

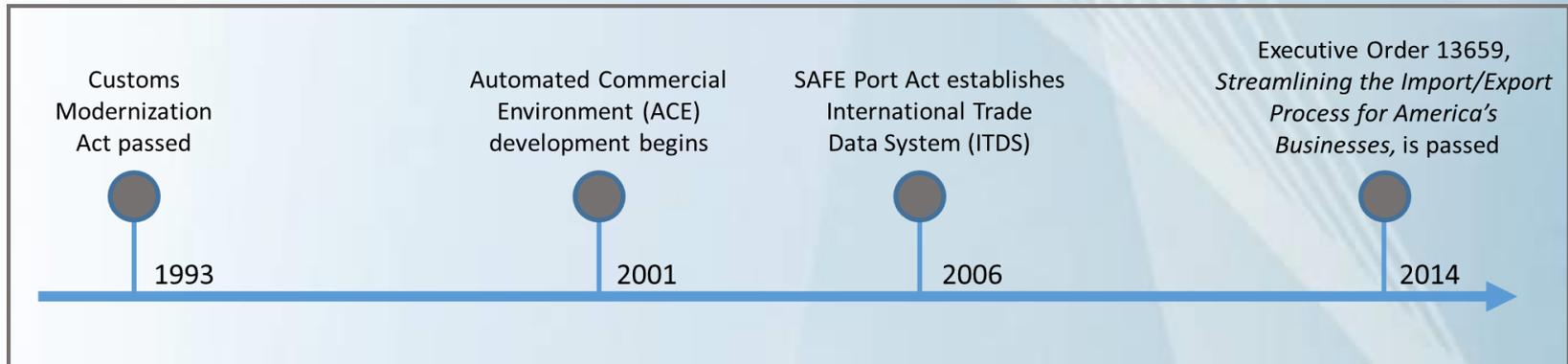


**COORDINATED BORDER MANAGEMENT**  
**Case Studies**

# Case Studies

- United States
- Singapore
- Germany

# United States Journey to a Single Window Lessons Learned



- Cargo business process re-engineering begin in the mid 1990s
- ACE programming began in **2001** to streamline data
- International Trade Data System (ITDS), an interagency initiative that established a single system for the collection and distribution of trade data, mandated in **2006**
- Executive Order signed in **2014**, set deadline for US single window completion and established Border Interagency Executive Committee (**BIEC**)
- Executive Order Implementation Deadline: December 31, 2016

# Border Interagency Executive Council (BIEC)

Develop policies and processes to enhance coordination across customs, transport security, health and safety, sanitary, conservation, trade, and phytosanitary agencies with border management authorities and responsibilities to measurably improve supply chain processes and improve identification of illicit shipments.

The BIEC is chaired by the Department of Homeland Security with a Vice Chair to be selected every two years among BIEC members.

Committees for Risk Management, External Engagement, and Process Coordination

# Border Interagency Executive Council (BIEC)

BIEC membership is at the Department level and includes representatives from the following departments and independent agencies:

- U.S. Department of Agriculture
- U.S. Department of Commerce
- U.S. Department of Defense
- U.S. Department of Health and Human Services
- U.S. Department of Homeland Security
- U.S. Department of the Interior
- U.S. Department of Justice
- U.S. Department of State
- U.S. Department of Transportation
- U.S. Department of the Treasury
- U.S. Consumer Product Safety Commission
- U.S. Nuclear Regulatory Commission
- U.S. Environmental Protection Agency

# Border Interagency Executive Council (BIEC)

A critical success factor in implementing coordinated border management is the establishment of a high level forum to resolve issues pertaining to interagency collaboration and enable effective integrated government action.

The Executive Order formally enhanced collaboration efforts between the work of the BIEC and the International Trade Data System (ITDS) Board of Directors to drive policy coordination among the technical experts engaging on Single Window development (ITDS Board of Directors) and the high-level policy decision makers (BIEC) to focus on improving border management policies and processes across the U.S. government in partnership with non-governmental stakeholders.

# Border Interagency Executive Council (BIEC)

- The International Trade Data System (ITDS) Board of Directors was established under the Security and Accountability for Every Port Act of 2006 (SAFE Port Act).
- The SAFE Port Act directed all agencies that require documentation for the import and export of cargo to participate in ITDS to establish a single portal system, or single window, for the collection and distribution of trade data.

# Border Interagency Executive Council (BIEC)

- The formation of the BIEC was ultimately premised on the understanding that CBP could not successfully execute its mission on its own and interagency collaboration is fundamental to achieving its modernization goals.
- The Border Interagency Executive Council (BIEC) enables CBP and partner government agencies to continue to work towards a “one-government” approach governing the movement of goods across national borders.

# Singapore: TradeNet, Singapore's National Single Window

- One of the major trade barriers is the ease of obtaining regulatory approval for the import, export or transshipment of goods. In a conventional pre-national-single-window environment, traders have to manually submit different applications to different government authorities.
- A single national electronic window system allows a single electronic application to be submitted to all relevant government authorities for processing and approval.
- TradeNet is Singapore's National Single Window. This is an online trade declaration facility linked with the relevant governmental agencies so that traders need not approach the individual agencies for licensing applications and documentation.

