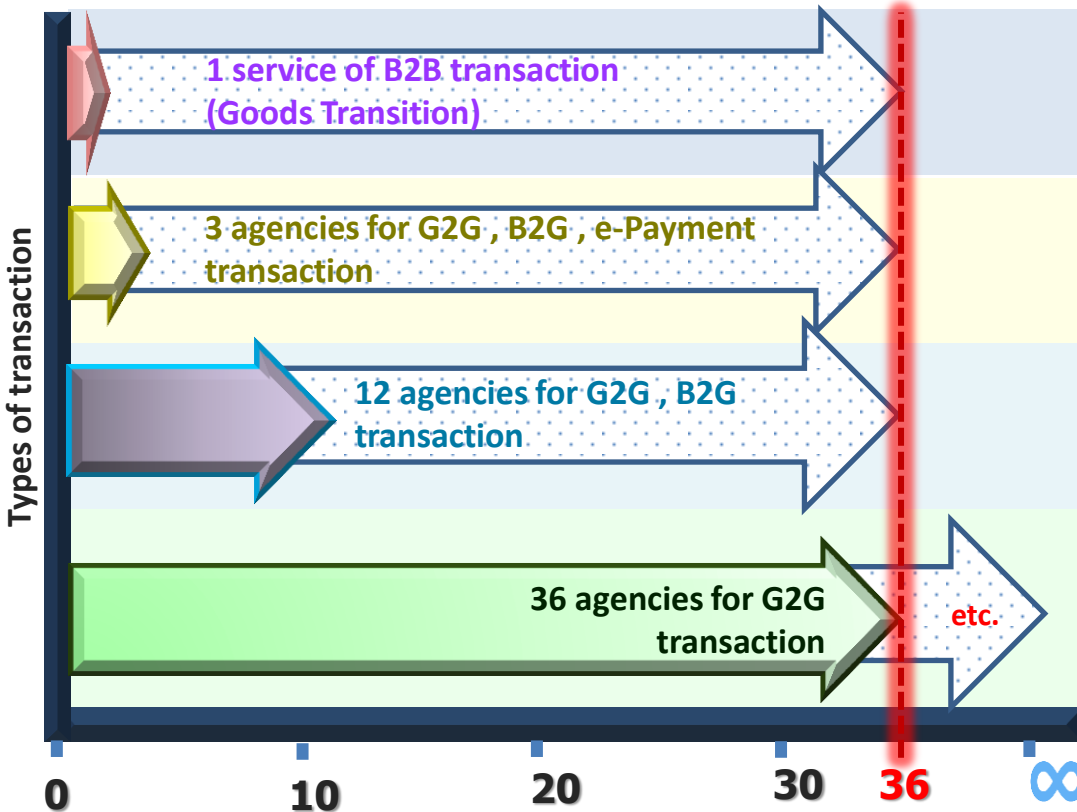


The progress of electronic transactions via National Single Window



Goal

- 39 agencies are able to complete linking all their services through NSW
- Business sectors are able to complete all their transactions through NSW



National Single Window with Cross-border Transaction

ASEAN Single Window (ASW)

