

**PRELIMINARY
COMMERCIAL AND MILITARY
ELECTRONIC CUSTOMS INTERFACE**

for the

DOD CALS IDE PROJECT

January 1997

**Submitted to:
D.N. AMERICAN, INC.
1000 Technology Drive, Suite 3220
Fairmont, WV 26554**

**In support of
Contract No. DEAM21-96-MC32239
T.O. No. HQ00038-6199-0002**

CDRL Sequence Number A004

MANAGEMENT
TECHNOLOGY
ManTech Advanced Technology Systems

Robert S. Kidwell
Technical Director
DoD CALS IDE Project

Jack G. Richman
Executive Director
DoD CALS IDE Project

TABLE OF CONTENTS

LIST OF TABLES.....	iii
1.0 INTRODUCTION	1
2.0 COMMERCIAL AND MILITARY FOREIGN CUSTOMS ACCEPTANCE PROCESSES.....	2
2.1 Commercial Foreign Customs Acceptance Processes.....	2
2.2 Military Foreign Customs Acceptance Processes	3
3.0 GENERIC FOREIGN CUSTOMS INTERFACE.....	6
3.1 World Customs Organization (WCO).....	6
3.1.1 WCO Electronic Commerce Advisory Group	6
3.1.2 Kyoto Convention.....	7
3.2 Asia-Pacific Economic Cooperation (APEC).....	8
3.3 North American Trade Automation Prototype (NATAP).....	10
3.4 UN/EDIFACT and Participating Organizations	11
3.4.1 UN/EDIFACT Messages Related to Customs and Transport.....	11
3.4.2 Pan-American EDIFACT Board (PAEB)	14
3.4.3 European Board for EDI Standardization (EBES).....	15
3.4.4 Asia EDIFACT Board (ASEB)	16
3.4.5 International Joint Customs Message Design Group (JM5).....	16
3.5 Miscellaneous.....	17
3.5.1 U.S./U.K. Prototype Trans-Atlantic Initiative	17
3.5.2 European Community Initiatives.....	17
3.5.3 United Kingdom’s Simpler Trade Procedures Board (SITPRO).....	17
3.5.3.1 United Nations Aligned Trade Documents	18
3.5.3.2 U.K. International Trade Transaction (ITT) Model	19
3.5.4 The Netherlands.....	19
3.5.5 Japan	20
3.5.6 South Korea.....	20
3.5.7 International Air Transport Association (IATA)	20
4.0 SUMMARY AND CONCLUSIONS.....	23
APPENDIX A: REFERENCES	A-1
APPENDIX B: ABBREVIATIONS AND ACRONYMS.....	B-1

LIST OF TABLES

Table 2.2-1: MTMC, AMC, and MSC Units in Countries of Interest	4
Table 3.1.2-1 Annexes Accepted by Countries of Interest.....	8
Table 3.4.1-1: Customs Messages	12
Table 3.4.1-2: Transport (General Transport Messages)	12
Table 3.4.1-3: Transport (Container Movement Messages).....	12
Table 3.4.1-4: Transport (Dangerous Goods Movement Messages).....	13
Table 3.4.1-5: Transport (Forwarding Messages)	13
Table 3.4.2-1: Fair Share Member Countries	14
Table 3.4.2-2: Associate Member Countries	14
Table 3.4.2-3: Company Members That Pay Dues Directly to PAEB Rather Than Their National Standards Body	14
Table 3.4.2-4: PAEB DLTG Message Design Groups	15
Table 3.4.5-1: September JM5 Meeting Attendees.....	16
Table 3.5.7-1: IATA Cargo EDI Messages.....	21
Table 3.5.7-2: IATA Border Control EDI Messages.....	22

1.0 INTRODUCTION

This report was developed to address, in a preliminary manner, the feasibility associated with the development and implementation of a generic electronic foreign customs interface for commercial and military cargo. The countries targeted for the feasibility study are: the United Kingdom (U.K.), the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan. This preliminary document was prepared for the purposes of providing information. The information that is provided will serve as the principal foundation for the final version. The final version will contain a detailed assessment of the compatibility between commercial and military methods and the feasibility of a generic electronic customs interface.

2.0 COMMERCIAL AND MILITARY FOREIGN CUSTOMS ACCEPTANCE PROCESSES

This section covers, in a summary fashion, information that has been obtained regarding commercial and military foreign customs acceptance processes within the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan. The next subsection summarizes commercial foreign customs acceptance processes for these countries. The subsection after that summarizes military foreign customs considerations. The final version of this document will contain, in addition to these summaries, information on actual military and commercial customs interface implementations for these countries.

2.1 Commercial Foreign Customs Acceptance Processes

A detailed examination of commercial foreign customs acceptance processes for the purposes of establishing a generic electronic foreign customs interface requires detailed information not only on current foreign customs' documentation requirements but also on current customs interface implementations. In this work, information on customs interface implementations is being sought whether it is paper-based or electronic. For this preliminary document, the paragraphs below summarize the information that has been obtained on customs interface requirements for the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan. Although the final version of this document will contain details on actual customs interface implementations within these countries, certain subsections within Section 3.0 contain some of the detailed information that has been compiled to date. More detailed information concerning the remaining paragraphs in this subsection can be found in "Overseas Shipment Operating Concepts and Military and Commercial Foreign Customs Interfaces"[1].

Similar documentation requirements exist for transferring goods into all countries researched (i.e., the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan). Forms and/or documentation such as commercial invoices, certificates of origin, packing lists, and bills of lading, have similar information content requirements amongst these countries. In terms of high-level requirements, differences exist in the number of original and/or copies needed of each document and/or certificate to successfully process items through customs.

Storage facilities and duration of storage differs from country to country based on their respective laws. Differences include, the stated time goods are allowed to remain in storage, as well as customs control and oversight while those goods are stored. Some countries require their customs officials to play a major role both in inspection and storage of imported goods, while other countries have their customs officials playing a reduced role or, more specifically, that of inspectors.

In almost all instances, agents and/or distributors are used to facilitate the transfer and distribution process for imported goods. Some agents and/or distributors are regulated by

their respective governments, while others act independently either with or without required licenses. It is also understood that personal and professional exchange still plays an important part in the import and distribution process. This is especially true in countries like Japan.

