

ERIA TRADE IN SERVICES SECTORAL QUESTIONNAIRE – ASEAN SINGLE WINDOW

COVERAGE

This questionnaire covers regulations and procedures that have been identified in business surveys as providing the most prevalent and/or significant barriers to the movement of goods across borders within the ASEAN region. The research findings were summarised in the chapter on Trade Facilitation in ERIA Research Project Report 2008 No. 1 on Deepening East Asian Economic Integration.

INTRODUCTION

The questionnaire is divided into two parts.

- The national policy section covers progress toward achieving a National Single Window for goods clearance, the introduction of electronic information exchange and management, and the development of transparency in trade regulation.
- The regional cooperation section covers national progress towards participating in an ASEAN Single Window, towards streamlining and harmonising Customs marking requirements, and towards granting mutual recognition of conformance assessments of whether goods meet each country's technical requirements.

Note (1): Please give information for the current year only.

Note (2): Whenever a question is not applicable, (eg because the particular activity or institution is not allowed), please indicate using 'NA', rather than leaving the cell blank. Please also explain why the question is not applicable.

Note (3): Where reporting monetary values, please note currency.

Note (4): If insufficient space is provided, please attach additional information on separate sheets.

SUGGESTED INFORMATION SOURCES

Government department in charge of Customs

Other agencies involved in the clearance of goods at borders, ie banks, insurance companies, port authorities, other agencies involved in issuing permits, transport companies, importers

A logistics company (if necessary)

Chapter2: Appendix4- Questionnaire form, ASEAN Single Window

I. National Policy

A. National Single Window

1. Is there a single point of entry for the submission of all data and information required to move goods across borders?	
Pilot scheme (eg only at some ports)?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Full implementation at all points of entry?	<input type="checkbox"/> No <input type="checkbox"/> Yes

2. How must the data be submitted?	
Paper?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Electronically?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Mix of both?	<input type="checkbox"/> No <input type="checkbox"/> Yes

3. How is the data processed?	
Entered into a single database for use by all relevant agencies?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Entered into two separate databases (or passed on twice) for different purposes?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Entered into three separate databases (or passed on three times) for different purposes?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Entered into four separate databases (or passed on four times) for different purposes?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Entered into five or more separate databases (or passed on five or more times) for different purposes?	<input type="checkbox"/> No <input type="checkbox"/> Yes

4. Clearance and release	
Is there a time limit for approval of declarations?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is actual performance measured against target?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is there a fast-lane procedure for regular importers with a good track record?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Can duty payment be made by electronic funds transfer?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is there automatic release of goods once payment is received?	<input type="checkbox"/> No <input type="checkbox"/> Yes

5. Risk assessment			
	No	Sometimes	Yes
Are there clearly identified risk assessment criteria for cargo inspection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is pre-arrival information used in risk assessment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is selection for examination done electronically, based on risk criteria?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is X-ray equipment used in examination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is manual inspection subject to time limits?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B. Transparency and due process

6. Trade regulation	
Is trade regulation available online?	<input type="checkbox"/> No <input type="checkbox"/> Yes
How often is the website updated – please state (eg monthly, annually)	
Is there provision for online feedback from importers etc?	<input type="checkbox"/> No <input type="checkbox"/> Yes

Chapter2: Appendix4- Questionnaire form, ASEAN Single Window

Is there a telephone hotline for queries about procedures?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is there a formal system of consultation between Customs and industry participants (importers, freight forwarders, transport operators)?	<input type="checkbox"/> No <input type="checkbox"/> Yes
If yes, please give details (eg how often it is convened, who participates)	
Is there a system of appeals in Customs matters?	<input type="checkbox"/> No <input type="checkbox"/> Yes
If yes, please give details (eg name of organisation, whether it is independent of Customs Department:	

7. Performance	
Are clearance times measured according to the World Customs Organisation's time-release methodology?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Is the data made public?	<input type="checkbox"/> No <input type="checkbox"/> Yes

II. Regional Cooperation

8. Is your country participating in the ASEAN Single Window?	
Pilot scheme (eg only at some ports, or for limited time)?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Full implementation at all points of entry?	<input type="checkbox"/> No <input type="checkbox"/> Yes

9. Is your country working towards streamlining and harmonising Customs marking requirements ¹ within ASEAN?	
Developing preferred approach at national level?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Participating in regional discussions?	<input type="checkbox"/> No <input type="checkbox"/> Yes

10. Is your country working towards mutual recognition of conformance assessments within ASEAN?	
Developing preferred approach at national level?	<input type="checkbox"/> No <input type="checkbox"/> Yes
Participating in regional discussions?	<input type="checkbox"/> No <input type="checkbox"/> Yes

If you have any queries about this questionnaire, please contact:

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¹ The Customs marking requirement is a technical standard that defines the information to be printed on the package such as country of origin, weight, special symbols for dangerous substances and the like.