Basic Terminology used in Trade Facilitation and Port Community System

World Customs Organisation Related Terms

Advance Cargo Information Guidelines (ACI)

The Advance Cargo Information (ACI) Guidelines have been prepared in order to assist Members in developing a legal basis and other necessary steps to enable the advance electronic transmission of Customs data.

Advance Passenger Information Guidelines (API)

Advance Passenger Information (API) involves the capture of a passenger's biographic data and other flight details by the carrier prior to departure and the transmission of the details by electronic means to the Border Control Agencies in the destination country. API can also act as a decision making tool that Border Control Agencies can employ before a passenger is permitted to board an aircraft. The API Guidelines were prepared jointly by the WCO, IATA and ICAO as a starting point for all parties considering the implementation of API.

Animal Quarantine Inspection Procedure Automated System (ANIPAS)

This system, which concerns the quarantine inspection of imported livestock products, was introduced in 1997 in order to speed up application procedures for the animal quarantine stations in Japan. It is an electronic document processing system and a feature of NACCS, Nippon Automated Cargo Clearance System.

Automated System for Customs Data (ASYCUDA)

ASYCUDA is a computerised customs management system which covers most foreign trade procedures. The system handles manifests and customs declarations, accounting procedures, transit and suspense procedures. It also generates trade data that can be used for statistical economic analysis. The software is developed in Geneva by UNCTAD. ASYCUDA takes into account the international codes and standards developed by ISO (International Organisation for Standardisation), WCO (World Customs Organization) and the United Nations. The system provides for Electronic Data Interchange (EDI) between traders and Customs using EDIFACT (Electronic Data Interchange for Administration, Commerce and Transport) rules.

Cross Border Reference Data Model (CBRDM)

The Cross Border Reference Data Model is a joint UN/CEFACT – WCO project. It describes the structure of the most important information required to exchange goods in international trade. The reference data model is generic and it is intended that countries will map their individual data requirements against the CBRDM and generate bilateral or multilateral subsets that meet the common information needs. The CBRDM will integrate relevant international standards and best practice. The project will deliver a core component based data model for cross border data exchange including a high level Business Requirement

Specification and a Requirements Specifications Mapping. A first deliverable of the project will be a strategy to integrate WCO data requirements into the core component based data model. After completion of the Open Development Process review phase the project will promote implementation of the CBRDM in a stepped approach.

Data Model Project Team (DMPT)

The Data Model Project Team (DMPT) is an expert group of the Information Management Sub-Committee (IMSC) charged with the maintenance of the Data Model. A major focus of the work of the DMPT is the assessment of the Data Maintenance Requests against the WCO Data Model. It is a joint Customs/Trade group.

EPCglobal

EPCglobal is involved in the development of industry-driven standards for the Electronic Product Code™ (EPC) to support the use of Radio Frequency Identification (RFID) in today's fast-moving, information rich, trading networks. It is a subscriber-driven organisation comprised of industry leaders and organisations focused on creating global standards for the EPCglobal Network™. Its stated goal is increased visibility and efficiency throughout the supply chain and higher quality information flow between companies and their key trading partners.

ISO/IEC 15459 – Information Technology – Unique Identifiers

ISO/IEC 15459-2:2006 specifies the procedural requirements to maintain a non-significant, unique identifier for item management applications, and outlines the obligations of the Registration Authority and Issuing Agencies. ISO/IEC 15459-:2006 excludes those items where ISO has designated Maintenance Agencies or Registration Authorities to provide identification schemes. It does not apply to freight containers, because their unique coding is specified in ISO 6346, *Freight containers -- Coding, identification and marking* vehicles, because their unique identification is specified in ISO 3779, *Road vehicles -- Vehicle identification number (VIN) -- Content and structure* car radios, because their unique identification is specified in ISO 10486, *Passenger cars -- Car radio identification number (CRIN)*.

Japanese Electronic Open Network Trade Control System (JETRAS)

The Japanese Electronic Open Network Trade Control System, JETRAS, provides for the electronic submission and approval of import and export permits to Customs.

Nippon Automated Cargo Clearance System (NACCS)

The Nippon Automated Cargo Clearance System, NACCS, is the "Community System" of Japan and provides for the electronic exchange of import and export information in relation to the processing of Customs procedures in the air and maritime environments.

Other Government Agencies (OGAs)

The term Other Government Agencies, OGAs, is used by Customs Administrations to refer to those other Departments or related Agencies outside Customs. It usually references Agencies that also have a role to play in terms of the official processing of international trade in goods and services.

