

# 国际贸易单一窗口建设工作介绍

## 一、中国国际贸易单一窗口建设的顶层设计

### (一) 建设目标 The goal of construction

根据联合国对单一窗口的定义（联合国 33 号建议书对单一窗口的定义是“使贸易和运输相关各方在单一登记点递交满足全部进口、出口和转口相关监管规定的标准资料和单证的一项措施。如果为电子报文，则只需一次性地提交各项数据。”）

结合我国建设实践，确定我国单一窗口建设总体目标为：实现申报人通过电子口岸平台一点接入、一次性提交满足口岸管理和国际贸易相关部门要求的标准化单证和电子信息，相关部门通过电子口岸平台共享数据信息、实施职能管理，处理状态（结果）统一通过单一窗口反馈给申报人。

We set up our general goal of SW construction combined with our experiences and practices. That is. The realization of lodging standardized documents and E informations required by the port and international trade management departments at a single entry point through the E port by the declarer once. The concerning departments share the data informations in the E port platform. performing their respective management functions. Then feedback the results or the processing status to the declarer through the WS.

对比国际组织给出的单一窗口定义，我国单一窗口建设

同样突出了“一点接入”和“一次性提交”，这是单一窗口的基本内涵；同时结合我国口岸信息化建设实际，强调发挥电子口岸平台作用，有效避免了重复建设和资源浪费。

Compared with the definition stipulated by the international organization. Our SW construction also focuses on a single entry point and once. This is the basic connotation of SW. We lay emphasis on the function of our E port and avoid reconstruction and waste of resources after a serious review of our port IT construction experiences.

简单来说，单一窗口如同是给企业开启的一道大门。建设单一窗口平台的目的是为了帮助政府部门处理日常工作，而是为了便利企业一次性提交口岸管理和国际贸易相关部门要求的格式化单证和电子信息。单一窗口最重要的功能是企业提供了一个和政府沟通的单一的点。对于这个“单一点”要正确理解，不是说只能存在一个平台，可以存在多个平台供企业提交数据，只要这些平台背后政府部门的监管方式是协调的，数据是高效共享的。无论企业使用哪个平台，一次提交就可以满足所有的监管要求，我们就可以认作为这个国家就已经建成了单一窗口环境。

The construction of SW platform is to facilitate the enterprises to submit the formatted documents and E informations required by port and international trade management developments instead of helping the government departments to handle daily work. The most important

function of SW is to provide a connection point between the government and the enterprises for better communication. This single entry point doesn't mean that only one platform exists. Many platforms can be existed for enterprises to submit data provided that these platforms are connected with government developments from which data could be shared efficiently and supervision mode are harmonized. Which ever platform the enterprise use. One submission can meet all the requirements of all supervision departments. We may believe that a SW Environment has been built in this country.

## **（二）建设模式**

我们在设计和建设单一窗口时保持了开放心态，且注重理论联系实际，充分借鉴了国际上单一窗口建设的成熟经验，同时体现中国特色。

We are opened minded in designing and constructing SW. focusing on theory from the real practice and borrowing matured experiences from outside world in this aspect while keeping the Chinese characteristics.

总体布局是依托中央和地方两个层面的电子口岸公共平台建设单一窗口，中央层面依托中国电子口岸平台，以“总对总”方式与各口岸管理和国际贸易相关部门系统对接，实现信息数据互换共享；地方层面原则上以省（区、市）为单位，依托本地电子口岸按照统一标准建设一个省域单一窗口，最终实现国家部委之间、地区之间以及国家部委与地区

之间的互联互通。中央层面统一标准规范，统一共性基本功能，即制定“规定”动作。地方在完成“规定”动作的前提下，围绕地区特色和企业需求，拓展“自选”动作，打造全国一体化的单一窗口环境。充分发挥中央和地方两个层面的积极性和作用，既是我国单一窗口建设顺利开展的关键，也是对国际单一窗口建设理论实践的突破和贡献。

The overall layout is to establish SW depending on E port public platform in central and local levels. In the central level through the China E port platform. the concerning ministries who control the ports and international trade management have access to data sharing. In the local level provinces build their regional SW based on local E port with a unified standard. Finally the connection among ministries and provinces would come true. Unified standards and functions will be made in the central level. Under the stipulated framework some tailored made substandards can be made in local level so as to meet the requirements of the local enterprises. Aiming at setting up a nation wide integrated SW environment. We will bring the faculties of the central and local levels into full play. It's the key work in our country's SW development and it's also some theoretical breakthrough and contributions to the international SW construction.

