

出國報告（出國類別：考察）

臺韓通關業務交流研討

服務機關：財政部關務署

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出國期間：105年12月19~22日

報告日期：106年3月2日

摘要

本次通關業務交流參訪，係為考察韓國海關於艙單控管制度、一般進出口貨物通關制度及快遞貨物通關程序等，與我國現行制度之異同，藉參考其長處，以精進我國現行通關制度。於議程上，係分別由雙方先後簡報該國制度，並於簡報後進行討論，以比較雙方制度面的差異及規劃考量。除通關業務交流座談外，韓方另安排釜山港新港參訪行程，實地觀摩釜山港新港的開發進程，及韓國海關對於貨櫃查驗的程序及設備。韓國海關對於艙單記載進口廠商編碼之要求、委任制度之法規設計、快遞貨物通關之環境整合、貨櫃 X 光檢查儀之設備提升等，皆展現出管理面之優點，值得我國思考學習，並作為日後制度革新的參考。

臺韓通關業務交流研討

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壹、目的

本次交流參訪之目的，係為考察韓國於通關制度與我國的異同，並藉由制度面的差異比較，從中學習他國優點以提升我國通關環境，並為國際關務接軌收集更多資訊。

為使內容得以完善準備，行前即與韓方研議參訪要項，共規劃有「艙單制度及控管」、「一般貨物進出口通關制度」及「快遞貨物通關程序」等三個議題，期望能在參訪交流中，了解雙方於通關制度設計所面臨的問題及相關考量，以作為日後法規制度革新的參考資料。

貳、過程

有關本次參訪過程，除安排於 2016 年 12 月 20 日進行通關議題交流研討外，韓方另安排於 12 月 21 日參訪釜山新港，以了解韓方於貨櫃查驗的現場及程序。為能在有限時間內獲得充分的資訊及溝通，我方於 12 月 19 日到達下榻飯店並稍事休息後，即於晚間 7 點至 11 點進行內部準備會議，以就我方準備內容及預擬提問再行確認。

以下內容就交流參訪之程序，分為「拜訪釜山關務長」、「艙單制度及控管議題」、「一般進出口貨物通關制度議題」、「快遞貨物通關程序議題」、「釜山港新港參訪」5 個部分，概述提要。

（一）拜訪釜山關關務長

釜山關關務長（Cho, Hoon-Goo）首先就我方到訪表達歡迎之意，並提及去年該關通關業務局局長 Gabby 至台灣參訪時，受到我方熱情接待，對此亦表示感謝，並期許本次座談雙方能在關務事務有充分的意見交換與經驗分享，以進一步提升雙方的海關業務執行能力，並預祝本座談會成功及雙方合作愉快。

我方黃組長國珍提及，釜山港係為韓國最早商港，我國基隆港則為台灣最早商港，且釜山海關與基隆海關早於西元 1973 年即結締為姊妹關，向來雙方海關合作情形良好，尤其雙方海關近來於 2015 年底簽署 AEO 相互承認協議，並於本（2016）年 10 月正式實施 AEO 互認合作，誠摯期盼雙方能在現行友好關係之基礎上賡續推動雙邊關務合作，以進一步深化兩國海關友誼。另外對於韓國海關本次所安排雙邊關務座談及通關業務實地參訪，表達誠摯的感謝之意。



釜山關關務長接見我方人員

（二）艙單制度及控管議題

韓國艙單申報程序，運輸業者或承攬業者向海關申報艙單時，亦需透過通關網路公司（如 KTNET）所提供的艙單整合平台（MFCS；Manifest Consolidation System）做資訊加值後的傳輸，加值項目包含進口廠商的統一編號，有利艙單階段的風險控管。

我國對於海運貨物以海關通關號碼（原船掛）+主/分提單號碼為貨物辨識鍵值；韓國則是採編碼長度為 15~18 碼的貨物管理碼 CMN（Cargo Management Number）作為貨物的識別號碼。其中，前 11 碼為艙單參考碼 MRN（Manifest Reference Number），以「年度 2 碼」+「船公司代碼 4 碼」+「流水號 4 碼」+「進/出口識別 1 碼」所組成，功能類似我國的海關通關號碼，惟由船公司自行產生；第 12~15 碼為根據艙單主號所編流水號，功能類似我國原所使用之艙號；第 16~18 碼為根據艙單分號所編流水號。雙方雖在貨物識別號碼有相異的編碼原則，但在報單傳入通關系統後，都會進行貨物識別號碼是否相符的碰檔驗證。

另艙單「收貨人」欄位的識別部分，我國僅取得國外託運人所填列的收貨人名稱，韓國海關則要求艙單應加載收貨人營業統編，使收貨人之唯一性判讀更加準確，並使艙單階段的風險控管得以強化。

（三）一般進出口貨物通關制度議題

1. 關於委任書審查

韓國海關對於進出口申報制度，並不如我國要求報關業者檢附委任書，因其認為委任書係屬進口人（或貨物輸出人）與報關業者間的 B2B 商業文件，無需於報關時即檢附予海關審核。而當申報內容與實到貨物發生不符時，依報關業者舉證結果，判斷違法行為究屬進／出口人提供錯誤文件所致，或報關業者於申報程序發生，待釐清違法行為人再進行相關裁處。

2. 關於貨物風險控管

韓國海關依風險參數評估結果，將貨物通關程序分為直接放行、文件審核及應予查驗三種，與我國將通關方式篩選為 C1（免審免驗）、C2（應審免驗）、C3（應審應驗）之制度相仿，其差異在於系統受理申報時，並不即時給予收單通知，而是待應查驗之貨物查無異常，且應審核之文件審核無訛後，始給予批准通知（Approval；類似我國「分估完成」訊息），並於該筆申報完成納稅後，核發申報完成證明（import declaration completion certificate）供申報者提領貨物之用。當貨物篩選為應查驗時，進口人或報關業者並不需到場，有未稅貨物管理人（bonded goods caretaker）到場即可，未稅貨物管理人為證照制，其取得應具有 5 年以上報關經歷，或通過海關舉辦之專門考試。

3. 關於無紙化通關

報關文件的無紙化進程，韓國海關已經達成全面無紙化，不論該筆申報是否被通知查驗，報關業者皆可以電子傳輸方式，將補充文件上傳海關（除特殊情形應繳驗正本者除外），海關查驗人員一般皆自行列印紙本前往查驗。

4. 關於進口申報時點

韓國海關對於進口申報時點，並無規範需待運輸工具或承攬業者傳輸艙單後，始得向海關申報，當進口報單比艙單提前送達海關，仍應等待艙單訊息以進行碰檔驗證後，才可進入下一處理程序。我國則規範艙單送達海關後始可進行申報，若報單早於艙單送達海關，將因艙單不存在而回覆錯單。