ATIGA FORM D Implementation, since 1st January 2018

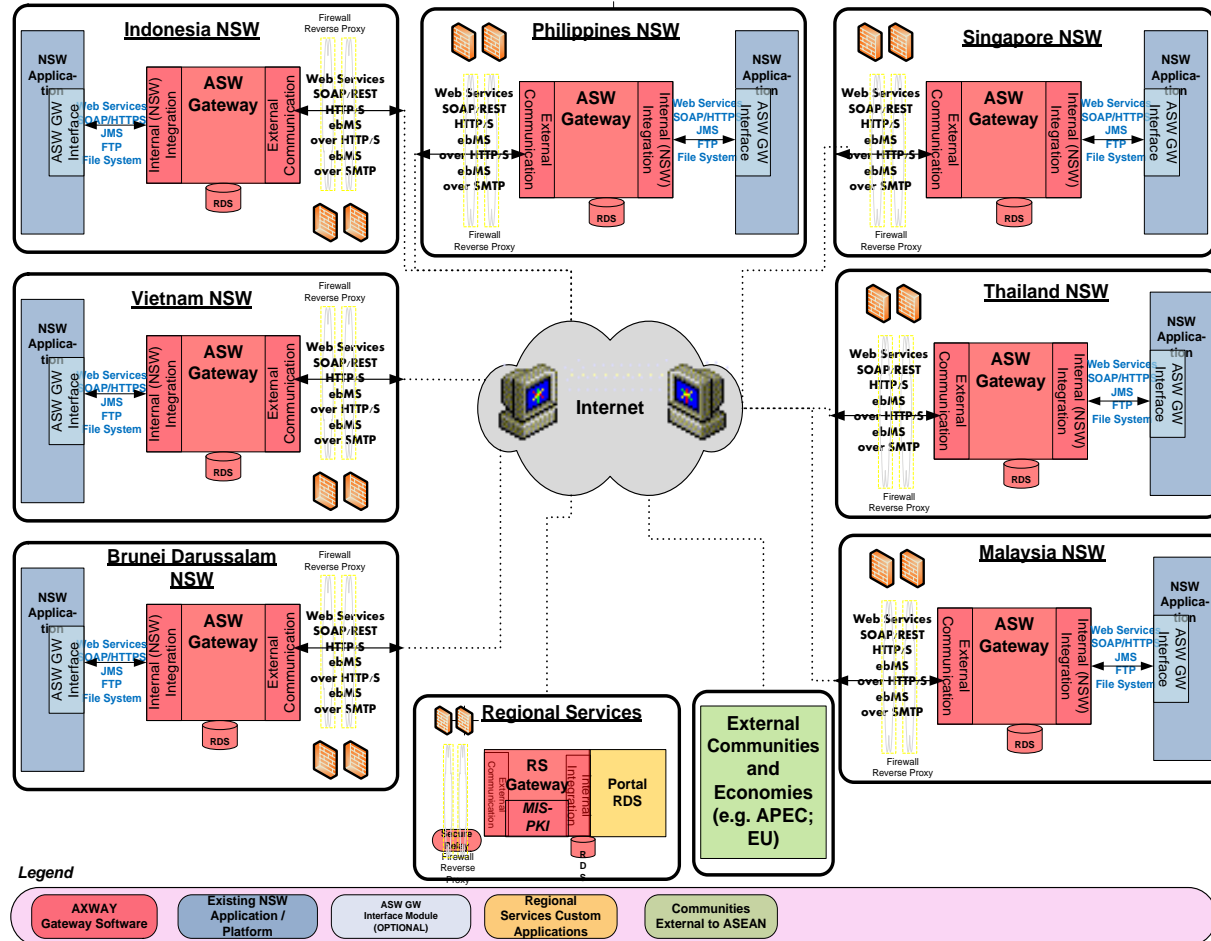
Additional documents

- ** Phytosanitary Certificate