### **（三）建设内容 Construction contents.**

#### **1. 应用服务功能建设**

中央层面统筹推进单一窗口基本功能建设（单一窗口标准版建设），包括：

applying service function construction.  
The central level.

a. 口岸执法与基本服务功能。主要包括货物申报、运输工具申报、税费支付、贸易许可和原产地证书申领、企业资质办理、出口退税申报、查询统计等全流程服务功能。

A. Port enforcement and basic service function.  
mainly include whole service function of cargo declaration. transportation vehicle declaration. duties. Taxes and other charges payment. trade license and certificate of origin application. enterprises registration. export refund application. statistics enquiry etc.

b. 跨部门信息共享和联网应用。口岸管理相关部门数据的联网共享与综合利用。

B. Trans departments informations sharing and internet application. The internet sharing and integrated utility of the data from the concerning port management departments.

c. 与境外信息交换功能。服务国家“一带一路”发展战略，支持跨境联网合作，实现与国际上单一窗口的互联互通。

C. information exchange function outside the territory. support the one belt one road development

strategy. withhold the trans border internet cooperation. realize the connection with the international SW.

**地方层面拓展实施单一窗口特色服务功能，包括：**

**Exploit and carry out SW service function with characteristics at the local level. including.**

**a. 口岸政务服务功能。**结合本地口岸通关业务特色需求，建设本地口岸政务服务项目，如物流监管、特殊区域、港澳台贸易等。

**A. Port administrative service function.**

**Adapted to the port cargo processing requirements. establish administrative service projects in local port such as logistics supervision. special supervision zone. HK. Macau. Taiwan trade mode etc.**

**b. 口岸物流服务功能。**结合本地口岸业务特点与需求，打通港口、机场、铁路、公路等物流信息节点，促进运输、仓储、场站、代理等各类物流企业与外贸企业的信息共享和业务协同，支持水、陆、空、铁及多式联运等多种物流服务方式，积极开展与地方各类物流信息平台的互联合作，推动外贸与物流联动发展。

**B. Port logistics service function. Adapted to the requirements and characteristics of the local port business. remove the barriers of the logistics informations among sea ports. Airports. Railroad.**

Inland road. Etc. promote information sharing and cooperation among transaction companies. storage companies. storage yards. forwarding agents and logistics companies. Importers and exporters etc. support water. land. air railway and multi transportation service mode develop cooperation among all kinds of local logistics information platforms. booster the interaction between foreign trade and inland logistics.

c. **口岸数据服务功能。**以口岸管理相关部门的通关物流状态信息为基础，整合运输工具动态信息、集装箱信息、货物进出港和装卸等作业信息，形成完整的通关物流状态综合信息库，为企业提供全程数据服务，方便企业及时掌握通关申报各环节状态。

#### C. Port data service function.

We take the informations of cargo processing of the concerning departments in the port as a preliminary database combined with dynamic informations of vehicles. containers. loading and unloading activities etc to build a complete cargo processing status database. For the purpose of providing all round data service. enterprises can get the status informations of their declared goods.

d. **口岸特色应用功能。**发挥单一窗口信息资源、用户

资源集聚优势，与金融、保险、电商、通信、信息技术等相关行业对接，为国际贸易供应链各参与方提供特色服务，有效支持地方口岸新型贸易业态发展。

**D. Port applying function with characteristics.**

**We take the advantages of the converge of the resources from SW. client s. combined with the departments of finance. insurance. e. commerce. communication and IT etc. We provide services with characteristics to the game players in the supply chain in international trade and support new industries development in local port.**

**2. 标准体系建 Construction of standardized system.**

**a. 数据简化和标准化。**遵循国际贸易便利化领域相关国际及国家标准，遵照国际通行做法积极开展国际贸易数据简化和标准化，并建立数据协调和简化长效工作机制。

**A.Data simplification and standardization.**

In compliance with the international and state standards in trade facilitation. adopting the conventional practices. We try to simplify and standardize the international trade data and establish a permanent mechanism to coordinate this job.

**b. 统一门户。**统一界面、统一标识、统一域名规范。整体命名为“中国国际贸易单一窗口”，各地平台面对企业的登录界面命名为“中国（XX）国际贸易单一窗口”。

**B. Unique address.unique face.unique mark.unique address.**

the general name is China international trade SW. For the local

platform. it's China (. ). International trade SW.