(四) 快遞貨物通關程序議題

快遞貨物量急遽增長為全球化趨勢，韓國亦然。韓國海關近年來遭遇之難題與我國類似，共同點如下：

1. 快遞貨物數量急速增加：

因快遞貨物的通關程序較為簡便，部分原屬於一般通關貨物，亦分裝為小包裝後，改至快遞倉通關；另電子商務蓬勃發展，個人網拍貨物之數量及貨物佔比亦逐漸提升，快遞貨物數量大幅攀升，造成海關人員極大工作負擔。

2. 通關處所分散且場地狹小，設備不足：

韓國仁川機場於快遞貨物的通關處所，原計有 16 個通關處所（2 個海關指定專用倉，14 個快遞業者自有倉），因處所過於分散，已嚴重壓縮海關人力調配彈性，且因倉儲硬體設施不足，場地空間狹隘，造成通關作業時情境混亂，難以施展好的控制機制。

3. 危安物品較易藉機滲入：

囿於快遞通關環境難以有效管理，且快遞貨量龐大，通關時間又屬短暫，更易發生矇混過關情事，對社會產生危害之物品，如毒品、槍械等，亦可藉機滲入國內，形成邊境管理漏洞。

為能有效改善快遞通關環境，韓國海關在國會支持下，於 2013 年以政府經費於仁川機場建設「空運快遞貨物通關中心」並於 2016 年落成啟用，該中心建築面積共 35,885 平方公尺，所需經費為 620 億韓圓（約合台幣 16 億 4,283 萬），其完全採用全自動化的物流鏈設備，使快遞貨物於進倉後至提領前，不再需要倉儲人員或快遞業者介入處理，並配置有 10 組貨物投入口、16 組貨物檢查線（即查驗區）、31 組貨物暫存線、31 組貨物出倉口，並安裝有多台三軸向 X 光機（整合顯示申報資訊）及爆裂物偵測機等風險控管設施，藉由管理硬體及場地空間的整頓，不僅能改善前述困擾，亦對貨物通關效能大幅提升。

以數據統計結果，仁川機場「空運快遞貨物通關中心」啟用後，快遞貨物平均物流處理時間由 404 分鐘降為 284 分鐘（30%降幅），同時因為營運效能的提升，業者所承擔每件貨物之處理費由 550 韓圓降為 320 韓圓（42% 降幅），顯見通關場所及硬體資源的整合，對通關效能及節約業者營運成本，皆有明顯助益。

（五）釜山港新港參訪

釜山港不僅為韓國港埠中貨櫃吞吐量第一名（佔韓國總貨櫃吞吐量 76%），亦為全球港埠中，貨櫃吞吐量第六大港（2015 年貨櫃吞吐量為 19,371,000 TEU）。有鑑於國際貿易之拓展使貨櫃吞吐量需求增加，釜山港除原本位於釜山東區的本港（稱 NorthPort），另於釜山江西區開闢新港（稱 NewPort），且為能符合世界最大貨輪的進港需求，新港正進行 17 米水深規範的施作，預計 2017 年 3 月完工。新港除已開通運作的南、北兩處貨櫃站外，於西岸另有填海造陸規劃，預計在 2020 年完成建置後，新港的規劃吞吐量可一舉超越目前全釜山港的貨櫃吞吐量需求，屆時貨櫃吞吐業務將全部移轉至新港統籌管理運作；本港則轉型為郵輪停靠的觀光休閒港，且相關硬體設施及城市景觀現已開始進行施作。

於新港參訪行程中，韓方簡報相關港埠管制措施、貨櫃查驗程序及貨櫃 X 光影像判讀案例。對於貨櫃需否實施查驗的判斷依據，除了從艙單資料做第一階段的風險過濾，另於報單階段依申報內容及相關情資因子，進行第二階段的風險過濾，估計依艙單資料篩選為應查驗者占 2%，於報單階段篩選為應查驗者占 3%，合計查驗率約 5%，此部分與我國現行措施相仿。

新港設有 2 部固定式貨櫃 X 光檢查儀，該設備可取得貨櫃的側視穿透圖（side view）及俯視穿透圖（top view），並且解析度達到 5cm 解像能力，於貨櫃影像的判讀能力上，明顯優於我國現有設備，對可疑貨物的檢出能力大有幫助。

參、心得與建議事項

- 一、韓國海關對於進、出口人委託報關業者作為代理人之行為，視為雙方之私契約，故委任書並非報關業者代理申報時，所必須檢附文件。我國關稅法亦僅敘及報關、納稅等手續，得委託報關業者辦理，惟「報關業設置管理辦法」及「空運快遞貨物通關辦法」等法規分見「委任書」及「委託書」文字作為報關委任關係之形式要件，近年來網路購物及電子商務蓬勃發展，快遞貨物通關量快速成長，行有多年之空運快遞委託書制度已造成國內、國際型快遞業者及海關執法之困擾。韓國無須逐案檢附作法，值得我國參考。以我國目前國情，改良委任制度宜循序漸進，建議先朝向書面委任書僅為認定委任關係之方法其一，再另外提出適應網購環境之委任認定方法，以多元解決方案併行尋求突破。
- 二、韓國受理進口報單電子傳輸，可提前至國外裝船（機）前辦理，據韓國海關稱，抵達前申報為最普遍運用之模式，且因該國亦有進口報單與艙單碰檔驗證之檢核機制，進口報單先行傳輸仍需待艙單傳輸碰檔後始得以放行，故貨物風險控管未受影響，相較之下，我國原則上僅接受進口艙單申報後之進口報單電子傳輸，明顯對於進口納稅義務人較為不便，則韓方相關機制頗值參考。另預先報關資料處理（Pre-arrival processing）向為關務先進國家施行重點，相關規範亦見諸修正版京都公約（標準 3.25）及貿易便捷化協定（條文 7.1），我國可考慮採納之，即進口報單傳輸時點若早於艙單到達時點，則列入等待處理，待艙單傳輸再與之碰檔驗證，而非逕予回覆艙單不存在之錯單。
- 三、韓國海關為解決空運快遞貨物的管理困境及通關點分散問題，由政府出資於仁川機場設立快遞貨物通關中心，並採用全自動化的物流鏈設備，使快遞貨物於進倉後至提領前，不再需要倉儲人員或快遞業者介入處理，藉由一貫化