Permanent Technical Committee (PTC)

The Permanent Technical Committee (PTC) of the WCO acts under the overall direction of the WCO Council and Policy Commission, with administrative support provided by the WCO Secretariat. The role assigned to the PTC at its inception was to initiate technical studies (other than as regards Nomenclature and Valuation) with the object of enabling the Council to discharge the obligations of the Convention establishing the CCC in accordance with the general purposes of the Convention. For this purpose, the powers conferred upon the Council by virtue of Article III of the Convention are, save as regards the provisions of paragraphs (c), (d), (e) and (h) of that Article, delegated to the Committee insofar as they are necessary for the execution of its functions. The Committee does not have the power to make recommendations to Governments of Members or to international organizations without the express authority of the Council.
The Committee also performs such particular tasks as may be assigned to it by the Council or under the terms of Conventions adopted by the Council. The PTC is composed of representatives of the Members of the Council. Each Member may nominate one delegate and one or more alternates to be its representatives on the Committee. These delgates are normally those within the member administrations with responsibility for matters relating to Customs procedures and trade facilitation. The Committee may decide to invite representatives of international organizations to attend sessions of the Committee as observers.

Revised Kyoto Convention

The Revised Kyoto Convention is the WCO's International Convention on the Simplification and Harmonisation of Customs Procedures. It entered into force in 2006 (the original Kyoto Convention entered into force in 1974). The revised Kyoto Convention is the tool to assist the development of global Customs procedures. Once implemented widely, it will provide international commerce with the predictability and efficiency that modern trade requires. The Revised Kyoto Convention elaborates several key governing principles - chief among these are the principles of:

transparency and predictability of Customs actions

standardization and simplification of the goods declaration and supporting documents

simplified procedures for authorized persons

maximum use of information technology

minimum necessary Customs control to ensure compliance with regulations

use of risk management and audit based controls

coordinated interventions with other border agencies

partnership with the trade

The Revised Kyoto Convention promotes trade facilitation and effective controls through its legal provisions that detail the application of simple yet efficient procedures. The Revised Convention also contains new and obligatory rules for its application which all Contracting Parties must accept without reservation.

The Global Shipment Identification Number (GSIN)

The Global Shipment Identification Number that identifies a virtual grouping of logistic units for the purpose of transport. The shipment contains logistic units that are identified with a SSCC (Serial Shipping Container Code).

The Global Trade Item Number (GTIN)

The Global Trade Item Number (GTIN) is probably the most well known identification number issued by GS1. It is the 12-digit number shown below the Universal Product Code (U.P.C.) barcode. It is the Global Trade ItemNumber that identifies any item or service that might be ordered, and invoiced and for which master data is available. Within an item identified with a GTIN other GTINs may be packed that represent another item hierarchy.

The Information Management Sub-Committee (IMSC)

The Information Management Sub-Committee (IMSC) was established in order to initiate work and studies on all aspects of the use of Information Technology and the management of information in the Customs area, with a view to allowing for greater facilitation of international trade, increasing the efficiency and effectiveness of Customs control and identifying potentials for improving existing systems and reducing costs. To this end the IMSC will take only those actions which support the WCO Strategic Plan. Each Member of the WCO and any other Contracting Party to a Convention established or administered by the WCO shall have the right to be represented as a member on the IMSC. However, opinions on any matter concerning a particular Convention shall be formulated only by the representatives of Contracting Parties to that Convention. Other representatives to which that Convention does not apply shall participate in the discussion as observers only. Subject to the approval of the Chairperson of the Sub-Committee, the Secretary General may invite representatives of non-Member governments or of international organizations to attend meetings of the Sub-Committee as observers. In order to achieve the mandate, the IMSC should :

(i) Evaluate and keep Members informed of new IT developments and their impact on Customs

(ii) Provide advice and guidance and launch special programmes for Members to assist them in streamlining current procedures, in progressively adopting IT/electronic commerce and in resolving difficulties (e.g. with electronic signatures and other legal issues)

(iii) Seek access for Members to additional resources to implement automation and electronic commerce/EDI by co-operating with other governmental and non-governmental international organizations

(iv) Continue to promote, in close co-operation with other international organizations, the implementation of electronic commerce, including UN/EDIFACT, for the interchange of Customs information among Customs administrations and between Customsadministrations and trade participants

(v) Identify Members' training needs in IT and EDI and seek the assistance, where necessary, of Member administrations and other international organizations for this training

(vi) Assist Members in enhancing their efforts in Customs control and trade facilitation by employing electronic commerce/EDI

The Serial Shipping Container Code (SSCC)

It is the Serial Shipping Container Code that identifies any logistic unit for the purpose of transport and warehousing. The logistic unit typically contains Trade Items that are identified with a GTIN (Global Trade Item Number). The SSCC was used as the UCR in a simple scenario pilot of the Unique Consignment Reference.