**c. 统一认证。**统一单一窗口的用户管理和身份认证，分步实施，最终实现一次注册、全国通用。

C.Unique identification.Unique identification of the client management and ID. We will take steps towards the goal of one registration for nationwide use.

**d. 统一数据接口标准。**中央层面统一接口的管理与发布，参与各方向单一窗口统一开放接口标准，为单一窗口标准版的制定和推广应用提供必要的技术支持和指导。

D.Unified data terminals standards.

We will unify terminal management in central level. participate in the work of terminal opening standards and building of SW standard version. provide technique support and instruction at local level whenever necessary.

**e. 统一数据管理规范。**建立数据资源共享目录，建设多边交换的数据共享池，完善数据共享机制，做到数据授权使用和对外许可提供。

E.Regulations on unified data management.

We establish a catalogue of sharing data resources and multi lateral data exchange station. improve the data sharing mechanism in which only authorized game players can use data and data can be released after approval.

**f. 统一信息安全规范。**加强对系统、网络和数据的安全防护和应急管理，制定信息安全管理指南，明确单一窗口建

设各方的权利和责任，签订安全管理协议。

F.Registrations on unified information safety management.

We stipulate information safety management instructions and confirm the rights and responsibilities on which safety management contract should be signed so as to strengthen the safety protection and emergency management of the system. internet and data.

**g. 统一运维保障体系。**充分依托电子口岸现有运维体系，建立健全一体化单一窗口运维保障机制，规范服务接入和服务标准，明确各方运维职责，实现各负其责、联合保障。

G. We make good use of the contemporary E port system. then we establish and improve the operation support system of an integrated SW.We regulate the standards on services of connection and confirm the responsibilities of the game players so that a combined support system with clear responsibilities of all the participants could be realized.

#### **（四）工作机制 Working Mechanism**

采用国家和地方两个层面的协调共建机制。国家层面通过国务院口岸工作部际联系会议统筹推进全国单一窗口建设，统一业务规范和技术架构，制定单一窗口建设规范和标准体系，统一单一窗口共性的基本功能，制定单一窗口标准版并推广应用。地方层面由各省（区、市）人民政府牵头形成单一窗口建设协调推进机制，负责落地实施，推广应用单一窗口标准版，遵循有关标准规范，整合地方资源，完善平

台设施，积极拓展地方特色服务功能。

Using the national and local levels of coordination and co-construction mechanism. The national level through the State Council port work inter-ministerial contact conference co-ordination to promote the national single window construction, unified business norms and technical structure, the development of a single window construction norms and standard system, unified a single window common basic functions, develop a single window standard version and promote the application.

The local level led by the provincial government to form a single window to promote the construction of coordination mechanism, responsible for landing implementation, promotion and application of a single window standard version, follow the relevant standards, integration of local resources, improve platform facilities, and actively expand the local characteristics of service functions.

#### **（五）建设阶段** Construction stage

2016年，在前期试点的基础上加强顶层设计，完善工作机制，中央和地方继续协同推进单一窗口建设。中央层面统一标准规范，统一基本功能，完善基础设施，初步实现统一门户，组织制定单一窗口标准版。到2017年底，实现单一窗口标准版在全国推广应用。

Last year, we are committed to strengthen the top design,

improve the working mechanism, the central and local continue to promote a single window construction. The central level unified standard specification, unified basic functions, improve the infrastructure, unified portal, organization to develop a single window standard version. To the end of 2017, to achieve a single window standard version in the country to promote the application.

到 2020 年底前，实现单一窗口功能由口岸通关执法环节向前置和后续环节拓展，进一步覆盖国际贸易链条各主要环节，实现与“一带一路”沿线主要国家单一窗口互联互通，使单一窗口成为中国全面参与塑造国际经济治理新格局的重要贸易基础设施。

By the end of 2020, to achieve a single window function by the port clearance to further cover the international trade chain. To achieve with the "the belt and road" major countries along the single window interoperability, so that a single window to become China's overall participation in shaping the new pattern of international economic governance, an important trade infrastructure.