的自動流程，有效提升整體通關效能。我國快遞貨物通關量逐年快速增加，倉容不均亦不足，若得參考韓國作法，由政府建置整合海、空運之快遞貨物通關中心，將原本分散的通關點集中於具規模及現代化設備的通關中心，將對提升通關效能、管理效能及簡化人力配置有極顯著效益。目前桃園機場之空運快遞貨物通關點即有華儲、榮儲、永儲、遠雄等 4 個貨棧（尚不計入自有倉儲設備之國際型快遞業者及海運快遞貨物專區），每處貨棧為 24 小時通關需要，又需配置 3 股輪班人員，對人力需求消耗極大，又相關設施如 X 光機老舊、缺乏自動化分檢設備及併袋衍生之理貨需求等，實有必要大幅度改善硬體環境。過去韓國海關曾試圖於既有分散各地之快遞專區，要求快遞業者添購新設備，惟並未成功，所幸政府自行出資興建大型快遞專區，解決全數難題。反思我國快遞通關制度面臨之問題，應更甚於數年前之韓國，若現有之快遞專區已確實不敷需求，似可參考韓國經驗，由海關自行建設專區，惟尋求政府高層及國會支持以取得建設經費，亦需一段時間的溝通及努力。但總體而言，通關點的整併及硬體設備提升，對人力成本、管理成本及風險查核成本，皆可獲得明顯改善，又可增加通關效能，值得進一步評估。

四、韓國海關對於進口快遞貨物完稅價格於限額以下（USD\$ 150；寄交地為美國時 USD\$ 200）不用報關，由快遞業者以清表通關（List Clearance）即可，價值超過限額始由報關業者進行報關。反觀我國，進口物品經由中華郵政公司配送時，貨物完稅價格在美金 5,000 以內皆無需報關；若經由快遞業者配送，不論貨物完稅價格高低，業者皆需承擔報關義務，且我國法規又將委任書視為報關程序必要文件，快遞業者對此差別待遇及所承擔的不便利，始終存在抱怨。考量現行多數快遞業者本身即具承攬業資格及報關業資格，未來修訂相關法規時，似可朝「貨物價值於限額以下者，由快遞業者以承攬業資格進行清表通關；超過限額者，由快遞業者以報關業資格進行報關。」之方向規

劃，以衡平進口貨物分以中華郵政及快遞業者寄交時，所產生的通關差別待遇。惟此政策方向之推行，應以改善收件人資料詳實填列為配套措施，否則無法查核所填列收貨人真偽，快遞業者又不需承擔報關義務時，將造成貨物風險控管上的漏洞。

五、於討論互動中，韓方表示海關人員退休後，仍有多數進入職場從事報關行業務（且為合法行為），問及我國海關人員退休後有否相似職涯轉換。我方先是對韓國海關人員退休後，可改從事報關業一事略感詫異，畢竟於我國環境，為避免因「人情往來」產生弊端，皆避免與利害關係人有業務方面之互動，更遑論對方為熟識多年之前同事。然再進一步思索，若該國通關程序及規費徵收有極高透明化水準，則自然不需擔憂「人情往來」會造成通關程序的影響（甚至產生裁罰之評量），此現象背後的道理，確實值得探討。

六、韓國海關對於自主管理之業者，採用未稅貨物管理人制度，相較於我國之專責人員，其為證照制，且資格取得相對困難，因此海關對於其素質掌握能力較佳，值得作為改善現行自主管理制度之參考。

Bilateral Meeting and Sight Visit Plan(Draft)

(Busan, Dec. 20~21. 2016)

1. Bilateral Meeting

A. Time and Venue

Dec. 20(Tues), 09:30 ~ 17:00, Busan Main Customs, Meeting Room(3d FL)

B. Detailed Program

Time	Program	Remarks
09:30 - 10:00	Meeting with Director General of Busan Main Customs(DG room)	
10:00– 10:30	Opening Session <ul style="list-style-type: none">- Remark by Ms Shim, Director, Customs Clearance Bureau, Busan Main Customs and introduction of her delegation- Remark by Mr. Hwang, Director, Department of Customs Clearance Affairs, Customs Administration and introduction of his delegation- Photo Session	Meeting Room
10:30– 11:30	Session 1: Customs Clearance Procedure of General Import and Export Cargoes A. Taiwan Customs <ul style="list-style-type: none">- Presentation on General Customs Clearance in Brief- Q & A B. Korea Customs <ul style="list-style-type: none">- Presentation on Marine Cargo Logistics & Cargo Selective- Presentation on General Customs Clearance in Brief Including cargo selectivity & inspection method, TRS, etc.- Q & A	Meeting Room Cargo Section Clearance Section

2. Sight Visit Plan

A. Time and Venue

Dec. 21(Wed), 10:00 ~ 17:00, Busan Main Customs, etc.

B. Detailed Program

Time	Program	Remarks
10:00	Arrival at Busan Main Customs	
10:00- 10:50	Customs Museum	Museum Curator
10:50- 11:20	Surveillance Monitoring Center	Surveillance Information Section
11:20- 13:00	Luncheon hosted by Director General of Busan Main Customs	Section of General Affairs
13:00- - 13:30	Moving to BukBusan Customs	Clearance Section
13:30- 14:30	Inspection Tour to Int'l Postal Items	BukBusan Customs
14:30~ 15:00	Moving to New Port(or Hutchison Terminal)	Meeting Room
15:00- 15:30	Inspection Tour to New Port(or Hutchison Terminal)	New Port(or Hutchison)
15:30- 16:00	Tour to Containerized Cargo Search Center at New Port(or Hutchison Terminal)	Cargo Section
16:00 17:00	Return to the Hotel	

★ Interpreter: Mr. Lee, Dae-hyuk, Import Section, Customs Clearance Bureau, Busan Main Customs