All of the countries researched share standard import requirements for what is called commonly used or domestic goods. Exceptions are made when special items such as food, animals, chemicals, cosmetics, hazardous materials, luxury items, pharmaceuticals, and alcohol are imported. Special documents, as well as special processing requirements, exist to facilitate the import of these special items.

2.2 Military Foreign Customs Acceptance Processes

This section summarizes information that has thus far been obtained regarding foreign customs acceptance processes for military cargo in the countries of interest (the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan). Foreign customs requirements regarding military cargo vary amongst nations depending on the Status of Forces Agreements (SOFAs) between the U.S. and each nation. More detailed information concerning SOFAs and the roles and missions of agencies involved in defense transportation (i.e., Air Mobility Command (AMC), Military Sealift Command (MSC), Military Traffic Management Command (MTMC), Joint Traffic Management Office, Army Air Force Exchange Service) is given in “Overseas Shipment Operating Concepts and Military and Commercial Foreign Customs Interfaces”[1].

Without going into the details concerning SOFAs, roles, and missions, it is clear that development of a generic electronic customs interface that will support both military and commercial cargo will require detailed information on current customs interface implementations, whether they are paper-based or electronic, for military cargo that enters each country. In recognition of this, a list of MTMC, AMC, and MSC units within each of these countries has been compiled. The list is provided in Table 2.2-1.

Following the release of the preliminary version of this document, these units will be contacted for the purposes of obtaining information on customs interface implementations, for military goods, within the countries of interest.

Table 2.2-1: MTMC, AMC, and MSC Units in Countries of Interest

Country	MTMC	AMC	MSC
United Kingdom	1320th Medium Port Command Unit 1035, Box 460 APO AE 0464-5460 (MTMC Terminal United Kingdom) Felixstowe, United Kingdom	627 Air Mobility Support Squadron RAF Mildenhall, United Kingdom	DET London, England
Netherlands	1318th Medium Port Command PSC 72, Box 187 APO AE 09715-5220 Rotterdam, Netherlands (MTMC Terminal Benelux) with Rhine River terminal in Mannheim, Germany	No information found at this time	MSCO Benelux, Netherlands
Germany	1325th Medium Port Command Unit 22419 APO AE 09069-4463 Bremerhaven, Germany (MTMC Terminal Bremerhaven)	621 Air Mobility/ 623 Air Mobility Support Squadron Ramstien AB, Germany 626 Air Mobility Support Squadron Rhine-Main AB, Germany	No information found at this time
Hungary	No information found at this time.	No information found at this time	No information found at this time
Spain	MTMC unit relocated to Saudi Arabia	625 Air Mobility Support Squadron NAS Rota, Spain	No information found at this time
Italy	1321st Medium Port Command APO AE 09613 Livorno, Italy (MTMC Terminal Italy) with an	No information found at this time	COMSCEUR CAPT. J. Meyers 44-171-355-5307 Naples, Italy

Country	MTMC	AMC	MSC
	outport in Lisbon, Portugal		
South Korea	1317th Medium Port Command Unit 15179 APO AE 96259-0268 Pusan, South Korea	631 Air Mobility Support Squadron Osan AB, Korea	MSCO Korea
Japan	1314th Medium Port Command Unit 35144 APO AP 96376-2900 Okinawa, Japan 1316th Medium Port Command PSC471 FPO AP 96347-2900 Yokohama, Japan	630 Air Mobility Support Squadron Ykota AB, Japan 633 Air Mobility Support Squadron Kadena AB, Japan	COMSCFE CPT. L. Diddlemyer 81-311-769-6318 Yokohama, Japan MSCO Okinawa
Saudi Arabia	1311th Medium Port Command Bahrain, Saudi Arabia 2 other detachments in Kuwait, and Qatar	No information found at this time.	MSCO Southwest Asia

3.0 GENERIC FOREIGN CUSTOMS INTERFACE

This section addresses, in a preliminary fashion, the implementation of a generic electronic customs interface with the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan for commercial and military cargo. The development of a generic electronic customs interface among multiple dissimilar countries is complicated by the fact that different countries tend to have different customs reporting requirements, different computer and communication infrastructures, different currencies, and different languages.

At this time it seems reasonable to assume that regardless of compatibility between commercial and military methods, commercial requirements will play the larger role in the nature of a generic electronic customs interface. This assumption is based on three principal facts: the DoD's increasing reliance on non-defense standards, methods, and processes[2]; the DoD's extensive use of commercial carriers[3, 4]; and customs simplification, harmonization, and automation efforts that are currently underway around the world.

Given the role that commercially-oriented electronic foreign customs acceptance processes are expected to play, coupled with the preliminary nature of this document, the subsections that follow focus on a number of known past, present, and future customs simplification, harmonization, and automation initiatives throughout the world. Particular attention is paid to those efforts that involve one or more countries that are of immediate concern (i.e., the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan). The given information will serve as a foundation for assessing the feasibility of a generic electronic customs interface. The feasibility assessment will be included in the final version of this document.

3.1 World Customs Organization (WCO)

The World Customs Organization (WCO)[5], formerly known as the Customs Cooperation Council (CCC), is active in all areas associated with customs simplification, harmonization, and automation. This section introduces the WCO Electronic Commerce Advisory Group (ECAG) and provides an overview of pertinent CCC/WCO activities, such as the establishment of the International Convention on the Simplification and Harmonization of Customs Procedures (Kyoto Convention).

3.1.1 WCO Electronic Commerce Advisory Group

The WCO has an Information Management Subcommittee that considers the implications of emerging technologies and directions associated with computers and communications[6]. The Information Management Subcommittee has an ECAG which, among other things, is chartered to assess the potential impact of developments in electronic commerce on customs activities and world trade in general[6].

The WCO's ECAG held its 13th meeting on September 2-4, 1996[7]. One of the high priority issues was the harmonization of data and codes. Due to the high priority nature of harmonization, WCO's Codes Group was expected to meet before ECAG's 14th meeting (scheduled for January 13-14, 1997). Additionally, the WCO Secretariat has been in the process of setting up a World Wide Web (WWW) server. The WCO WWW site will contain information on the WCO, the WCO Data Mapping Guide (for those involved and/or interested in Customs Electronic Data Interchange (EDI), and links to websites of member Customs administrations and international organizations involved in trade facilitation[7]. It is hoped that the WCO WWW site will also contain additional WCO documentation, such as the WCO EDI Security Handbook, etc.