- ** ACDD/export information

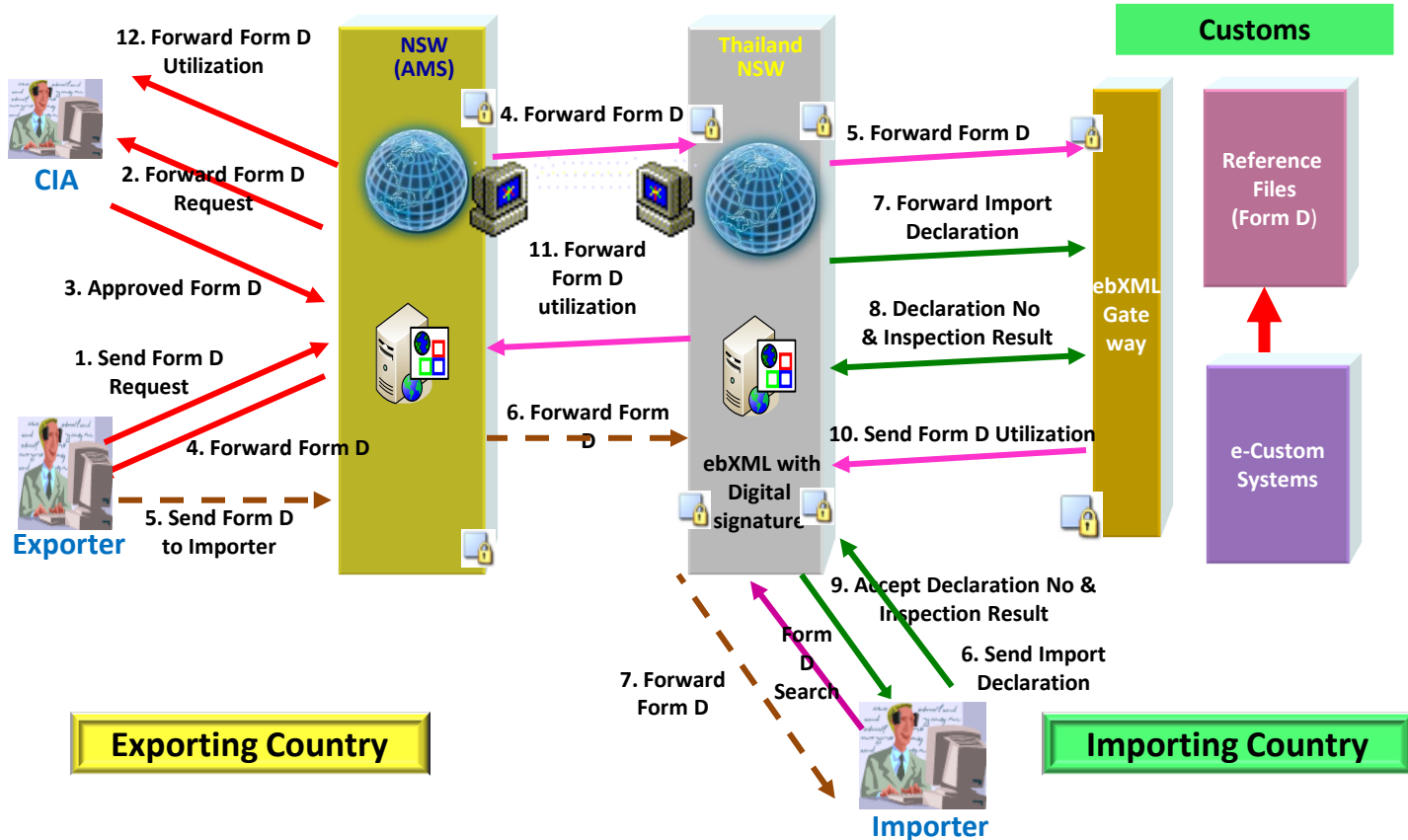


ASEAN Single Window conceptual model

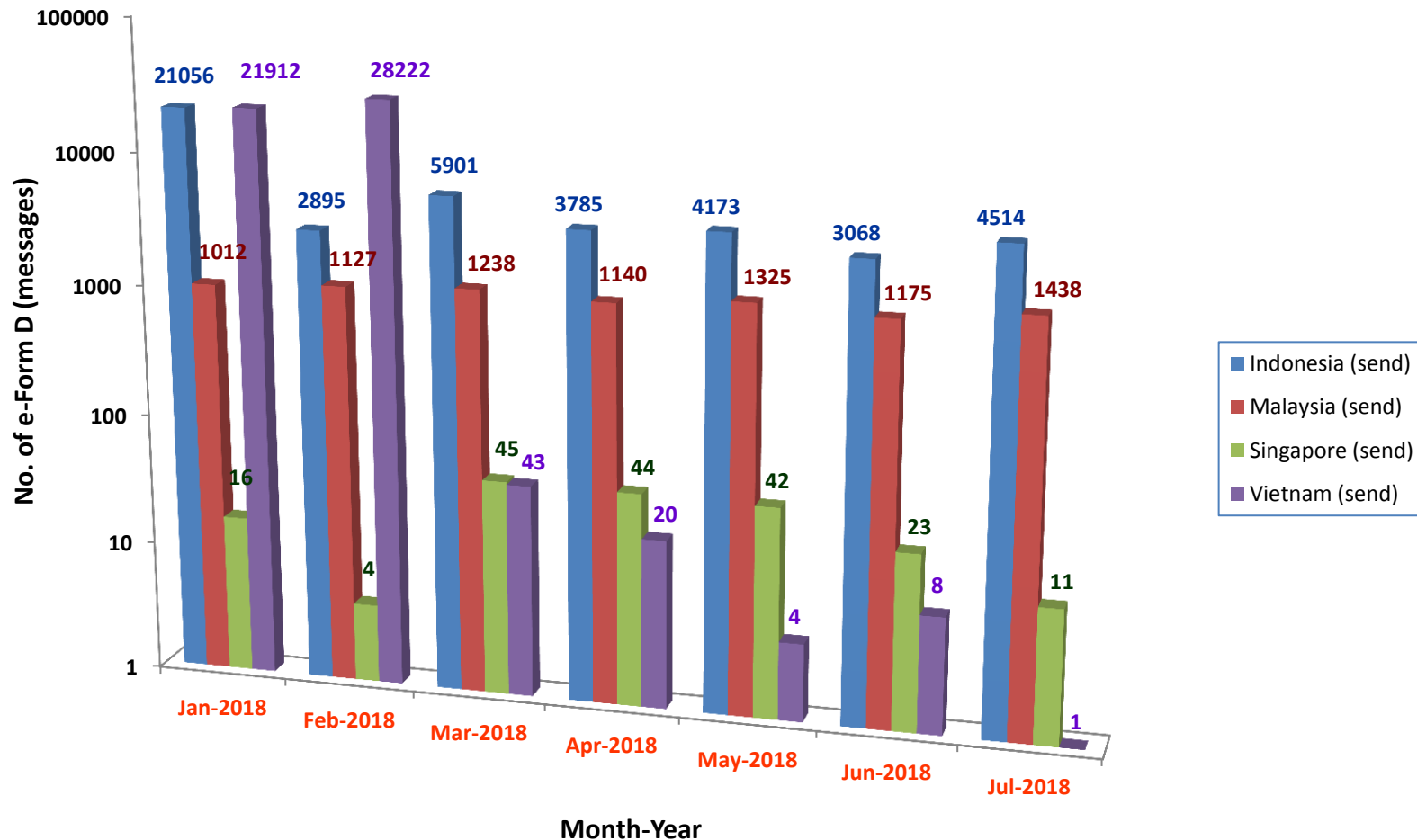