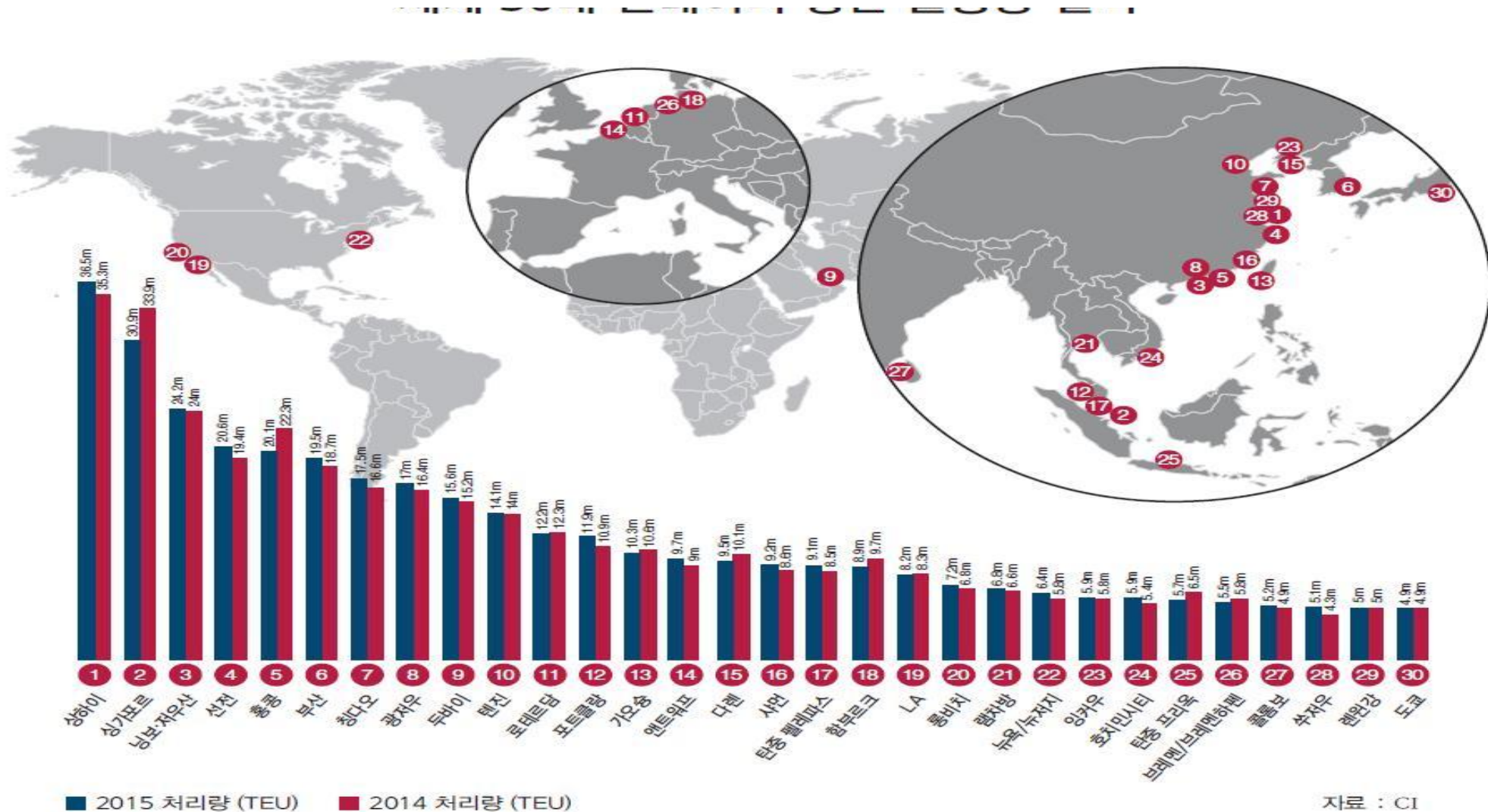
Manifest and Customs Clearance



◆ Busan Main Customs ◆

1. Processing Capacity TEU in Busan

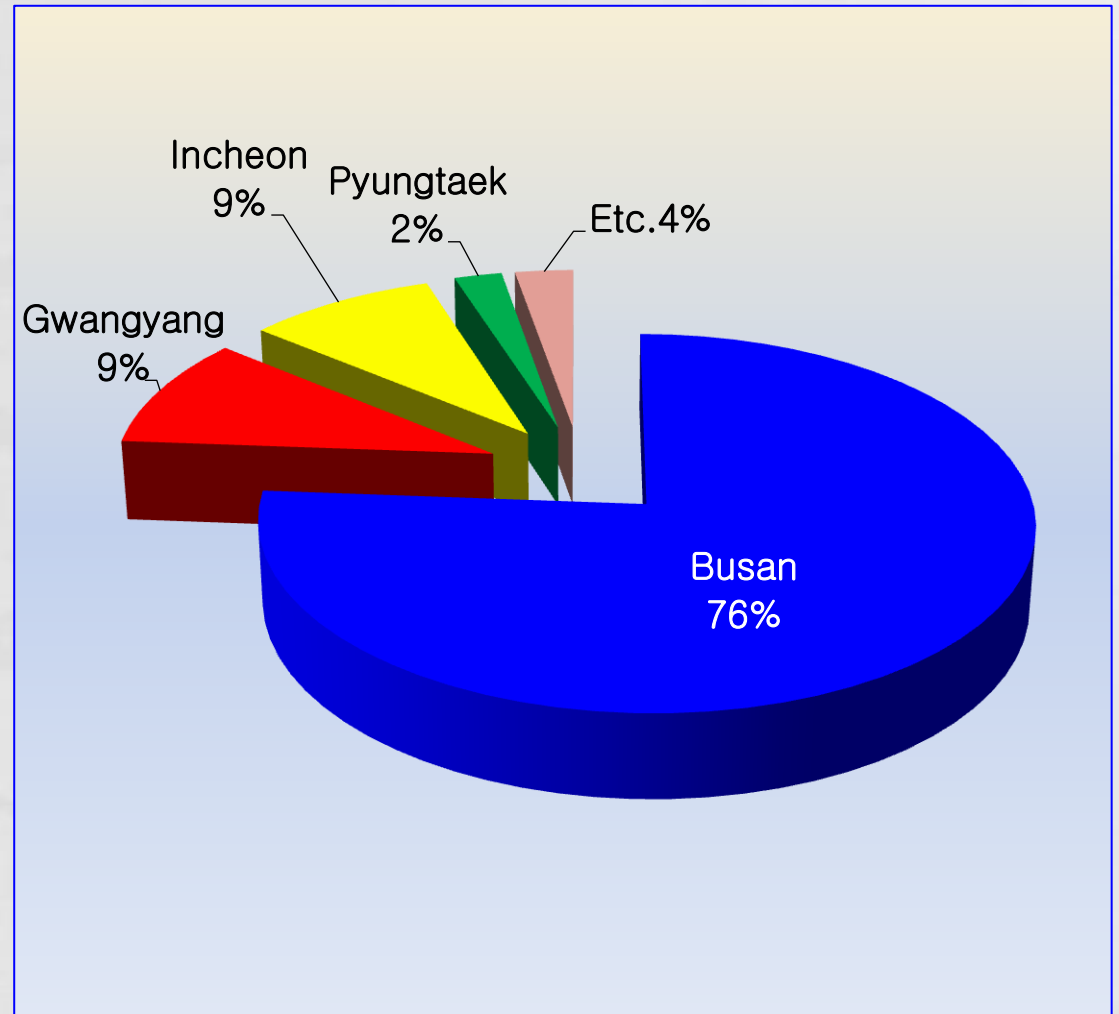
□ Container Cargo Volume of Global Top Thirties