3.1.2 Kyoto Convention

The Kyoto Convention is one of a number of conventions that have been established under the auspices of the WCO/CCC. The Kyoto Convention was designed to overcome obstacles inherent to international trade. The establishment of conventions that are equally binding upon all those that wish to adopt them (referred to as contracting parties) has proven to be an effective method for securing some degree of uniformity in customs regulations[8]. The Kyoto Convention has 31 technical annexes and each deals with a specific customs procedure or activity. The annexes are as follows:

- A.1. Customs formalities prior to the lodgement of the goods declaration
- A.2. Temporary storage of goods
- A.3. Customs formalities applicable to commercial means of transport
- A.4. Customs treatment of stores
- B.1. Clearance for home use
- B.2. Relief from import duties and taxes in respect of goods declared for home use
- B.3. Reimportation in the same state
- C.1. Outright exportation
- D.1. Rules of origin
- D.2. Documentary evidence of origin
- D.3. Control of documentary evidence of origin
- E.1. Customs transit
- E.2. Transshipment
- E.3. Customs warehouses
- E.4. Drawback
- E.5. Temporary admission subject to re-exportation in the same state
- E.6. Temporary admission for inward processing
- E.7. Duty-free replacement of goods
- E.8. Temporary exportation for outward processing
- F.1. Free zones
- F.2. Processing of goods for home use
- F.3. Customs facilities applicable to travelers
- F.4. Customs formalities in respect of postal traffic

- F.5. Urgent consignments
- F.6. Repayment of import duties and taxes
- F.7. Carriage of goods coastwise
- G.1. Information supplied by the Customs authorities
- G.2. Relationship between Customs authorities and third parties
- H.1. Appeals in Customs matters
- H.2. Customs offenses
- J.1. Customs applications of computers

Table 3.1.2-1 provides a listing of the countries that are relevant to the current tasking and shows the corresponding annexes that they have accepted[8]. The entries are valid as of January 1, 1993.

Table 3.1.2-1 Annexes Accepted by Countries of Interest

	A	B	C	D	E	F	G	H	J
U.S.	123	13	1	2	12348	13456	12	1	X
U.K.	12	123	1	12	134568	1236	X	X	X
Netherlands	1	13	1	12	134568	1236	X	X	X
Germany	12	123	1	12	134568	1236	X	X	X
Saudi Arabia	3	3	X	X	X	X	X	X	X
Hungary	123	3	1	123	158	15	X	X	X
Spain	12	123	1	12	134568	1236	X	X	X
Italy	12	13	1	12	13568	16	X	X	X
South Korea	2	13	1	12	135	X	X	X	X
Japan	12	1	1	1	123	56	X	1	X

3.2 Asia-Pacific Economic Cooperation (APEC)

The APEC was founded in 1989 as a result of the increasing interdependence among economies in the Asia-Pacific region[9]. Currently, APEC is very active in promoting open trade and economic cooperation. To illustrate the importance of APEC, 1994 statistics indicated that its member economies had a combined Gross National Product of over U.S. \$13 trillion (in 1994), which constituted nearly half the world's total annual output. Additionally, APEC members, at that time, represented about 46 percent of the world's total merchandise trade[9]. APEC members include:

- | | |
|-------------------|----------------------------|
| United States | Brunei Darussalam |
| Japan | Chile |
| Republic of Korea | People's Republic of China |
| Canada | Hong Kong |
| Mexico | Indonesia |
| Australia | Malaysia |
| New Zealand | Papua New Guinea |

Republic of the Philippines
Singapore

Chinese Taipei
Thailand

APEC countries are actively involved in the simplification, harmonization, and automation of customs procedures. APEC countries have agreed to simplify and harmonize their customs procedures in accordance with the International Convention on the Simplification and Harmonization of Customs Procedures (Kyoto Convention) by 1998[10]. Additionally, APEC countries have agreed to enhance the computerization of customs procedures by adopting and supporting United Nations rules for Electronic Data Interchange For Administration, Commerce, and Transport (UN/EDIFACT) by 1999[10].

In November 1994, APEC established the Subcommittee on Customs Procedures (SCCP) under the Committee on Trade and Investment (CTI). The SCCP's efforts and activities are focused primarily on simplification and harmonization of customs procedures to facilitate trade. Their activities include the exploration of risk management in conjunction with electronic commerce to facilitate cargo clearance and an assessment of the feasibility of harmonizing data elements associated with the customs processing of cargo[10]. APECs principal scheduled customs-related activities include[11]:

- Harmonization of tariff nomenclature among APEC members to the sixth digit level through adoption of the WCO Harmonized System in 1996.
- Customs seminars on computer applications (Singapore, August) and risk management (China, September) in 1996.
- A direct Customs-Industry Dialogue through an exhibition and symposium in Manila October 15-16, 1996.
- Adoption of the principles of the World Trade Organization (WTO) Valuation System in 1997.
- A publicly available information manual on APEC members' customs laws, regulations, administrative guidelines, procedures and rulings in 1998.
- Adoption of the principles of the Kyoto Convention in 1998.
- Computerization of APEC customs procedures via UN/EDIFACT by 1999.
- Introduction of an Advance Classification Ruling System by 2000.
- Adoption of the principles of the WTO TRIPs Agreement by 2000.
- Clear appeal procedures introduced by all APEC members by 2000.
- Facilities for temporary importation provided by all APEC members by 2000.

APEC's Transportation Working Group (ATWG) has undertaken a transportation EDI project. An initial evaluation of impediments to EDI has been completed and the results were based on information provided by 14 of the member countries. A report on Phase 1 of the project has been published by the APEC Secretariat[12].

Although the relationship to the aforementioned project is not entirely clear, Tradegate Australia is coordinating several EDI projects within ATWG[7]. The countries involved include Singapore, Korea, Indonesia, Malaysia, Japan, Hong Kong, New Zealand, and Australia. The projects cover commercial clearance and payment of import marine

consignments, transport of export maritime consignments to the wharf, invoice, and air waybills for both exports and imports, and a pilot project within the customs subcommittee between Australia, Singapore, and South Korea[7].

In recent customs-related activities, Australian and Philippines Customs have prepared a proposal regarding the implementation of UN/EDIFACT in APEC customs administrations by the end of 1999[7]. With respect to implementation, ten countries have requested assistance. Expected assistance sources include the International Air Transport Association (IATA), WCO, and other customs agencies. Support for the project is being sought from the Asian EDIFACT Board (ASEB) and the Pan-American EDIFACT Board (PAEB)[7].