## 二、建设案例 Cases

### **(一) 地方层面试点建设 Pilot projects in different customs districts**

1. 上海依托电子口岸建设单一窗口，汇集整合了以往相互独立的、“烟囱式”的申报监管系统和窗口现场业务，在

一个平台进行数据处理和交换，实现企业通过单一窗口一次性提交申报，“一站式”办理；监管部门通过单一窗口反馈办理结果，共享数据信息。单一窗口打破了信息孤岛，消除了系统堵点。

1. Shanghai customs district is building the Single Window based on e-port. Due to the combination of the independent and chimney-like customs declaration and control systems and different customs fields into one unified platform to process and exchange data, companies are able to experience the one-stop service with one declaration through Single Window. As information and results can be shared among different port authorities through Single Window, the isolated islands of information will be connected with each other and the blocking points of system will be erased.

目前，上海单一窗口形成了“监管+服务”的9个功能板块。对接22各部门，服务15万家企业。作为公共服务，企业申报免费使用。上海口岸95%的货物申报、全部的船舶申报，都已经是通过单一窗口来办理。

So far, the Single Window in Shanghai has 9 functional parts featuring “supervision+service”, cooperating with 22 departments and serving for 150,000 companies. As a kind of public service, it is free for the companies when they do customs declaration. 95% of goods declaration and all the ship declaration in Shanghai are now handled through Single

Window.

## **2.案例一：进口货物通关案例（20 秒）**

### **2. Case 1: customs clearance for imported goods**

第一个案例是进口货物申报。以往企业需要面对多套应用系统，需要两组团队，重复的录入数据超过 1/3。现在，通过系统集成，在单一窗口只需要面对一套系统，一组团队，数据自动导入。完成申报由 1 天压缩到了半小时。

The first case is about declaration for the imported goods. In the past, it required 2 teams of the company to finish declaration in several application systems, with more than one third data being repeatedly input. At present, it only requires 1 team to finish 1 system in the Single Window, with data being automatically input. Therefore, declaration time has been reduced to half an hour from 1 day.

## **案例二：船舶离港案例（20 秒）**

### **Case 2: ships departing from the port**

第二个案例是船舶离港手续办理。以往企业需要分别跑窗口现场去办理、去盖章，还要把纸质许可证送达到船长。现在，让数据跑路。通过单一窗口，在线办理，“串联”变“并联”，电子签章，网络送达。突破了时间和空间限制。办理时间由 1 天到以秒计。

The second case is about procedures for the ships to depart from port. In the past, companies had to get their documents stamped from different windows and hand over their paper

certificates to the captain. At present, it is the data that will do the running. In Single Window, procedures are handled online with electronic stamps and results are delivered by online website. Thus, temporal and spatial limitations have been broken and required time has been minimized into seconds from 1 day.

### **3.成效 Deliverables**

上海单一窗口，从上线到 1.0 版、2.0 版，都借鉴了国际上建设单一窗口的成熟经验。目前，全面覆盖口岸通关执法领域，正在深度融合贸易监管功能和营造商业环境，已经成为全球业务处理规模最大的单一窗口，是具有国际先进水平的单一窗口。通过制度创新和技术创新，取得了积极成果。

The Single Window in Shanghai customs, both version 1.0 and 2.0, has leaned good experience from international community in this field. So far, it has been applied in all the customs clearance and enforcement fields. With deeply integrating supervision over international trade and creating favorable business environment, it has become the Single Window with largest scale of business and advanced level across the globe. Achievements have been made through institutional and technological innovation.

a.提效降本。压缩了通关时间，货物申报由 1 天到半小时，船舶申报由 2 天到 2 小时；节约了各类申报企业的时间和人力成本，每年可达 20 亿以上。

a.to improve efficiency while reducing cost. Declaration time for goods has been reduced from 1 day to half an hour and it has been decreased from 2 days to 2 hours for ships. Time and cost of human resources for the companies has experienced sharp fall with more than 2 billion every year.

b.为实现“三互”提供平台支撑。实施单一窗口，提高了监管效率和透明度，优化了监管服务的流程。

b. to provide a platform for realizing the “three mutuals”. Efficiency and transparency of supervision have been improved and procedures of control and service have been optimized through implementing Single Window.

c.上海口岸占全国 **1/4** 的进出口贸易量。全面实施单一窗口，在促进口岸和外贸发展、提高贸易便利化方面，将会发挥更加积极的作用。

c. Trade volume of Shanghai port accounts for one fourth in China. Single Window will play a larger role in further promoting trade facilitation and development.

d.从上海口岸看，今年 1-10 月，关区进出口贸易、港口集外贸装箱量和航空外贸货邮量，都保持了增长。呈现外贸保持回稳向好的态势。

d. Volume of import and export trade, packing containers and air parcels concerning foreign trade in Shanghai port have maintained growth in the first 10 months this year.