1. Processing Capacity TEU in Busan

□ National container quantity by ports

Port	Quantity(1,000Teu)	
	2014	2015
Busan	18,584	19,371
Gwangyang	2,333	2,321
Incheon	2,339	2,387
Pyungtaek -Dangjin	546	568
Etc.	702	679



1. Processing Capacity TEU in Busan

□ Container Imp/Exp flows in Busan

(unit : 1,000TEU)

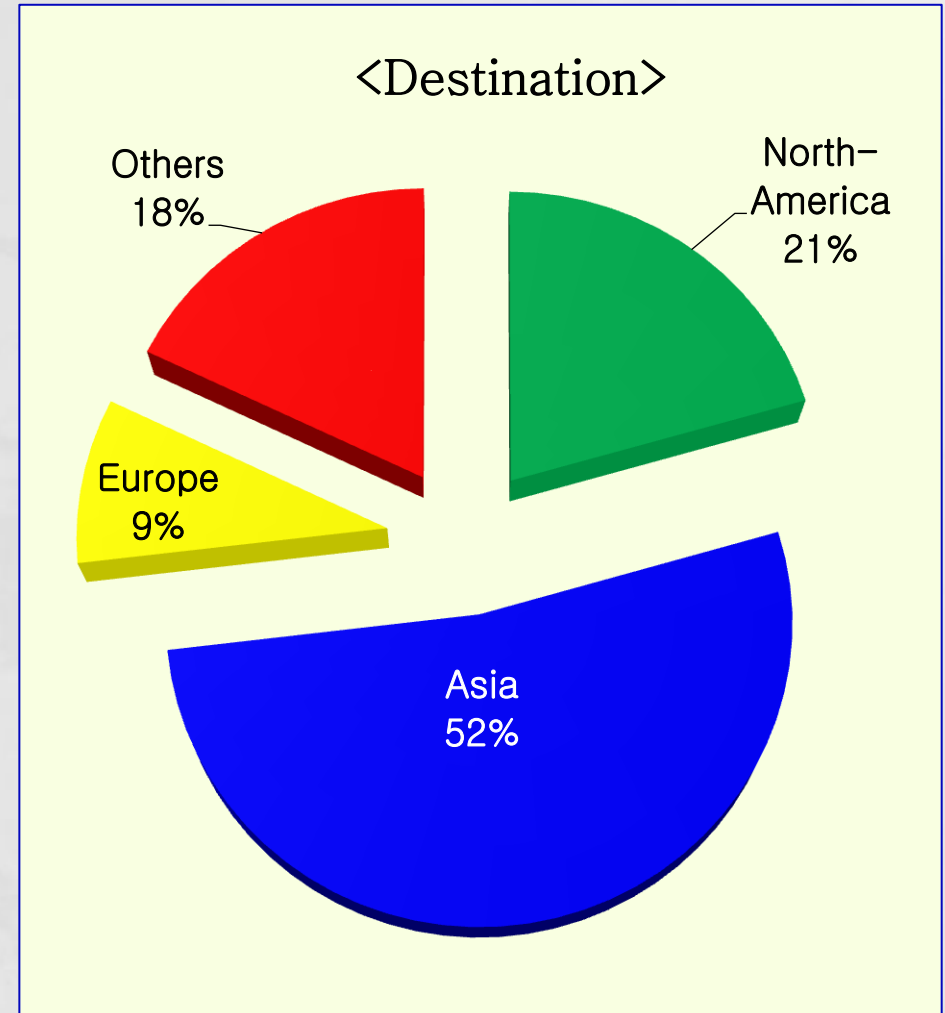
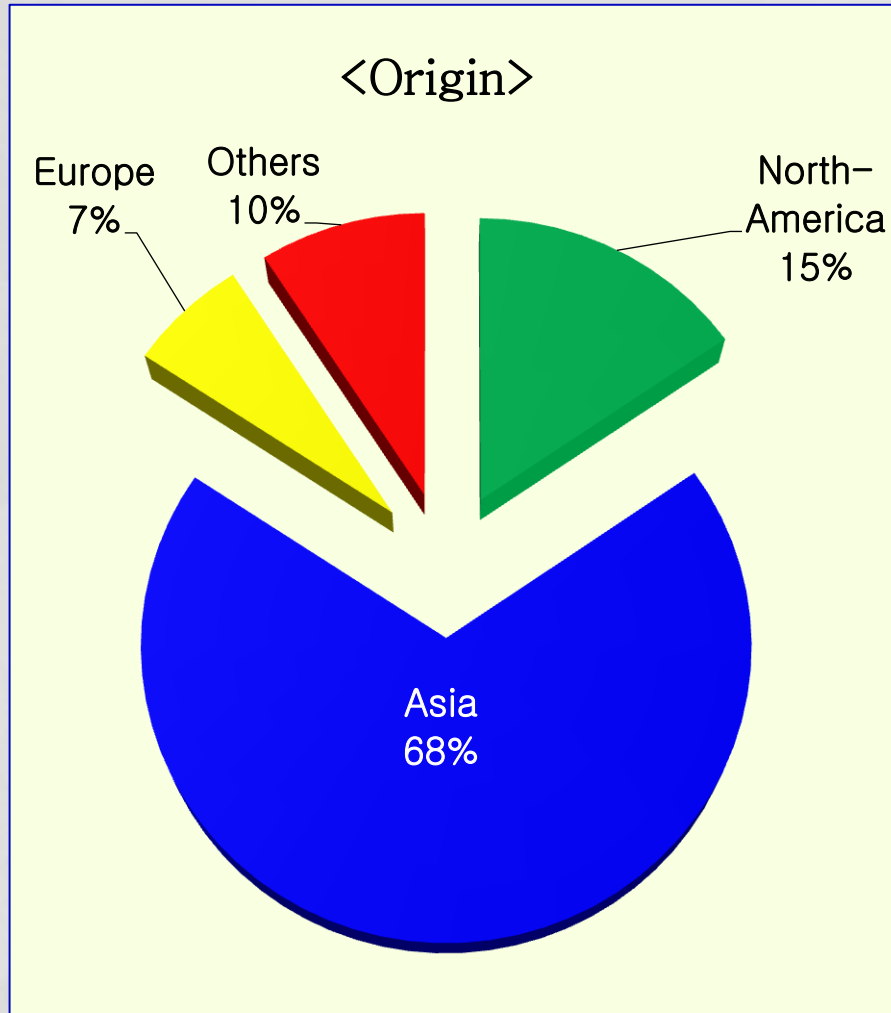
Division	2014			2015			Increase rate (year-on-year ,%)		
	Import Export	Trans	Total	Import Export	Trans	Total	Import Export	Trans	Total
Busan	9,397	9,187	18,584	9,501	9,870	19,371	+ 1	+ 7	+ 4
Nation	14,813	9,691	24,504	14,886	10,440	25,326	-	+ 8	+ 3
Ratio (%)	63	95	76	64	95	76			