3.3 North American Trade Automation Prototype (NATAP)

The North American Trade Automation Prototype (NATAP) is a demonstration project involving the United States, Canada, and Mexico that arose out of the North American Free Trade Agreement (NAFTA). The NATAP system is being developed to demonstrate how North American trade activities could function more efficiently through the use of common data elements, common documentation, and common processes for commercial customs clearance[13]. NATAP is being developed by the Information Exchange and Automation Working Group (IEAW), which consists of four subcommittees, out of the International Trade Data System (ITDS) Project Office. The ITDS Project Office is an interagency office of the U.S. Department of Treasury which provides independent staff support to develop and implement both NATAP and the Information Technology Initiative Number 06 (IT06) - ITDS[14].

In conceiving NATAP, the IEAW sought to experiment with techniques that would permit the non-stop movement of conveyances across North American borders. Although IEAW proposed a demonstration involving only rail transport and trucks, NATAP would demonstrate a single transaction at border crossings that could serve as a model for vessel, air, and other transactions. One essential aspect of IEAW's proposal was that the appropriate documentation would be submitted to appropriate customs agencies prior to the arrival of the conveyance.

For submission of customs documentation, the IEAW recommended the use of UN/EDIFACT. The Systems Architecture Subcommittee called for the use of three UN/EDIFACT messages. The primary message was to be the Customs Declaration (CUSDEC) message. Additional messages included Customs Cargo (CUSCAR) and Customs Response (CUSRES).

NATAP was implemented on September 9, 1996 along the southern border of the U.S. with northern border traffic to be added in November or December[7]. The implementation included CUSDEC, CUSCAR, and CUSRES with Periodic Customs Declaration (CUSPED) message expected to follow. Communication was effected

through the Internet and employed public/private key encryption. NATAP has the cooperation, support, and/or involvement of approximately 150 companies[7].

The importance of NATAP to the development of a generic electronic customs interface with the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan is not necessarily in the implementation itself but in the research that was required for it. Specifically, the research involved a compilation of common commercial goods data, common commercial transportation data, common Government-required data for goods, common Government-required data for transport, and Government-required data that is unique to each country[13]. The significance of this work is that the compiled data can serve as a very useful foundation for comparing customs reporting requirements in the countries that are relevant to the current tasking (i.e., the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan).

3.4 UN/EDIFACT and Participating Organizations

There are six regional UN/EDIFACT Boards in the world that support the activities of the United Nations Economic Commission for Europe (UN/ECE) Working Party on Facilitation of International Trade Procedures (WP.4) on the UN/EDIFACT standard. The six regions are the Pan-American region, Western European region, Eastern and Central Europe, Africa, Asia, and Australia/New Zealand. Relevant activities involving both the UN/EDIFACT standard and customs-related activities within some of the regions are covered in the subsections below.

3.4.1 UN/EDIFACT Messages Related to Customs and Transport

This section contains customs and transport-related UN/EDIFACT messages, arranged to some degree according to their specific areas of application. The classifications shown in this section are consistent with those provided by WP.4[15]. The listed messages are at varying stages in the standardization process (i.e., standard messages, draft for formal trial messages, and draft documents). Table 3.4.1-1 shows UN/EDIFACT messages related to customs. Tables 3.4.1-2, 3.4.1-3, 3.4.1-4, and 3.4.1-5 show messages related to transport. Table 3.4.1-2 shows general transport messages, Table 3.4.1-3 shows container movement messages, Table 3.4.1-4 shows dangerous goods movement messages, and Table 3.4.1-5 shows freight forwarding messages. An additional message that is relevant to this work is the Generic Statistical Message (GESMES).

Table 3.4.1-1: Customs Messages

Message	Name
CUSCAR	Customs Cargo Report Message
CUSDEC	Customs Declaration Message
CUSEXP	Customs Express Consignment Declaration Message
CUSREP	Customs Report Message
CUSRES	Customs Response Message
CUSPED	Periodic Customs Declaration Message
PAXLST	Passenger List Message
SANCRT	Sanitary/Phytosanitary Certificate

Table 3.4.1-2: Transport (General Transport Messages)

Message	Name
BAPLIE	Bayplan - Occupied and Empty Locations Message
BAPLTE	Bayplan - Total Numbers Message
GATEAC	Gate and Intermodal Ramp Activities Message
IFTMAN	Arrival Notice Message
IFTMBC	Booking Confirmation Message
IFTMBF	Firm Booking Message
IFTMBP	Provisional Booking Message
IFTMCS	Instruction Contract Status Message
IFTMIN	Instruction Message
IFTFCC	International Freight Costs and Other Charges
ITRGRP	In-Transit Groupage Message
ITRRPT	In-Transit Report Detail Message
MOVINS	Stowage Instruction Message
REACTR	Equipment Reservation, Release, Acceptance, and Termination Message
VESDEP	Vessel Departure Message

Table 3.4.1-3: Transport (Container Movement Messages)

Message	Name
CALINF	Call Information Message
COACOR	Container Acceptance Order
COARCO	Container Arrival Confirmation
COARIN	Container Arrival Information
COARNO	Container Arrival Notice
COARRI	Container Arrival Message
CODECO	Container Departure Confirmation

Message	Name
CODENO	Container Customs Documents Expiration Notice
CODEPA	Container Departure Message
COEDOR	Empty Container Disposition Order
COHAOR	Container Handling Order
COITON	Container Inland Transport Order Notice
COITOR	Container Inland Transport Order
COITOS	Container Inland Transport Response
COITSR	Container Inland Transport Space Request
COOVLA	Container Overlanded
COPARN	Container Pre-Arrival Notice
COPDEM	Container Pre-Departure with Guidelines Message
COPINF	Container Pick-Up Information
COPINO	Container Pick-Up Notice
COPRAR	Container Pre-Arrival Message
COPRDP	Container Pre-Departure Message
COREOR	Container Release Order
COSHLA	Container Shortlanded Message
COSTCO	Container Stuffing Confirmation
COSTOR	Container Stuffing Order

Table 3.4.1-4: Transport (Dangerous Goods Movement Messages)

Message	Name
IFTDGN	Dangerous Goods Notification Message
IFTIAG	Dangerous Cargo List Message
SAFHAZ	Safety and Hazard Data Sheet

Table 3.4.1-5: Transport (Forwarding Messages)

Message	Name
HANMOV	Cargo/Goods Handling and Movement Message
IFCSUM	International Forwarding and Consolidation Message
IFTCCA	Forwarding and Transport Shipment Charge Calculation Message
IFTRIN	Forwarding and Transport Rate Information
IFTSAI	Forwarding and Transport Schedule and Availability Information
IFTSTQ	International Multimodal Status Request
IFTSTA	International Multimodal Status Report Message

3.4.2 Pan-American EDIFACT Board (PAEB)

The Pan-American EDIFACT Board is the official coordinating body of UN/EDIFACT activity in the Pan-American region (i.e., North America, Central America, and South America)[16]. The membership is divided into fair-share member countries, associate member countries, and company members. The membership lists are provided in Tables 3.4.2-1, 3.4.2-2, and 3.4.2-3. Additionally, all companies who are current members of the given national standards bodies can participate in the PAEB.