ASW Pilot Outline Design



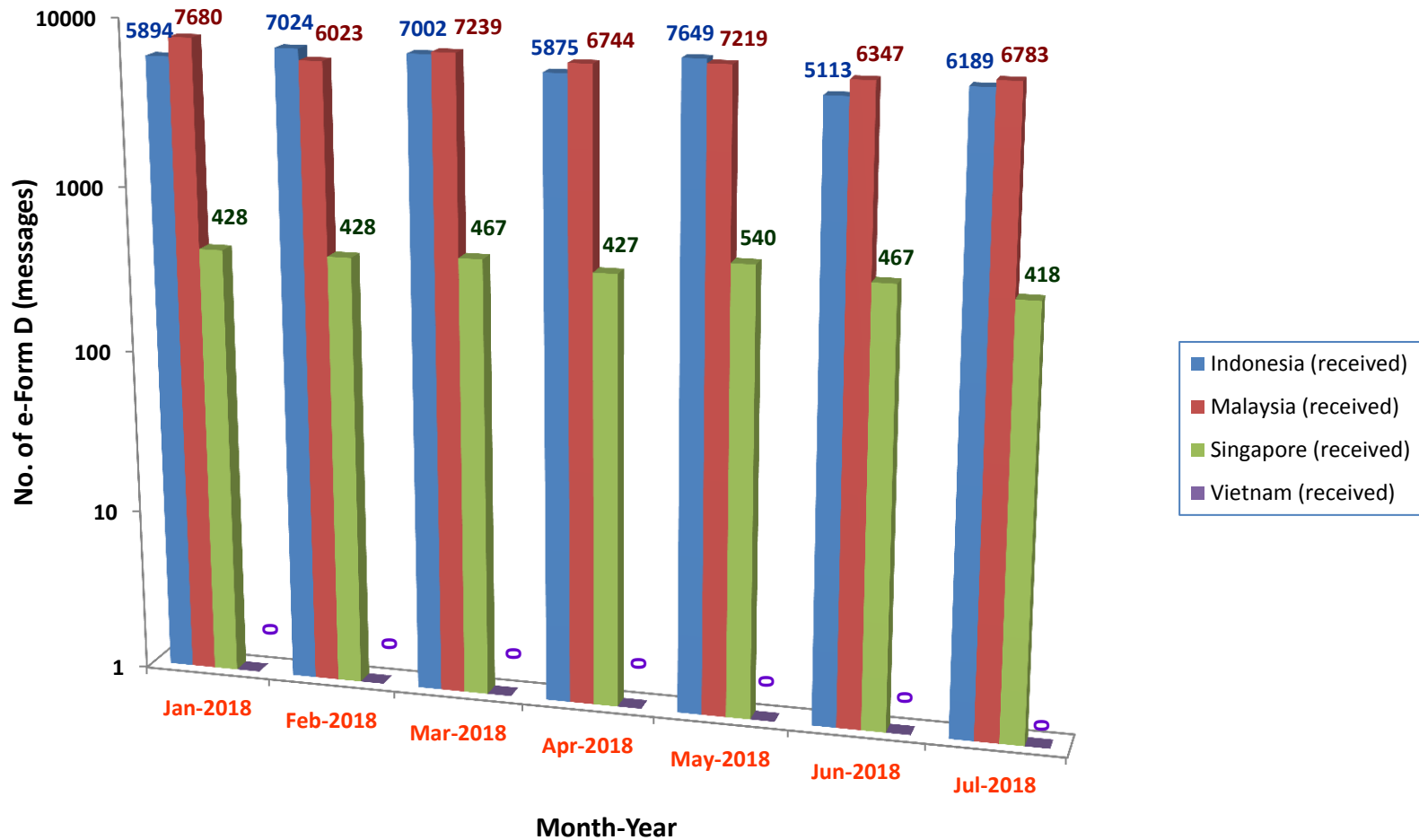
E-Form D Business Process



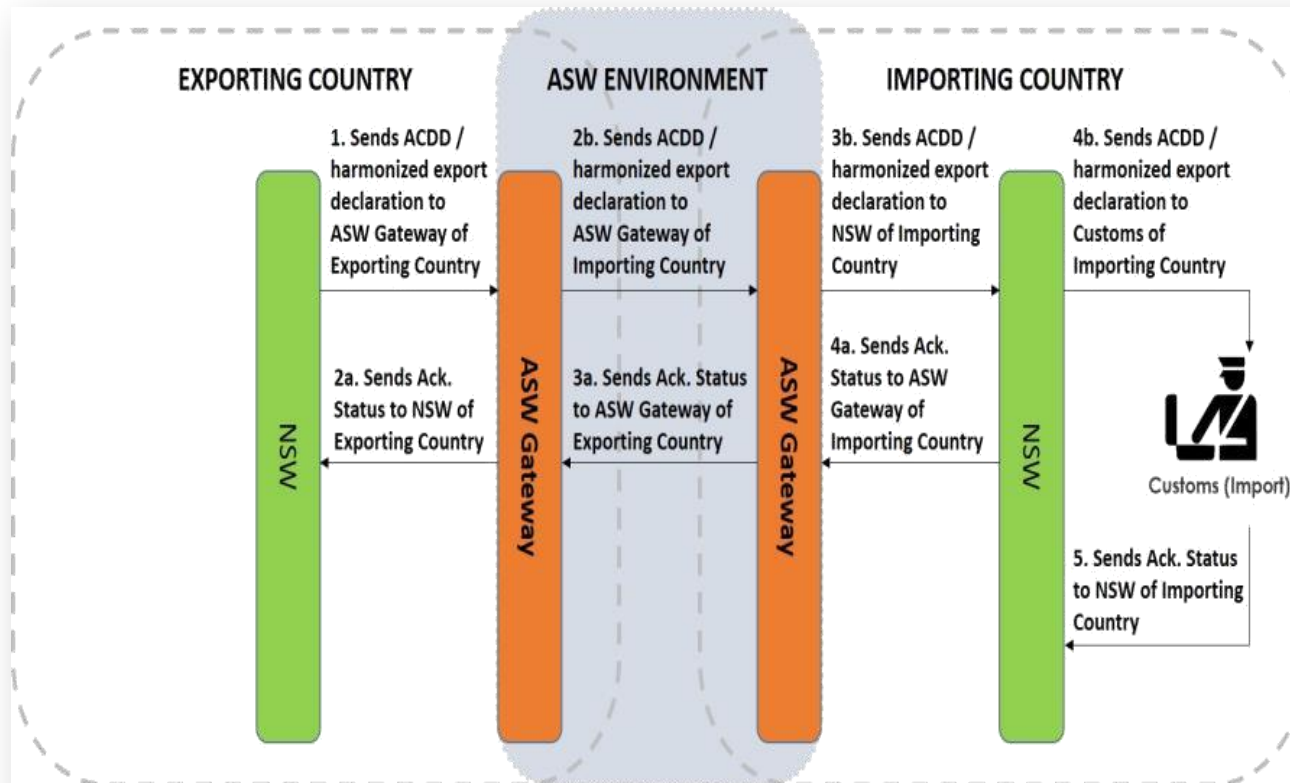
Statistics of e-Form D received from other ASEAN member states (As of July 2018)



Statistics of e-Form D sent to other ASEAN member states (As of July 2018)