○ Transshipment accounts for 51% of shipping flows in Busan

○ Busan port 33%, New-Port 67% (2015)

1. Processing Capacity TEU in Busan

□ transshipment cargo in Busan



1. Processing Capacity TEU in Busan

CONTAINER INSPECTION CENTER IN BUSAN PORT



Center Name	Trial year	Equipment	Spec.	Center Name	Trial year	Equipment	Spec.
Newport 1	'06.11.	-BIR(US) -Fixed/8hr	-Side/Top view -70t/400mm	Northport 1	'02.11.	-NUCTECH(CN) -Mobile/8hr	-Side view -All/200mm
	'13.12.	-RADI(US)	-Side/Top view		'03.03.	-Rapiscan(US)	-Side view

2. The process of port development

□ Conventional port (Pier 1~4)



2. The process of port development

□ Bule Print of Redevelopment of Conventional Ports



2. The process of port development

□ Conventional Terminal(Sinseondae, Gamman)



2. The process of port development

□ Busan New Port



3. Manifest System

□ MRN (Manifest Reference Number)

- ❖ One Number / a mother ship
- ❖ Mix → MFCS(Manifest Consolidation System)

1	6	H	D	M	U	A	1	2	3	i
Year (N 2)	Shipping Company Code (E 4)				Consecutive Number (E or N 4)				iimport e-export (total 11)	

3. Manifest System

Cargo Management Number

MRN	MSN	HSN	total
16HDMU1234i (11)	0228 (4)	001 (3)	15 or 18

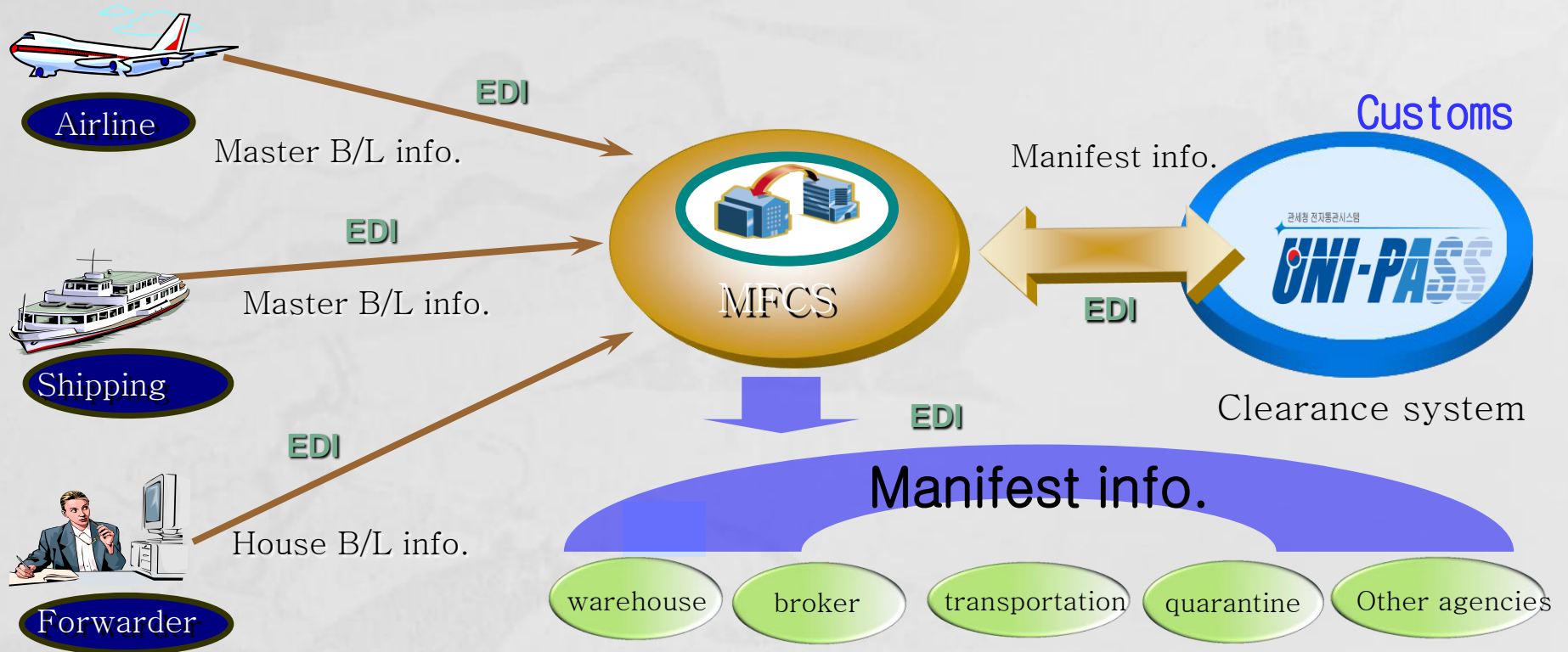
Submit or Make of Manifest

- ❖ Submit : Operation ComShipping(or Airline) Company
- ❖ Make : Shipping(or Airline) pany , Forwarder