2016 年 11 月 22 日，李克强总理在考察上海电子口岸公

司时称赞单一窗口，在当前全球进出口贸易萎缩情形下，你们创造的经验，为扩大我国进出口贸易打造了新亮点。

On November 22<sup>nd</sup> in 2016, when premier LI Keqiang visited Shanghai E-port Company, he spoke highly of Single Window and said,"in the context of the shrinking of international trade across the world, your experience has created a new highlight to enlarge our import and export trade."

**（二）中央层面标准版建设** Building single window standard version on central level

依托中国电子口岸平台，以“总对总”方式与各口岸管理和国际贸易相关部门系统对接，构建中国国际贸易单一窗口标准版（以下简称单一窗口标准版）。

Relying on China E-port platform, Docking with the related systems of the port management and international trade departments with "the total to the total" approach, we built China International Trade Single Window Standard Version (hereinafter referred to as single window standard version).

**1. 业务分析：**企业在口岸通关过程中，依照中国法律法规要求需要向多个部委所属职能部门进行业务申报，办理相关业务手续。目前大多数部门都开发了业务信息化系统，实现了各自部门业务申请、办理、回复的电子化和网络化。但是在中央层面，各部门系统间缺乏协同互动、未实现充分的数据共享，企业在口岸通关过程中需要登录不同的系统填报数据，严重影响了口岸通关效率。业务方面存在的主要问题

总结如下：

1. Business analysis: According to the requirements of Chinese laws and regulations, in the process of customs clearance, enterprises need to declare business to a number of functional departments of different ministries.

At present, most departments have developed a business information system, that supports applying, processing and responding within their respective business through electronization and network.

But in the central level, the systems of various departments have not collaborate to achieve full data sharing, enterprises need to login different systems to fill in the data in the port clearance process. This seriously affects the port clearance efficiency. The main problems in the business are summarized as follows:

- a. 登录多个部门系统，多次录入重复数据内容；
- b. 缺乏“一站式”办理业务统一平台；
- c. 单证格式、数据要求不统一；
- d. 企业申报难度大，工作量大；
- e. 各部门之间数据缺乏共享，系统互操作性程度低；
- f. 各地建设地方单一窗口，存在重复建设情况。

A. Login multiple department systems and repeat duplicate data content;

B. Lack of "one-stop" business unified platform;

- C. Document format, data requirements are not unified;
- D. Enterprise reporting is difficult and heavy workload;
- E. Lack of data sharing between departments, low degree of system interoperability;
- F. Local construct local single window, there is duplication of construction.

## **2. 建设内容**

即中央层面负责的建设内容：口岸执法与基本服务功能、跨部门信息共享和联网应用和与境外信息交换功能。1.0版包括货物申报、运输工具申报、税费支付、贸易许可和原产地证书申领、企业资质办理、出口退税申报、查询统计等全流程服务功能。标准版具体建设任务分阶段实施，各口岸部门参与建设，并提供统一的接口标准和必要技术支持。

### **2. Construction contents**

That is, the construction contents on the central level: port law enforcement and basic service functions, cross-departmental information sharing and networking applications, and overseas information exchange functions.

Single Window Standard Version 1.0 includes the whole process service function such as declaration of goods, declaration of transportation, tax payment, trade license and application of certificate of origin, enterprise qualification, export tax return declaration and query statistics.

The specific construction of Single Window Standard

Version is implemented in stages, the port department participate in the construction, and provide a unified interface standards and the necessary technical support.

### 3. 功能特点

a. 解决总对总，横向打通。中央层面依托中国电子口岸平台，以“总对总”方式与各口岸管理部门和国际贸易相关机构系统对接，实现信息数据互换共享，开展国际合作对接。

b. 地方能够推广应用标准版。推广应用单一窗口标准版，同时结合本地口岸通关业务特色需求，进一步提升和扩展项目的应用功能，建设建设本地口岸政务服务项目，如物流监管、特殊区域、港澳台贸易等。

c. 支持地方拓展个性化特色服务。标准版的基本功能需要提供丰富的手段，能够让地方进行既简单又灵活的集成和使用，能够满足地方进行个性化需求的二次开发，实现标准版和地方的有机融合。

d. 运维、客服一体化。充分依托电子口岸现有运维体系，建立健全一体化单一窗口运维保障机制，规范服务接入和服务标准，明确各方运维职责，实现各负其责、联合保障。

### 3. Features

A. Solve the total to the total, horizontal open up. On the central level, relying on China E-port platform, with the "the total to the total" approach, docking the related systems of the port management and international trade department, we achieved information data exchange and sharing, carried out

international cooperation docking.