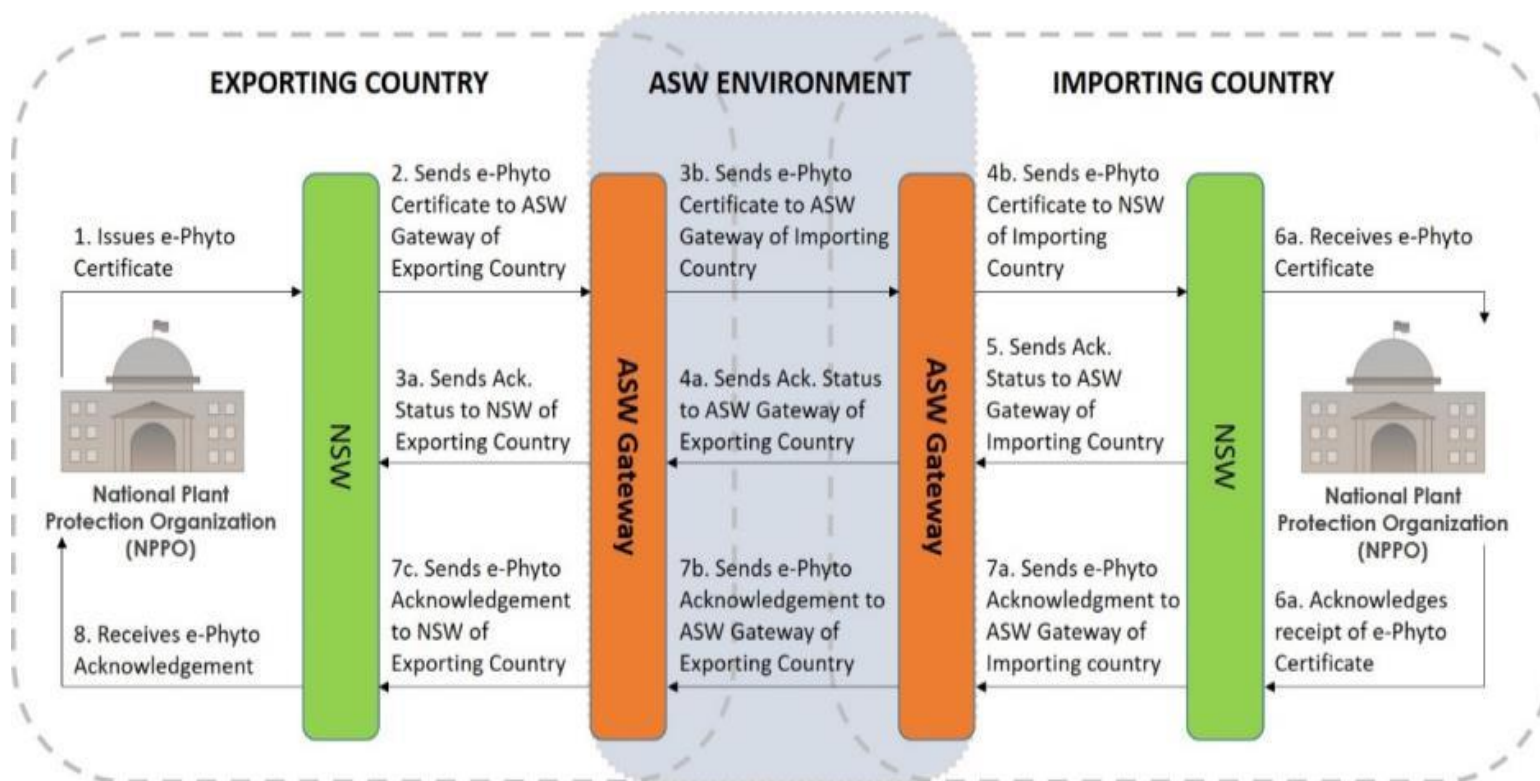
ACDD Development



Timeline (Provisional plan)

- At least **3** participating AMS should be ready to start testing by August 2018
- The implementation of the ACDD is approximately in 2019

e-SPS Development



Timeline (Provisional plan)

- At least **2** participating AMS should be ready to start testing by October 2018
- The implementation of the **e-Phyto** is approximately in 2019



The Way Forward

The 3rd Strategic Plan for Thailand logistics (2017- 2021)



2nd Strategy : The Development of Infrastructure and Facility

2nd Tactic

Full operation of NSW



Expedite the establishment of NSW Operator



To support the development of NSW to completely enable G2G, G2B transactions as well as ASEAN Single Window



To link the Port Community System

- Laem Chabang Port
- Bangkok Port
- Suvarnabhumi Airport

2nd Strategy : The Development of Infrastructure and Facility (cont.)