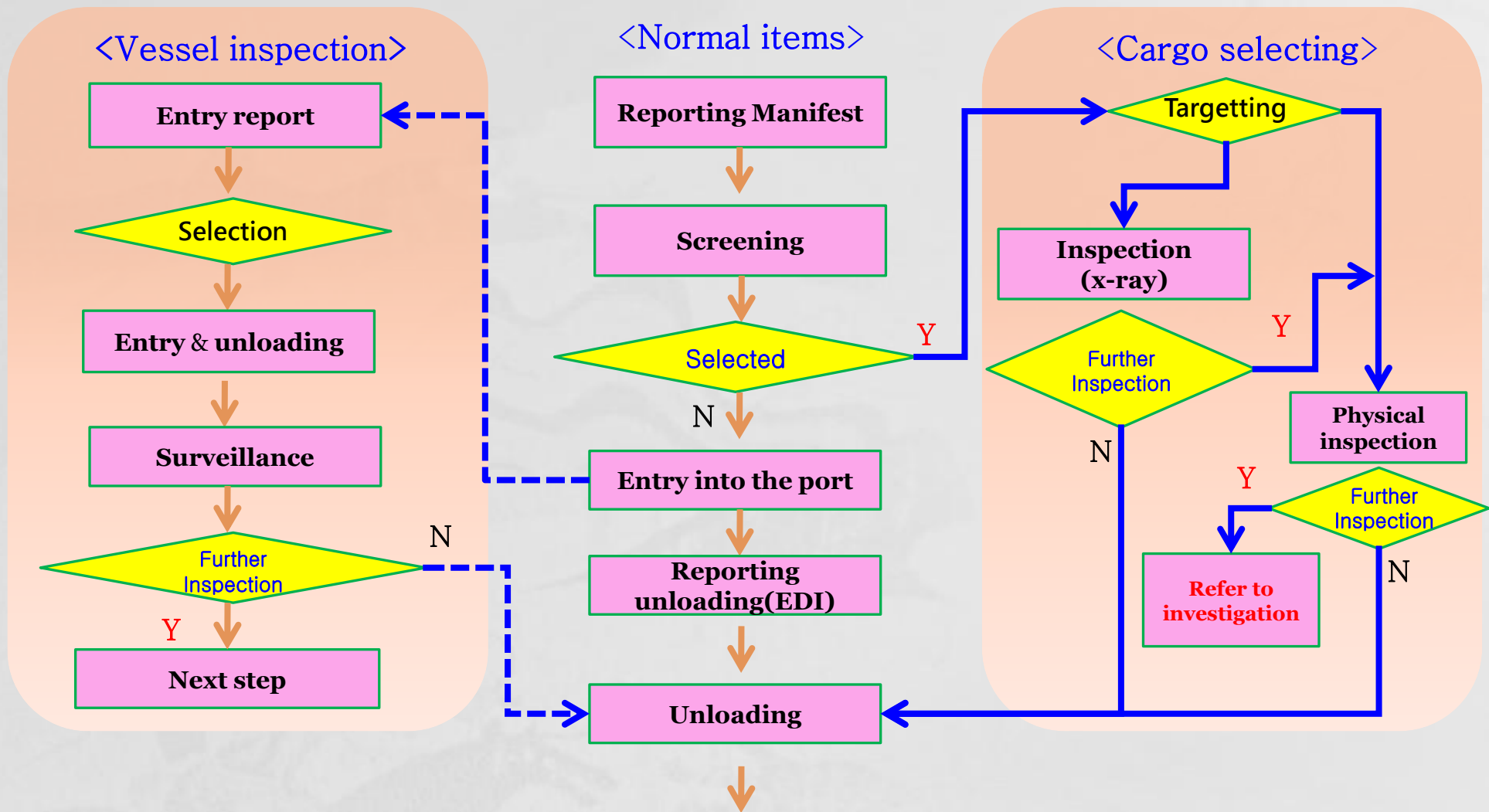
3. Manifest System

□ MFCS : Manifest Consolidation System

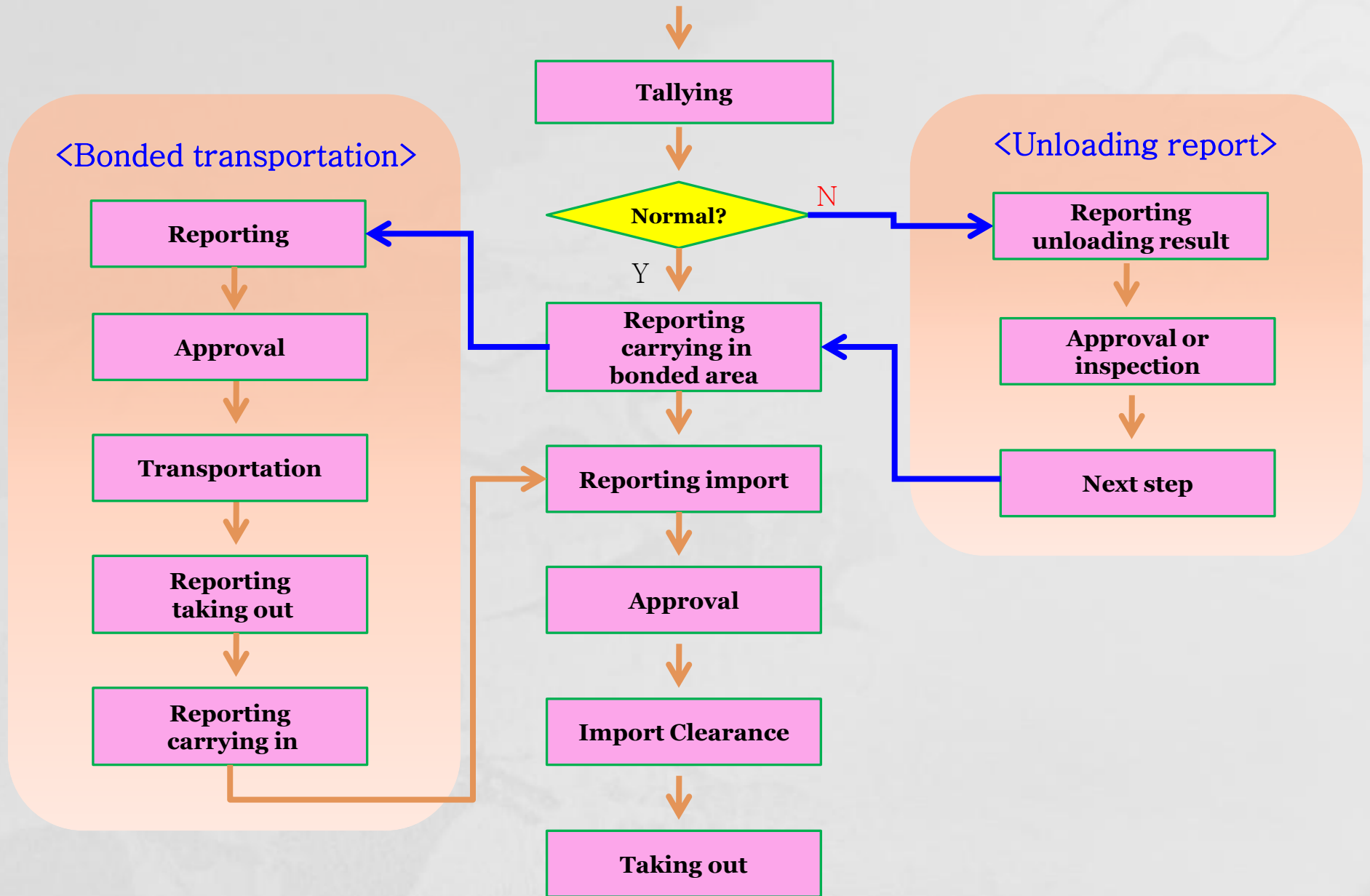
- Automated manifest collecting system
- Supporting the information sharing among related agencies and facilitating the prompt shipping flow