B. Local can promote the application of the standard version. Local can promote the application of single window standard version, combined with the local port customs clearance business needs, to further enhance and expand the application functions of the project, construct local port government services, such as logistics supervision, special areas, Hong Kong, Macao and Taiwan trade.

C. Support local development of personalized service. The basic functions of the standard version need to provide a wealth of means to allow the local to carry out both simple and flexible integration and use, to meet the local needs for the secondary development of personalized requirements, to achieve the integration of standard version and local.

D. Operation and maintenance, customer service integration. Fully relying on the existing E-port operation and maintenance system, establish and improve the operation and maintenance mechanism of single window, standardize service access and service standards, clear all aspects of operation and maintenance responsibilities, to achieve joint protection.

#### **4. 架构布局**

根据建设目标，中国国际贸易单一窗口标准版（简称单一窗口）既要支撑中央层面集中管控业务的统一办理，确保业务流程统一、数据规范一致，又要支撑各地根据地方实际

拓展本地特色服务，同时兼顾无特色服务地区系统部署版本的统一规划建设。建设一个可扩展、可伸缩、可协同、可维护的完整信息化体系架构。中国国际贸易单一窗口的中央层面负责总对总的交互，而中央层面与地方层面的交互，主要是为了实现口岸执法功能业务数据申报及地方特色数据共享，存在 SaaS 服务、组件集成、服务集成这三种业务场景，具体的场景描述如下：

#### 4. Architecture layout

According to the construction objectives, Single Window Standard Version (referred to as single window) is necessary to support the unified management of centralized control business on the central level to ensure unified business processes and consistent data specifications, but also support the local development personalized services according to the actual. While taking into account the unified planning and construction of system deployment version on the non-special service area. Building an extensible, scalable, collaborative, maintainable, complete information architecture. The central level of the single window is responsible for the total interaction, the purpose of interaction between the central level and local level is to achieve the business data declare of port law enforcement function and local personalized data sharing, there are three business scenarios: SaaS services, component integration, and service integration, the specific scenario is

described as follows:

a. SaaS 服务，适用于当地未建设单一窗口，直接提供 SaaS 服务给地方层面调用，对中央层面功能及服务高度复用。

b 组件集成，适用于已经建设了单一窗口，提供组件给地方层面集成到本地页面中，组件包括了前台页面及后台逻辑服务，对中央层面功能及服务中度复用。

c. 服务调用，适用与已经建设了单一窗口，提供后台服务给地方层面调用，对中央层面功能及服务低度复用。

A.SaaS service.This is applied to the area without building a single window, local level can directly call the SaaS services that central level provided, the functions and services of central level is high reused.

B component integration. This is applied to the area where a single window have been built, local level can integrate the components that central level provided into the local page, the components include the front page and background logic services, the functions and services of central level is moderate reused.

C. Service call.This is applied to the area where a single window have been built, local level can call the background logic services that central level provided, the functions and services of central level is low reused.

## 5. 部署实施

根据各地情况，因地制宜制定部署方案，将标准版快速推广到全国，实现 2017 年“单一窗口”在全国所有口岸全覆盖。对于未建“单一窗口”的地区，可依托本地电子口岸平台直接部署应用标准版，也可依托中国电子口岸平台部署使用标准版；已建“单一窗口”的地区，应按统一的标准规范进行改造，并向标准版过渡，逐步统一各地“单一窗口”业务规范、技术架构和共性基本功能，实现一口对接、免费报关、信息资源共享共用，全国单一窗口互联互通。

#### 5. Deployment implementation

We made a deployment plan based on local conditions in order to rapidly promote the standard version to the country, aimed to achieve covering all the ports of the country with "single window" in 2017.

For areas where a single window have not been built, the standard version can be deployed directly on the local electronic port platform, or on the China E-port Platform.

For other areas where a local single window has been built, the local single window Should be standardized according to unified standard, and transitioned to the standard version. Through gradually unifying the business specification, technical architecture and common basic functions of single window, we can achieve a "one-stop" docking, free customs declaration, sharing of information resources, the national single window interconnection.