3rd Tactic

e-Logistics Development



To support the simplification of procedures



To standardize the Customs tariff and statistics

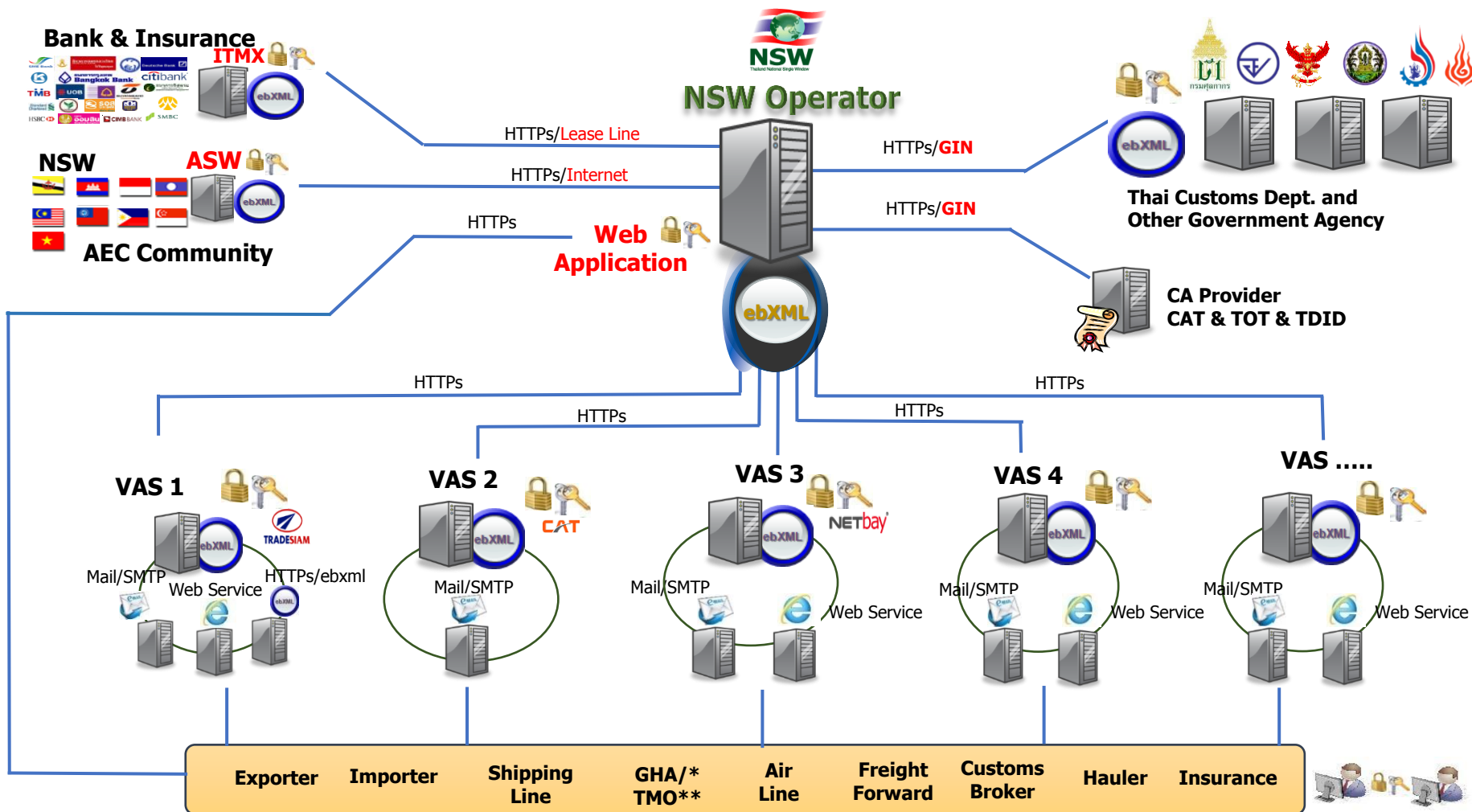


To develop the one Single Entry form



To revise the laws and regulations concerning trade facilitation

The Architecture of National Single Window To Be e-Trade Facilitation of Thailand





The Selection Process of NSW Operator

1. Background



The National Logistics Development Committee meeting (the membership of the committee consists of Prime Minister as the Chairperson, Deputy Prime Minister, and Ministers) assigned the resolution to the Sub-committee on the National Single Window Administration and Development to provide the regulation and selection of the National Single Window Operator.



The Sub-committee on the National Single Window Administration and Development define the scope and the responsibility of the NSW Operator. For example, to develop the central electronic data interchange for government agencies and business sectors, to cooperate with the import, export and logistics houses, to support the link establishment between ASEAN member countries and countries in other regions.



The Sub-committee on the National Single Window Administration and Development meeting had the resolution to approve the model of the regulation and selection of the National Single Window Operator by designated the Government-owned company as the NSW Operator. Currently the method of selecting approach is being processed to propose and subsequently approved by the cabinet.

