Features of information interaction between the B2G sectors in seaports with application of «Single window» mechanism

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Instead of a SINGLE WINDOW sea carriers upload data to the FOUR information systems:

- Module of registration of ship arrivals (Port Call)
- «СКАП», «СПАРДЕК»
- «FillBill» коммерческая
- Портал «Морской порт»
- Ministry of Transport of Russian Federation
- Administration of the sea port
- Custom check-point
- FCS of Russian Federation
Instead of a single submission, documents and information are submitted 3 times.

1. **ПРЕДВАРИТЕЛЬНОЕ ИНФОРМИРОВАНИЕ**
   таможенных органов
   за 6 часов
dо прибытия судна

2. **УВЕДОМЛЕНИЕ О ПРИБЫТИИ СУДНА**
   таможенного органа

3. **КОМИССИЯ НА ПРИХОД**
   Получение штампа
   «Выгрузка разрешена»
   от таможенного органа

**Портал ФТС**
«МОРСКОЙ ПОРТ»

Обязанность предоставления бумажных документов при подаче предварительной информации в электронном виде.
Предоставление дублирующих документов: грузовой декларации/судового манифеста и коносаментов с идентичным объемом сведений.
There is a downtime of 100% of vessels (that exists from the Soviet Union time)

ПРИБЫТИЕ судна в порт
Окончание ШВАРТОВКИ
Начало РАЗГРУЗКИ

3-4 часа просто в ожидании прибытия и окончания работы "КОМИССИИ НА ПРИХОД" («гос. контроль на борту судна»)
Delays of 100% of vessels and goods when DEPARTING from ports of the Russian Federation

Окончание ПОГРУЗКИ

Разрешение на УБЫТИЕ из порта

УБЫТИЕ судна из порта

1-2 часа простоя в ожидании прибытия и окончания работы «КОМИССИИ НА УХОД» («гос. контроль на борту судна»)
TOTAL of 4-6 HOURS of DOWNTIME for each ship calling in a port of the Russian Federation. Is it a lot?

- A vessel will be late to the schedule of the port Services (for example, to the beginning of the change of stevedores 8.00–20.00 and 20.00–8.00);
- Delay of the scheduled time of exit from the port via the channels (for example, from the Big port of St. Petersburg and from the port of Kaliningrad);
- Delay of the appointed time of Straits passage (for example, through Bosphorus and Dardanelles to the port of Novorossiysk);
- Delay of the arrival into the next port («missed window»);
- Delays of vessels in Russian ports for 4–6 hours «due to the weather»;
- Extra cost for cargo sent to Russian ports is up to $ 200 per container;

THE LOSS OF ATTRACTIVENESS OF THE RUSSIAN PORTS!
Preliminary informing will not replace the «Single window» mechanism

<table>
<thead>
<tr>
<th>№</th>
<th>Characteristics</th>
<th>Preliminary informing of the Customs authorities</th>
<th>«Single window» mechanism</th>
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<tbody>
<tr>
<td>1.</td>
<td>Information receiver</td>
<td>Custom</td>
<td>Authorized authority of «Single window» mechanism</td>
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<td>2.</td>
<td>Single entry point</td>
<td>Receipt of information by the customs authorities does not release the sender from responsibility for bringing the information to the rest of Public authorities through other information systems</td>
<td>The authorized authority provides access to data not only to customs authorities, but also to other Public Authorities. Many information systems could be replaced by the «Single window» mechanism</td>
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<td>3.</td>
<td>One-time provision of information</td>
<td>The preliminary information does not obviate the need for a re-submission of information upon arrival of the vehicle (vessel) and cargo</td>
<td>The «Single window» mechanism implements the requirement of a single submission of information by carriers and traders. The fact of arrival of the vessel is reported by the seaport administration</td>
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<td>4.</td>
<td>Uniform format of information provision</td>
<td>The choice of information presentation format is influenced by the existing information systems of customs authorities</td>
<td>The format of information provision is determined from the point of the convenience for data providers of transport market participants and foreign trade. &quot;Single window&quot; for seaports receives information from the maximum number of sources in all possible data formats</td>
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<td>5.</td>
<td>Use of international standards of electronic data exchange</td>
<td>The need to improve customs information systems according to international standards</td>
<td>A single solution to the problem of accepting information according to international standards and transforming it into a common format for the benefit of all the parties</td>
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<td>6.</td>
<td>Resource efficiency</td>
<td>Departmental system of preliminary informing of customs authorities</td>
<td>The interagency system for all Public authorities in which the preliminary informing of customs authorities is a particular issue (one of many).</td>
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<td>7.</td>
<td>Coordinated border management</td>
<td>Preliminary information is the basis for the functioning of the risk management information system (RMIS) of the customs authorities</td>
<td>The information received by the «Single window» mechanism is the basis for the functioning of the RMIS of all Public authorities. The integrated RMIS for coordinated border management can be implemented in the «Single window»</td>
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</table>
Mechanism of the «SINGLE WINDOW» is important to minimize the «human factor».
The initial steps for the introduction of the «Single window» mechanism

1. Appointment of the «Authorized body» that is responsible for the implementation of the whole «Single window» mechanism (for the final result), and not for the implementation of the «details».
2. Development of the project of Federal law regulating legal relations related to coordinated border management.
4. Development of a legal act of the Russian Federation that will:
   (a) establish a legal institution for preliminary information;
   b) provide the conditions and order for introduction of obligatory preliminary informing on sea transport;
   c) provide conditions and operating procedures for Public authorities for preliminary informing on sea transport.
Thank you for attention!

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