### 三、建设经验和愿景 Experience and Vision

#### (一) 建设经验 Experience

从2年多推进单一窗口建设的实践来看，我们体会到：一是单一窗口建设没有固定模式供参考，必须要找到适合自己国家口岸和贸易管理体制的方式；二是要采用国际化的标准，多参考一些国家的做法和经验，从而找到最适合的建设方案；三是建设的核心问题是利益相关方之间的协作与联通。建设单一窗口，不同的国家有不同的方式和解决方案，利益攸关方的协调与协作是重点；四是单一窗口的运营模式也不固定。从国际上的经验来看，可以是政府部门、私人企业或者政企合作，具体的方式应当参考各自国家的具体情况。

From the practice of pushing forward the construction of Single Window in the past 2 years, we can draw the following experience. Firstly, since there is no fixed way to build Single Window, we must find our own way that is suitable to our ports and trade management. Secondly, we should adopt international standard and learn the experience and practice from foreign countries before working out our own plan. Thirdly, the core issue of building Single Window is coordination and connectivity between stake holders, in spite that ways and solutions vary with different countries. Fourthly, operational mode for Single Window is also unfixed. From an international perspective, there is partnership among government authorities

or between government and private companies in Single Window, but we have to find one that is most suitable to our national conditions.

## **(二) 下一步愿景 vision for the future**

**一是要使单一窗口功能由口岸通关执法环节向前置和后续环节拓展。**下一步我们要研究推动单一窗口与港口物流系统的对接和集成，以及单一窗口与市场监管公共信用平台的互联互通，使单一窗口功能由口岸通关执法环节向前置和后续环节拓展，并逐步向相关物流商务服务延伸，即实现口岸服务单一窗口，为贸易供应链的各个参与方提供贸易便利化与增值服务。同时积极利用新技术建设和发展单一窗口，探索实现“互联网+”与传统申报业务的深度融合，创新单一窗口公共服务模式，利用大数据提升政府监管和决策水平。引入移动互联技术，实现移动单一窗口等。

**First, to extend the function of Single Window from customs clearance and enforcement at port to the pre-clearance and post-clearance.** Next step we would like to implement that a Single Window platform connection and integration with port logistics system, and interconnectivity between the Single Window platform and the Market Supervision of Public Credit Platform, so that a Single Window function extended from the port clearance enforcement link to the front and follow-up link, and extended to the logistics provider gradually, that is, to achieve a Single Window of port

services to provide the facilitation and valuable services to trade supply chain of all participants. At the same time, establish and develop a Single Window with new technology, to explore the integration of "Internet +" and the traditional declaration, innovative a Single Window public service model, the use of big data to enhance government's control and decision. The use of mobile Internet technology, to achieve a mobile Single Window platform.

**二是要加强宏观策划，解决相关技术问题。**解决这些问题是需要分时间分阶段的。第一步是要进行单一窗口全流程业务分析，清楚了解目前国家的实际情况和当前的国际贸易或者进出口贸易的流程；第二步是要协调简化业务流程中涉及的数据和单证，单一窗口项下的数据和单证具有多部门的特征，推动各部门之间数据协调和简化，是完善单一窗口建设和实现部门间信息共享和互换的基础。目前这项工作我们也在推进过程中，企业通过单一窗口标准版进行货物申报的数据项由 205 项减少到 173 项，减少 15.6%，运运输工具申报数据项由 1113 项减少到 371 项，减少 66.7%；第三步如果在国家层面这些数据已经协调好的话，还要争取和国际上通行的数据标准相协调，最后通过 IT 技术建立单一窗口系统和实现数据的跨境流动与交换。

**Second, to strengthen macro-planning to solve the relevant technical problems.** To solve these problems we divide the time in phases. The first step is to analyze the all flow

related to the Single Window platform, a clear understanding about the actual situation of the nation and the current flow of international trade or import and export trade; the second step is to coordinate and simplify the data and documents involved. This information and documentation often has to be submitted through several different agencies, each with their own specifics. Strengthen the data coordination and simplification between the different agencies, is the basis of improve the construction of Single Window platform and achieve the sharing and exchange the data between the different agencies. At the moment, we are on the way of promoting the process, the enterprise's declaration of items decrease from 205 to 173, decreased 15.6%, items of transportation declaration decrease from 1113 to 371, decreased 66.7%; the third step is that the data at the national level has been coordinated, a international data standards should be coordinated, and finally use the IT technology to establish a Single Window platform and the realization of cross-border data exchange.