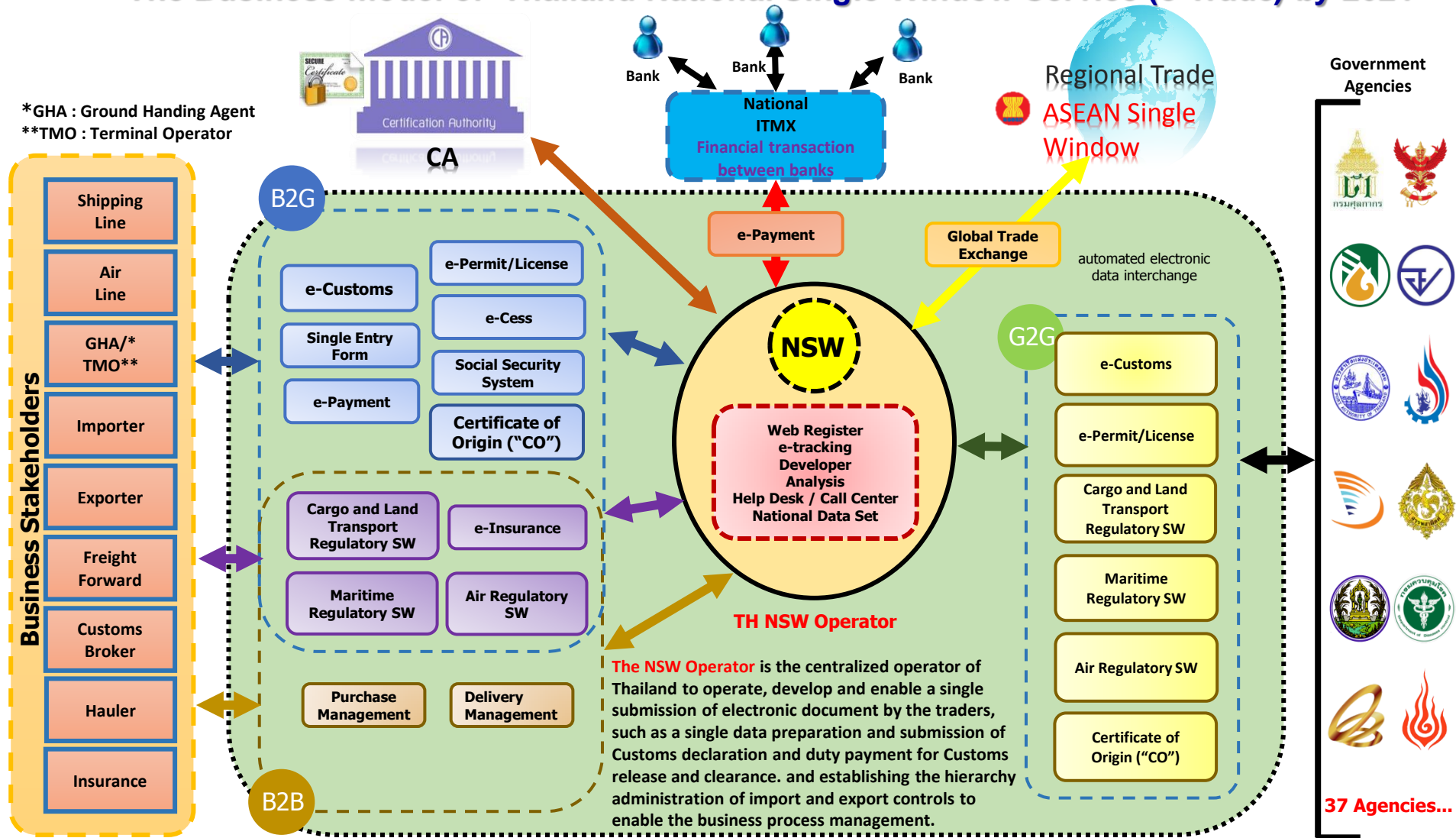


CAT

Sense of Communications
CAT Telecom Public Company Limited

The Business model of Thailand National Single Window Service (e-Trade) by 2021

*GHA : Ground Handling Agent
**TMO : Terminal Operator



The Components of e-Trade Facilitation in 2021

Component	Detail
G2G Regulatory NSW	Single Window Inspection for collaborating in border control among the relevant agencies
Cargo and Land Transport Regulatory SW	The procedures for controlling the movement of commodities and transports through the border to extend the current function of NSW
Maritime Regulatory SW	The system for the cooperation and security of the transportation and navigation through the maritime boundary
Air Regulatory SW	The system for the cooperation and security of the aircraft flying through the territorial sky
Air PCS (Airport SW)	The system for the cooperation and data linkage between the private transport operators and the regulatory authorities to facilitate the transportation of goods by air
Sea PCS (Seaport SW)	The system for the cooperation and data linkage between the private transport operators and the regulatory authorities to facilitate the transportation of goods by sea



Challenge

The Priority Agendas

1

Review and revise the laws and regulations to eliminate the redundant responsibilities among agencies

2

Allocate the budget to the agencies to develop all electronic transactions

3

Push forward the NSW data linkage of some agencies to complete for all their controlling goods

The Priority Agendas (cont.)

4

Define the KPI for each agency to develop the application for permit/license linking via National Single Window

5

Raise the managerial or administration level's awareness to proceed the tasks following the policy of THAILAND 4.0

6

Request for the budget approval by each agency to develop the data linkage of permit and license through NSW

7

Push forward the development of e-Payment by relevant agencies linking via NSW to facilitate the traders

The Major Challenge



All relevant agencies' cooperation in import, export, and logistics enhancement

The cooperation from private sectors to notify the obstacles and recommendation to the government agencies for improving their work processes and increase the paperless services





THANK YOU