Table 3.4.2-1: Fair Share Member Countries

Country	National Standards Body	Representative
Brazil	ABNT/CB-21	Raul Colcher
Chile	EDI*Chile	Christian Barriga
United States	ASC X12	Kendra Martin (designee Kim Hesse)

Table 3.4.2-2: Associate Member Countries

Country	National Standards Body	Representative
Argentina	CODIGO	Enrique Vitale
Colombia	I.A.C. Colombia	Rafael Florez Barajas
Mexico	AMECOP A.C.	Antonio Salto
Venezuela	EAN Venezuela	Carlos Amaiz

Table 3.4.2-3: Company Members That Pay Dues Directly to PAEB Rather Than Their National Standards Body

Company	Representative	Alternate
Preinversion y Desarrollo, S.A. de C.V.	Fernando Vega	Antonio Rosales
U.S. Postal Service (EDISC)	Lee A. James, Sr.	Margurite Boudreau

The PAEB has a Delegate Liaison Task Group (DLTG). The DLTG coordinates Pan American UN/EDIFACT standards developments, proposals, and comments. Members are official representatives of national EDI standards bodies within the Pan-American region and are therefore the official spokespersons for their organizations[16].

The DLTG has 13 Joint Message Design (JMD) groups dedicated to standards development and maintenance. The groups are given in Table 3.4.2-4.

Table 3.4.2-4: PAEB DLTG Message Design Groups

Group (JMD)	Description
JM1	Material Management
JM2	Purchasing
JM3	Product and Quality Data
JM4	Transport
JM5	Customs
JM6	Finance
JM7	Construction
JM8	Statistics
JM9	Insurance
JM10	Travel, Tourism, and Leisure
JM11	Health Care
JM12	Social Administration/Employment
JM13	Network Administration

3.4.3 European Board for EDI Standardization (EBES)

The European Board for EDI Standardization (EBES) is the official coordinating body of EDI (i.e., UN/EDIFACT) activity in the western European region. The EBES has replaced the Western European EDIFACT Board (WEEB) as the WP.4 secretariat for western Europe[17]. EBES was established as a follow-on from WEEB which ceased to exist when the funding for the European Commission's TEDIS project ended[18]. EBES has been launched by the European Commission for a five year period with annually decreasing funding to zero after year four. EBES members include 18 countries, 19 user associations, a number of Directorate Generals from the Commission of the European Union and others.

Of interest is the Customs Work Group (EG3). EG3 is tasked with developing and maintaining UN/EDIFACT messages involving customs and taxation requirements[19]. EG3 generally meets three times a year. Current potential new work items include:

- VATDEC message for lodging Value Added Tax (VAT) returns
- VIESME subset of VATDEC for traders to declare their VIES transactions to the tax authorities
- Message Implementation Guideline (MIG) for VIESME subset
- MIG for VATDEC message
- CUSPED message for periodic declarations of goods to customs
- MIG for CUSPED message
- MIG for new SANCRT message with GOVREG requirements

A WCO ECAG Codes Group and EG3 meeting was held in Brussels, December 2-6, 1996[20].

3.4.4 Asia EDIFACT Board (ASEB)

The ASEB is one of the regional UN/EDIFACT Boards of WP.4 (UN/ECE/Working Party on Facilitation of International Trade Procedures). Current members of ASEB include: Japan, Korea, India, Malaysia, Peoples Republic of China, Singapore, Thailand, the Philippines, Sri Lanka, the Islamic Republic of Iran, and Indonesia[20]. Chinese Taipei (Taiwan) is listed as an associate member. Observers include Hong Kong, Brunei Darussalam, and Nepal.

The ASEB has a Customs Working Group whose chair is Mr. Siti Aminah Abdullah of Malaysia. The mission of the Customs Working Group is to focus on the electronic communication requirements between the trading community and the customs/trade departments in the various member countries[20].

3.4.5 International Joint Customs Message Design Group (JM5)

The JM5 is the message design group within the UN/ECE Working Party 4 that handles UN/EDIFACT customs messages. Customs EDI activities around the world were reported at a JM5 meeting in Helsinki, Finland on September 9-13, 1996. To illustrate the various countries and their representation, the list of participating countries and organizations is provided in Table 3.4.5-1[7].

Table 3.4.5-1: September JM5 Meeting Attendees

Organization	Representing
U.S. Customs Service	U.S.A.
U.K. Customs and Excise	U.K.
U.K. EC Association	U.K.
Nippon Telephone and Telegraph	Japan
Ministry of Finance	Japan
Directie Douane	Netherlands
WCO	WCO Members
European Commission Customs and Indirect Taxation Directorate (DGXXI)	European Community
Direction Generale des Douanes	France
Ministry of Taxation	Denmark
National Board of Customs	Finland
Direction Generale des Douanes	Switzerland
Australian Custom Service	Australia
New Zealand Customs	New Zealand
International Air Transport Association (IATA)	Members
General Tullstyrelsen	Sweden
Royal Customs and Excise Department	Malaysia

The JM5 meetings provide very useful and detailed information on both high-level and low-level customs EDI activities around the world. One item of concern that was noted at

the Helsinki meeting was the inconsistent use of customs (i.e., CUS) and transport (i.e., International Forwarding and Transport (IFT)) messages around the world. International Joint Transport Message Design Group (JM4) handles the transport messages. JM4 and JM5 intend to work together to resolve these problems[7]. An additional issue of concern includes the newly proposed CUSPED message for periodic customs declarations. The PAEB is arguing that CUSPED is too similar to CUSDEC. The issue is whether CUSDEC should be retained, the only argument for keeping it is the fact that it is easier to understand and implement compared to CUSPED.