**三是要通过单一窗口推动口岸执法流程优化和简化。**和数据协调一样，流程再造也是实现单一窗口真正内涵不可能不触及的方面，而且比数据协调复杂的多。我国的单一窗口建设基本上没有涉及流程的变化，目前的单一窗口还只是“物理变化”，需要逐步向“化学反应”发展。随着法制化、国际化、便利化的营商环境不断完善，适时推动加入单一窗

口的有关部门进行业务流程分析，提出改善流程的建议，谋求口岸管理和执法流程的优化，使之更适应单一窗口环境。

**Third, to optimize and simplify the procedures of law enforcement at port through Single Window Platform.**

The same with data coordination, flow re-establish is to achieve the real content of Single Window really cannot reach, and more complex than the data coordination. China's Single Window construction is not involved the changes of flow yet, the current Single Window is just "physical changes", need to gradually "chemical reaction" development. With the legalization, internationalization and facilitation of the business environment to be improved, timely promote the relevant governmental authorities which participated to analyze the existing procedures, give recommendation to improve flow and optimize the law enforcement flow to make it more suitable for the Single Window facility environment.

这项工作我们也开展了一些尝试，比如单一窗口统一认证。例如，海关和质检部门要求企业申报的认证程序和认证介质完全不同，现我们已和各参建部门初步达成共识，采用跨域信任模式实现全国单一窗口统一认证。

We have already carried out some attempts, such as unified certification of the Single Window facility. For example, the requirements between Customs authority and Quality Inspection authority for enterprises to declare the certification process and

certification medium is completely different, and now we have reach the consensus with the relevant authorities that use of cross-domain trust model to achieve a unified national Single Window certification.

**四是配合国家“一带一路”战略，探索单一窗口国际互联互通。**贸易、供应链交易都具有跨边境属性，国家层面建设的系统将来和要和其他国家的系统对接而共享数据，只有这样单一窗口才能给国家带来充分的利益。目前，很多组织就实现贸易数据跨境的传输，或者单一窗口系统间的联通提出了自己的一些项目和数据标准。比如世界海关组织(WCO)提出的全球海关网络(GNC);一些国家提出了 E-permit 电子证书信息跨境互换; WCO 的数据模式 3.0 等。

**Fourth, to explore connectivity of Single Window across the world in accordance with the national strategy of "One Belt, One Road".** Trade, supply chain transactions have cross-border properties, in the future the national system connected with other countries's system and exchanged data, only such a Single Window facility can be beneficial for the nation. At present, many organizations have achieved cross-border trade data transmission, or interconnectivity between their Single Window facilities which with their own projects and data standards. Such as the World Customs Organization (WCO) proposed the Globally Networked Customs (GNC); some countries have proposed E-permit

information cross-border exchange; WCO data model 3.0 and so on.

下一步，我们将一方面积极跟踪国际上单一窗口建设发展的最新方向，逐步采用国际普遍适用的数据协调和技术标准，保证各项数据的通用性；同时保持系统的开放性，特别是系统与其它国家或区域系统的互用性和互通性，未来将单一窗口打造成与“一带一路”沿线国家之间互联互通的最便捷对接口。另一方面贯彻落实“一带一路”发展战略，选择与我贸易关系紧密且单一窗口比较成熟的国家，如新加坡、韩国等，研究探索单一窗口的国际对接。

The next step, we will actively track the latest development of international Single Window construction, gradually adoption of international data coordination and technical standards to ensure the versatility of the data; while maintaining the system open, especially the connectivity of the system between China and other countries or regional area, to make the Single Window facility as the most convenient interface of connectivity with the "one belt one road" involved countries. On the other hand to implement the " one belt one road " development strategy, choose some countries which have close relationship on trade and have well-developed Single Window facility, such as Singapore, South Korea, etc., to explore Single Window facility of international connecting.

**五是要研究建立我国国际贸易单一窗口的法律框架。建**

立单一窗口是一个复杂的过程，往往需要对现行法规进行修改，例如，有关电子单证和电子签署的法律效力问题，数据共享、保存、销毁及归档的安全保密问题。因此，对有关贸易数据交换的现有及潜在法律障碍进行分析是建立和运行单一窗口的必要步骤。

**Fifth, to establish a legal framework for Single Window .**

It is a complicated process to build Single Window, in which some current regulations will be amended, such as the legal effect of electronic documents and electronic signature, and security of the data when it is shared, saved, destroyed and filed. Therefore, it is a necessary step to analyze the current and potential legal barriers for the exchange of trade data .