# Singapore: TradeNet, Singapore's National Single Window

- The efforts to improve efficiency of trade brought together key government agencies involved with trade, as well as private sector groups. These government and private sector players included:
  - Trade Development Board
  - Customs and Excise Department
  - Port of Singapore Authority
  - Jurong Town Corporation
  - Civil Aviation Authority of Singapore
  - Singapore Telecoms
  - Other CAs
  - Singapore National Shipping Association
  - Singapore Freight Forwarders Association
  - Singapore Air Cargo Agents Association
  - Board of Airline Representatives
  - Federation of Chambers of Commerce and Industry

# Singapore: TradeNet, Singapore's National Single Window

- A TradeNet Steering Committee was created to oversee the process and organize the intensive efforts needed to streamline trade procedures.
- The Steering Committee was supported by 3 working sub-committees, namely, the Maritime Community Sub-committee, the Air Community Sub-committee and the Government Sub-Committee.
- TradeNet, Singapore's National Single Window, involved much more than an IT system. There were changes required to be made for procedures and the way the government and private sector went about their work in terms of trade documentation and regulation.

# Singapore: TradeNet, Singapore's National Single Window

- Building TradeNet was a challenge. To have it go live on time, the TradeNet team focused on simplifying information required for exchange and transaction processing components of the system.
- Other capabilities to handle more complex processes were planned to be implemented in a phased approach.
- Singapore launched TradeNet, the world's first NSW, on 1 January 1989.

# Singapore: TradeNet, Singapore's National Single Window

- Today, under the purview of the Singapore Customs, TradeNet is available 24 hours a day, 7 days a week.
- Permit application approvals are conveyed electronically to the sender through TradeNet within 10 minutes in 99% of the cases.
- Thus, the cost and turnaround time for the preparation, submission and processing of trade and shipping documents are reduced.
- Together with a risk management approach using the information declared by traders in TradeNet, cargoes which are assessed to be of low risk are cleared quickly without unnecessary delays at the border.

# Singapore: TradeNet, Singapore's National Single Window

- Customs Advisory Council was established in 2000 with public and private sector members to advise on the strategic directions of Singapore Customs.
- The Council deliberates on Customs-related initiatives and provides feedback and advice on industry trends, government policies and other matters that may affect cross-border trade and the delivery of border services.
- It also functions as an active platform to solicit external advice from the business sector.

# Singapore: TradeNet, Singapore's National Single Window

- Singapore Custom's focus on organization excellence led to improvement in stakeholder and customer engagement in 7 key areas:
  - **Leadership:** as part of the planning process, the senior management of Singapore Customs reviews the department's partnerships with key partner government agencies and identifies areas of collaboration
  - **Planning:** Adopting a global perspective in planning to develop strategic responses for a whole-of-government approach in collaboration with partner government agencies
  - **Information:** Ensuring seamless flow of critical and timely information across the supply chain
  - **People:** Enhancing human capital through effective training, job rotation and exposure to partner government agencies' work
  - **Processes:** Involving customers, stakeholders and partners in the design of new facilitation schemes
  - **Customers:** Understanding customers' changing business needs and working with partner government agencies to co-create solutions better meet customers' needs
  - **Results:** Continuous improvement to raise the bar and challenging ourselves to bring the organisation to greater heights

# Germany: Coordinated Border Management between Border Guard and Customs administration

- The German Customs Administration supports and practices a close cooperation between the different authorities working at the border.
- However, it endorses the view that each country should be able to choose a cooperation model taking into account its particularities in terms of organisational structures, competences, location etc.
- In Germany the level of cooperation depends on different means of transport (via airport, seaports, land borders).
- The German Customs Administration prefers border management to focus on coordination rather than integration and therefore promotes the use of the expression “Coordinated Border Management” (CBM) instead of “Integrated Border Management” (IBM).

# Germany: Coordinated Border Management between Border Guard and Customs administration

- According to Germany's view, a coordination of border management implies a strict separation of competences between border guards and customs on the one hand, but a comprehensive transfer of competences on the other hand for any first action at the border if necessary.
- This means that, for instance in the absence of the border guard for any first action at the border, a customs officer may fulfil the tasks of a border guard and vice versa.

# Germany: Coordinated Border Management between Border Guard and Customs administration

- Sect. 66 “Official Tasks of Customs Officers in the Areas of Responsibility of the Federal Border Police”
  - (1) The Federal Ministry of the Interior, in agreement with the Federal Ministry of Finance, may entrust customs officers with the discharge of tasks relating to the police control of transfrontier traffic (Sect. 2 (2) No 2) at individual border crossing points, if this facilitates the clearance of transfrontier passenger traffic.
  - (2) Where customs officers discharge tasks in line with Paragraph 1 above, they shall have the same powers as Federal Border Police officers. In this respect, they are subject to the supervisory control by the Federal Ministry of the Interior and the subordinate Federal Border Police authorities.
- Sect. 67 “Official Tasks of Federal Border Police Officers in the Areas of Responsibility of the Customs Administration”
  - (1) The Federal Ministry of Finance, in agreement with the Federal Ministry of the Interior, may entrust Federal Border Police officers with the discharge of tasks relating to customs administration at individual border crossing points, if this facilitates the clearance of transfrontier passenger traffic.
  - (2) Where Federal Border Police officers discharge tasks in line with Paragraph 1 above, they shall have the same powers as Federal Customs officers. In this respect, they shall be subject to the supervisory control by the Federal Ministry of Finance and the subordinate customs offices.

**Thank you for  
your attention**