3.5 Miscellaneous

This section contains miscellaneous customs EDI initiatives that involve one or more countries of interest.

3.5.1 U.S./U.K. Prototype Trans-Atlantic Initiative

This section reports on a project involving both the United States Customs Service and the U.K. Customs Service. In the U.S./U.K. Prototype Trans-Atlantic Initiative, automated links between the two customs services are being studied[7]. The goal is to have one transaction used for export customs, import customs, and statistical requirements. The U.S. has provided a person to the U.K. for three months to assist in the study.

3.5.2 European Community Initiatives

This section reports on some of the activities of the Commission of the European Community Customs and Indirect Taxation Directorate (DGXXI)[7]. DGXXI is setting up a common network to support twenty trans-European customs and indirect taxation applications. The purpose of this is to achieve harmonization, economies of scale, increases in efficiency, and higher quality of service. The trans-European network project will use UN/EDIFACT as its base standard. The UN/EDIFACT D96B Trade Data Interchange Directory (TDID) has been proposed as the reference directory for developing the trans-European applications. A formal notation for the MIG will also be adopted. In a separate project, an EDI version of the European Community's Single Administrative Document (SAD), called the Single Administrative Message (SAM) is to be developed and annexed into the European Union customs code by mid 1998.

3.5.3 United Kingdom's Simpler Trade Procedures Board (SITPRO)

The Simpler Trade Procedures Board (SITPRO) is the U.K.'s official agency for the facilitation of trade[21]. SITPRO is an independent agency supported by the Department of Trade and Industry and was established in 1970[22]. SITPRO has a two-fold mission. First, assist and promote the use of effective trading practices and information systems by UK traders, thus enhancing their competitiveness. Second, strive to improve the efficiency of the overall trading process.

3.5.3.1 United Nations Aligned Trade Documents

SITPRO has been especially active in trade facilitation matters. SITPRO is an avid supporter of the use of aligned documents in international trade. Prior to the establishment of SITPRO, the U.K. was one of the first countries to adopt the United Nations Layout Key for Trade Documents (UNLKTD). In 1965, the U.K. began using trade documents which followed the UNLKTD. Since that time, many other countries have also adopted the UNLKTD and these “aligned” documents are now widely used. Additionally, many companies have also adopted the UN aligned system for their invoicing, transport, and payment documents[22].

Businesses are using these aligned documents because they are standardized and hence easier to complete and easier to check. The advantage in using aligned documents is that they are designed in a way that ensures that common information is given in standard positions. This is particularly important when dealing with trade documents in multiple dissimilar languages.

In recent years (since 1988), a number of new official documents have been developed in Europe and most are now aligned[22]. Eastern European countries are also using aligned documents. All Eastern European countries now use the aligned customs declaration which is referred to by European Community countries as the SAD[22].

A sample listing of aligned documents that are promoted for use by SITPRO is given below[22].

Invoices, Banking, and Insurance Documents

- Commission Credit Note
- Works Order
- Acknowledgment of Order
- Packing List and Continuation
- Collection/Delivery Order
- Bank Collection Form (BBA)
- Bank Collection Form (BBA plus Bill of Exchange)
- Direct Send Forms
- Model Letter of Credit Presentation Form
- Insurance Certificates

Transport Documents

- Shipping Documents
- Export Cargo Shipping Instructions (ECSI) and Continuation Sheet
- Standard Shipping Note
- Dangerous Goods Note
- IATA Shippers Declaration for Dangerous Goods

- Certificate of Shipment
- Shipping Specification and Continuation Sheet
- Dispatch Advice
- Air Consignment Note
- Other Transport Documents
- Bills of Lading and Waybills

Official Documents

- Arab British Chamber of Commerce Certificate
- South Africa Declaration of Origin
- European Community Certificate of Origin
- Preference Certificates
- Single Administrative Document (SAD)
- Intra-European Union Trade Statistics (INTRASTAT) Form
- European Sales List and Continuation
- Animal Journey Plan

3.5.3.2 U.K. International Trade Transaction (ITT) Model

In its work on trade facilitation, SITPRO has developed a detailed implementation-oriented model of the U.K. international trading process for exporting by air. The model is essentially a flow diagram that illustrates all activities that take place during the trading process. The model is consistent with the ITT Global Reference Model (GRM)[23].

The U.K. ITT model, consistent with the GRM, is divided into seven primary activities: contract negotiations, payment negotiations, preparation for exportation, exportation, transport, importation, and payment final phase. Details are then provided on each activity. Within the model, all interactions with both domestic and foreign customs offices are identified. Additionally, UN/EDIFACT messages for most interactions are provided. The messages include CUSCAR and CUSRES, for interacting with domestic customs, and INVOIC and CUSDEC for interacting with foreign customs.

3.5.4 The Netherlands

This section contains customs EDI activities that are underway in the Netherlands[7]. The sea cargo system RODOS is in the process of being rebuilt[7]. It is expected that in 1997 it will be ready to connect all interested parties in the Port of Rotterdam using UN/EDIFACT CUSCAR and CUSRES messages. Their import system has been in operation since 1988 and accounts for about 76% of declarations. Their export system was built to process declarations and EDI capabilities were to be added in early 1996. Connections with statistics and agriculture are also being developed. A system for excise declarations should be ready by mid-1997. The system will use a subset of the CUSDEC message.

Of particular note is their new modular system for imports, exports, and transit, called SAGITTA 2000. Development of SAGITTA 2000 is to begin in early 1997. It will be a client-server system that employs UN/EDIFACT messages and its first use will be for periodic entries.

3.5.5 Japan

This section addresses two known customs EDI activities in Japan[24]. These activities are in addition to those they are involved in through APEC. One noteworthy effort is the Nippon Automated Cargo Clearance System (NACCS). This system was developed as a result of special legislation to provide a customs clearance system. In early 1991 NACCS was operating in five airports with approximately 150 users and 650 terminals. In late 1991, NACCS was expanded to include sea cargo which led to an expansion in the number of users.

NACCS provides 155 import-related applications and 150 export-related applications. These include applications for use by the customs administration, customs brokers, air-cargo consolidators, warehouse operators, forwarders and banks. NACCS was established with a combination of Government and private investment but is currently funded by charging the users.