Transport Internationale Routiers (TIR)

Transport Internationale Routiers, or International Road Transport (TIR) can be used to move goods to, from and between European, North African and near Asian countries (i.e. where it is not possible to use EU Community/Common Transit). TIR is an international system allowing goods to travel across one or more international borders with minimal customs involvement. Although 65 countries have signed the TIR Convention currently it can only be used in 55 of them. Goods that are moved under TIR can pass through these countries with Customs duties and other taxes suspended without the need for unloading / reloading at international frontiers. The EC is deemed to be 'one country' for the use of TIR.

Unique Consignment Reference (UCR)

The Unique Consignment Reference UCR is a reference number for Customs use and may be required to be reported to Customs at any point during a Customs procedure. The UCR should be :

Applied to all international goods movements for which Customs control is required

Used only as an access key for audit, consignment tracking and information, reconciliation purposes

Unique at both national and international level

Applied at consignment level

Issued as early as possible in the international transaction.

The main objective of the UCR is to define a generic mechanism that has sufficient flexibility to cope with the most common scenarios that occur in International Trade. The basis of the UCR is to make maximal use of existing Supplier, Customer and Transport references. The fundamental considerations behind the current UCR concept devise from the need for Customs authorities to facilitate legitimate International Trade, while, at the same time, not "opening the flood gates" as a by-product of relaxation of controls. The UCR will provide Customs with a efficient tool to exchange information between enforcement agencies. As one of the leading international trade organizations expressed:

"Like an electronic staple designed for e-commerce, a UCR binds information together all the bits of date about a trade transaction, from initial order and consignment of goods by a supplier, to the movement of those goods and arrival at the border, through to their final delivery to the importer".

The UCR enables the various information systems of a Customs service and its trading partners to work together in the most effective way possible. If properly applied, it permits the information from the goods declaration to be joined with that form the manifest at the earliest stage in the Customs process.

WCO Data Model or WCO Customs Data Model

The WCO Data Model, also known as the WCO Customs Data Model (WCO CDM) is originated from the G7 data set which was handed over to the WCO in January 2002. The WCO CDM, containing the G7 data sets, the G7 EDIFACT message specifications, the G7 code lists, and the Kyoto Customs Data Principles was adopted as version 1.0 in June 2002. The model was reexamined and updated to version 1.1 to include data necessary to identify high-risk goods (completed – June 2003). It was subsequently updated to version 2.0 based on international standards to include data pertaining to transit and transport requirements only Other Government Agencies' requirements too complex (deferred to version 3). Version 2.0 was endorsed by the WCO Council in June 2005. Work is currently taking place to finalise version 3.0.

Framework of Standards to Secure & Facilitate Global Trade (SAFE Framework of Standards)

The SAFE Framework aims to establish standards that provide supply chain security and facilitation at a global level to promote certainty and predictability. It also aims to enable integrated supply chain management for all modes of transport, to enhance the role, functions and capabilities of Customs to meet the challenges and opportunities of the 21st Century, to strengthen co-operation between Customs administrations to improve their capability to detect high-risk consignments, to strengthen Customs/Business co-operation and to promote the seamless movement of goods through secure international trade supply chains.

The Framework consists of four core elements. *First*, the Framework harmonizes the advance electronic cargo information requirements on inbound, outbound and transit shipments. *Second*, each country that joins the Framework commits to employing a consistent risk management approach to address security threats. *Third*, the Framework requires that at the reasonable request of the receiving nation, based upon a comparable risk targeting methodology, the sending nation's Customs administration will perform an outbound inspection of high-risk containers and cargo, preferably using non-intrusive detection equipment such as large-scale X-ray machines and radiation detectors. *Fourth*, the Framework defines benefits that Customs will provide to businesses that meet minimal supply chain security standards and best practices.

The Framework, based on the previously described four core elements, rests on the twin pillars of Customs-to-Customs network arrangements and Customs-to-Business partnerships. The two-pillar strategy has many advantages. The pillars involve a set of standards that are consolidated to guarantee ease of understanding and rapid international implementation. Moreover, the Framework draws directly from existing WCO security and facilitation measures and programmes developed by Member administrations.