In the latter half of 1992, the Ministry of Transport established a Logistics EDI Study Group. The purpose of the group was to promote the development and use of UN/EDIFACT standards in the logistics sector. This group absorbed a previous Sea Transportation Group, headed by the Japan Shipowners' Association. The group has examined the development of message subsets for use in Japan of the EDIFACT Bay plan, Customs, and International Forwarding and Transport Message[24].

3.5.6 South Korea

In addition to those activities that South Korea is involved in through APEC, this section reports on the KNet effort. KNet is a customs-related EDI effort in South Korea that dates back to at least 1990[25]. KNet was planned in three phases and was conceived to involve the full range of import and export trade procedures in what was termed a Reliable, Accessible, Safe, and Serviceable (RASS) system. Early estimates indicated that KNet would reduce the current cost of trade documentation to South Korean traders by 20 percent. KNet covered trade administration, customs clearance, transportation, insurance, foreign exchange, and connection to international networks.

3.5.7 International Air Transport Association (IATA)

The IATA was originally established in Havana, Cuba, in April 1945[26]. The IATA is the primary forum for cooperation among airlines in the promotion of safe, reliable, secure and economical air services. The IATA is an avid supporter of UN/EDIFACT, maintaining an EDI Support Team (EST) and eight user groups. The EST functions as

the point of contact with the UN/ECE WP.4 and the UN/EDIFACT Joint Rapporteurs Team (JRT). The IATA UN/EDIFACT user groups are as follows[27]:

- Passenger and Airport Data Interchange Standards (PADIS) Board
- Cargo Data Interchange Task Force (CDITF)
- Schedules Information Standards Committee (SISC)
- Billing and Settlement Plan (BSI) EDI Working Group
- IATA Clearing House (ICH) EDI Working Group
- IATA/ATA/API Aviation Fuel Exchange (AVNET)
- CASS-EDI Working Group
- EDIFACT Coordination Board

The IATA maintains a list of all EDI messages that are either in use in the air transport industry or are planned for implementation within one year. Those messages regarding cargo and border clearance are provided in Tables 3.5.7-1[28] and 3.5.7-2[29] respectively.

Table 3.5.7-1: IATA Cargo EDI Messages

Message ID	Message Name	Status
CUSCAR	Customs Cargo Report	UNSM
CUSRES	Customs Response	UNSM
IEMFCB	Freight CASS Billing	Guidelines for Development
IEMFIA	Schedule Information Answer	Guidelines for Development
IEMFIR	Schedule Information Request	Guidelines for Development
IEMFMA	Message Acknowledgment	Guidelines for Development
IEMFNA	Error Message (Applications)	Guidelines for Development
IEMFQA	Shipment Charge Calculation Answer	Guidelines for Development
IEMFQR	Shipment Charge Calculation Request	Guidelines for Development
IEMFRA	Supplementary Rate Information Answer	Guidelines for Development
IEMFRR	Supplementary Rate Information Request	Guidelines for Development
IEMFSA	Status Answer	Guidelines for Development
IEMFSL	Multiple Status Update List	Guidelines for Development
IEMFSR	Status Request	Guidelines for Development
IEMFSU	Status Update	Guidelines for Development
IEMFTA	Rate Information Answer	Guidelines for Development
IEMFTR	Rate Information Request	Guidelines for Development
IEMFVA	Availability Information Answer	Guidelines for Development
IEMFVR	Availability Information Request	Guidelines for Development
IEMFWR	Air Waybill Data Request	Guidelines for Development
IFTMBC	Booking Confirmation	UNSM
IFTMBF	Firm Booking Message	UNSM
IFTMIN	Instruction Message	UNSM

Table 3.5.7-2: IATA Border Control EDI Messages

Message ID	Message Name	Status
CUSCAR	Customs Cargo Report	UNSM
CUSEXP	Customs Express Consignment Declaration	UNSM
CUSRES	Customs Response	UNSM
PAXLST	Passenger List	UNSM

4.0 SUMMARY AND CONCLUSIONS

The information in the previous sections suggests that the idea of a generic electronic foreign customs interface for commercial and military shipments to the U.K., the Netherlands, Germany, Saudi Arabia, Hungary, Spain, Italy, South Korea, and Japan is becoming increasingly feasible. In the realm of commercial cargo, the development of such an interface has been, and continues to be, the subject of intense investigation by many countries around the world. In addition to efforts by the United Nations and others (e.g., WTO, WCO, etc.), the passage of the North American Free Trade Agreement, the formation of the European Union (EU), and the formation of the Asia-Pacific Economic Cooperation, are events which are sparking new activity into the simplification, harmonization, and automation of customs procedures.

The need for stable and widely recognized standards has been acknowledged by all participants in electronic customs initiatives. The above sections illustrate that UN/EDIFACT is widely recognized as the standard of choice for these systems. In short, UN/EDIFACT is currently playing, and will continue to play, a central role in most current and future electronic customs implementations. An additional factor which will very likely effect future implementations is the Internet. The worldwide acceptance and ubiquity of the Internet will likely result in increasing investigations into making effective use of it, as opposed to relying on Value Added Networks (VANs), for not only customs interfaces but for EDI in general.

APPENDIX A: REFERENCES

[1] "Overseas Shipment Operating Concepts and Military and Commercial Foreign Customs Interfaces," for the DoD CALS IDE Project, January 1997.

[2] "DoD Policy on the Future of MILSPEC," Secretary of Defense William J. Perry, reprinted in CrossTalk, The Journal of Defense Software Engineering, September 1994 Volume 7 Issue 9.

[3] "Defense Transportation, Commercial Practices Offer Improvement Opportunities," United States General Accounting Office Report to the Secretary of Defense, November 1993.

[4] "Defense Transportation Streamlining of the U.S. Transportation Command is Needed," Report to the Chairman, Subcommittee on Military Readiness, Committee on National Security, House of Representatives, February 1996.

[5] World Customs Organization, November 22, 1996, <http://www.unicc.org/unece/trade/facil/cccstr.htm>.

[6] "Electronic Commerce in International Trade, A Customs Perspective," Presentation by John Drury, Deputy Chairman, Electronic Commerce Australia and Deputy Chief Executive Officer Australian Customs Service, Electronic Commerce Australia National Conference, November 11-13, 1996, <http://www.customs.gov.au/drury1.htm>, January 7, 1997.

[7] Minutes of JM5 Meeting, Joint Rapporteurs' Team Meeting, Helsinki, September 9-13, 1996, <http://www.tieke.fi/sty/jm5min.htm>.

[8] "Handbook of the International Convention on the simplification and harmonization of Customs procedures," Kyoto, May 18, 1973), Amending Supplement No. 13 - January 1993, 1st Edition, October 1975, <http://www.unicc.org/unece/trade/kyoto/ky-01-e1.htm>.

[9] Asia-Pacific Economic Cooperation (APEC) Home Page, <http://www.apecsec.org.sg/>, January 7, 1997.

[10] Asia-Pacific Economic Cooperation (APEC) Subcommittee on Customs Procedures, <http://www.apecsec.org.sg/sccp3.html>, January 7, 1997.

[11] Asia-Pacific Economic Cooperation (APEC), Annex One, APEC Collective Actions, Action Report for 1996, <http://www.apecsec.org.sg/02anxone.html>, January 7, 1997.

[12] Asia-Pacific Economic Cooperation (APEC) Transportation Working Group, <http://www.apecsec.org.sg/tptwg.html>, January 7, 1997.

- [13] "Report to the Heads of Customs," prepared by the Information Exchange and Automation Working Group in Consultation with the North American Trade Community, June 1995, <http://www.itds.treas.gov/hccpapre.html>.
- [14] International Trade Data System (ITDS) Home Page, <http://www.itds.treas.gov/index.html>, January 7, 1997.
- [15] UN/EDIFACT Message Summary by Sector, <http://www.unicc.org/unece/trade/cnct/ref941.htm>, January 10, 1997.
- [16] Pan American EDIFACT Board, <http://www.disa.org/paeb/>, January 9, 1997.
- [17] "WP.4 Report and Issues," September 1995 meeting in Geneva, January 1997.
- [18] European Electronic Messaging Association, EDI Committee - Brussels Open Forum, <http://www.eema.org/edirep.html>, January 9, 1997.
- [19] European Board for EDI Standardization (EBES) Home Page, <http://www.ebes.cenclbel.be/>, January 8, 1997.
- [20] The Asia EDIFACT Board (ASEB) Home Page, <http://www.ktnet.co.kr/aseb/>, January 10, 1997.
- [21] The Simpler Trade Procedures Board (SITPRO) Home Page, <http://www.sitpro.org.uk>, January 12, 1997.
- [22] Standard Documentation, SITPRO and the UN Aligned System, <http://www.sitpro.org.uk/facts/alidoc.htm>, January 12, 1997.
- [23] International Trade Transaction Modeling: National and Regional Models, http://www.unicc.org/unece/trade/itt/i_natrg1.htm, November 25, 1996.
- [24] Electronic Data Interchange (EDI) in Japan, <http://www.nectec.or.th/bureaux/tedic/JP-EDI.HTML>, January 8, 1997.
- [25] Electronic Data Interchange (EDI) in Korea, <http://www.nectec.or.th/bureaux/tedic/KR-EDI.HTML>, January 12, 1997.
- [26] International Air Transport Association (IATA) History, <http://www.iata.org/hist1.htm>, January 14, 1997.
- [27] Groups involved in IATA EDIFACT, <http://www.iata.org/ia/Activity.htm> #user groups, January 14, 1997.
- [28] IATA Cargo Messages, http://www.iata.org/ia/impl_car.htm, January 14, 1997.

[29] IATA Border Control Messages, http://www.iata.org/ia/impl_un.htm,
January 14, 1997.

APPENDIX B: ABBREVIATIONS AND ACRONYMS

AMC	Air Mobility Command
APEC	Asia-Pacific Economic Corporation
ASEB	Asian EDIFACT Board
ATWG	APEC's Transportation Working Group
AVNET	IATA/ATA/API Aviation Fuel Exchange
BBA	Bank Collection Form
BSI	Billing and Settlement Plan
CCC	Customs Cooperation Council
CDITF	Cargo Data Interchange Task Force
CUSCAR	Customs Cargo
CUSDEC	Customs Declaration
CUSPED	Periodic Customs Declaration
CUSRES	Customs Response
CTI	Committee on Trade and Investment
DGXXI	Commission of the European Community Customs and Indirect Taxation Directorate
DLTG	Delegate Liaison Task Group
EBES	European Board for EDI Standardization
ECAG	Electronic Commerce Advisory Group
ECSI	Export Cargo Shipping Instructions
EDI	Electronic Data Interchange
EG3	Customs Work Group
EST	EDI Support Team
EU	European Union
GESMES	Generic Statistical Message
GRM	Global Reference Model
IATA	International Air Transport Association
ICH	IATA Clearing House
IEAW	Information Exchange and Automation Working Group
IFT	International Forwarding and Transport
INTRASTAT	Intra-European Union Trade Statistics
IT06	Information Technology Initiative Number 06
ITDS	International Trade Data System
ITT	International Trade Transaction
JM4	International Joint Transport Message Design Group
JM5	International Joint Customs Message Design Group
JMD	Joint Message Design Groups
JRT	Joint Rapporteurs Team
MSC	Military Sealift Command
MTMC	Military Traffic Management Command
NACCS	Nippon Automated Cargo Clearance System
NAFTA	North American Free Trade Agreement
NATAP	North American Trade Automation Prototype
PADIS	Passenger and Airport Data Interchange Standards
PAEB	Pan-American EDIFACT Board

RASS	Reliable, Accessible, Safe, and Serviceable
SAD	Single Administrative Document
SAM	Single Administrative Message
SCCP	Subcommittee on Customs Procedures
SISC	Schedules Information Standards Committee
SITPRO	Simpler Trade Procedures Board
SOFA	Status of Forces Agreement
TDID	UN/EDIFACT D96B Trade Data Interchange Directory
U.K.	United Kingdom
UN/ECE	United Nations Economic Commission for Europe
UN/EDIFACT	United Nations rules for Electronic Data Interchange For Administration, Commerce and Transport
UNLKTD	United Nations Layout Key for Trade Documents
VAN	Value Added Network
VAT	Value Added Tax
WCO	World Customs Organization
WEEB	Western European EDIFACT Board
WP.4	Working Party on Facilitation of International Trade Procedures
WTO	World Trade Organization
WWW	World Wide Web