4. The process of Entry system



4. The process of Entry system



4. The process of Entry system

□ Manifest(Total)

관리자 | 보세구역 종합관리 | 정보관리 | 수출적하목록 | 수입적하목록(항공) | 수입적하목록(해상) <이전! 다음>

전자매뉴얼 | 개인메뉴 | 기본메뉴 | 정보선택 | 업무이동 | 업무를 선택하세요

화물구분	<input type="radio"/> 수입화물 <input type="radio"/> 통과화물 <input checked="" type="radio"/> 전체	조회구분	<input checked="" type="radio"/> MSN순 <input type="radio"/> M.AWB NO순
M R N	13 - HDMU - A3532	조회단위	5

적하목록 조회가 완료되었습니다.

조회 화면지움

총 1171건이 조회되었습니다.

1/235 page

총 M.B/L건수	1,161 건	혼재 M.B/L건수	292 건	총 H.B/L건수	1,428 건
총포장개수	603,360 CT	총 중량	32,443,504.5 KG	입항일자	2013년 04월 27일
운항선사명	현대상선(주)				

선택	B/L TYPE	MSN	M.B/L NO	수하인	포장개수	취합여부	검사결과
				품명			
<input type="checkbox"/>	S	0001	HDMUALWB2834368	SABIC - IP SEOUL KOREA KOREA LTD	1		
				NON-HAZARDOUS LEXAN SYNTHETIC RESIN NLR	13,878.7		
<input type="checkbox"/>	S	0002	HDMUALWB2834377	SABIC - IP SEOUL KOREA KOREA LTD	3		
				NON-HAZARDOUS LEXAN SYNTHETIC RESIN NLR	46,352.1		
<input type="checkbox"/>	S	0003	HDMUALWB2834383	SABIC - IP SEOUL KOREA KOREA LTD	3		
				NON-HAZARDOUS LEXAN SYNTHETIC RESIN NLR	48,274.0		
<input type="checkbox"/>	S	0004	HDMUALWB2834547	SABIC - IP SEOUL KOREA KOREA LTD	3		
				NON-HAZARDOUS LEXAN SYNTHETIC RESIN NLR	50,487.6		
<input type="checkbox"/>	S	0005	HDMUALWB2834550	SABIC - IP SEOUL KOREA KOREA LTD	18		
				NON-HAZARDOUS LEXAN SYNTHETIC RESIN NLR	18,387.0		

[1][2][3][4][5][6][7][8][9][10] 다음

4. The process of Entry system

□ Manifest(Ind.)

관세행정 정보시스템 - Windows Internet Explorer

http://10.132.1.81:8300/kcis/subportal/Index.do

관세청 전자통관시스템 UNI-PASS

품목분류 | 온-나라 | 지식경영 | 통합정보 | e-mail | 전자통관 기술지원센터 | 법령정보 | Home

메뉴숨김 관리자 | 보세구역 종합관리 | 정보관리 | 수출적하목록 | 수입적하목록(항공) | 수입적하목록(해상)

적하목록 상세내역 조회

조회조건

M R N : 13 - HDMU - A3532 M S N : 0001

M.B/L No : HDMUALWB2834368

적하목록 상세내역 조회가 완료되었습니다.

운항선사명	현대상선(주)	심사자	심우종	입항일자	2013년 04월 27일
선박명	HYUNDAI JAKARTA	선박국적	PA	화물구분	I
선별구분		검사구분		정정사유	
검사결과				선박호출번호	3EJM4
조치결과				항차	041W
양륙항	KRPUS Pusan	반입장소			

적재항	USLAX Los Angeles	M.B/L NO	HDMUALWB2834368	B/L TYPE	S
포장개수	1 GT	총중량	13,878.7KG	총용적	1.000
품명	NON-HAZARDOUS LEXAN SYNTHETIC RESIN NLR			HS6단위	
배정코드		장치예정장소	03077011	특수화물코드	NO
수하인	상호	SABIC - IP SEOUL KOREA KOREA LTD			전화번호
	주소	DONGHOON-BLDG 19-20FL. 702-19, YEOKSAM-DONG, SEOUL, KOREA 135-513			사업자번호
통지처	상호	SABIC - IP SEOUL KOREA KOREA LTD			전화번호
	주소	DONGHOON-BLDG 19-20FL. 702-19, YEOKSAM-DONG, SEOUL, KOREA 135-513			사업자번호

시작

오후 1:57

4. The process of Entry system

□ Unloading

관세행정 정보시스템 - Windows Internet Explorer

http://10.132.1.81:8300/kcis/subportal/Index.do

관세청 전자통관시스템 UNI-PASS

품목분류 | 온-나라 | 지식경영 | 통합정보 | e-mail | 전자통관 기술지원센터 | 법령정보 | Home

메뉴숨김 | 수입적하목록(항공) | 수입적하목록(해상) | 환적화물 | 반출입관리 | 보세운송 | 제화

작업구분: 즉시검사화물 검색기검사화물 전체

(용)선사부호: HDMU HYUNDAI MERCHANT MARINE

적하목록관리번호: 13 - HDMU - A3532

조회단위: 10

조회가 완료되었습니다. 총 852건이 조회 되었습니다.

입항일자: 2013/04/27 | 적하목록심사여부: Y | B/L건수: 852

수리여부: Y | 수리번호: 13-030-123685

선택	MSN	M.B/L번호	포장 개수	단위	총중량	CNTR	구분 코드	하선장소	일괄 변경	하선장소명	관리 대상
<input type="radio"/>	0001	HDMUALWB2834368	1	GT	13,878.7	1	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0002	HDMUALWB2834377	3	GT	46,352.1	3	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0003	HDMUALWB2834383	3	GT	48,274.0	3	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0004	HDMUALWB2834547	3	GT	50,487.6	3	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0005	HDMUALWB2834550	18	GT	18,387.0	1	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0006	HDMUALWB2834554	3	GT	47,641.7	3	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0007	HDMUALWB2834559	2	GT	31,230.6	2	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0008	HDMUALWB2834561	3	GT	47,482.9	3	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0009	HDMUALWB2834576	3	GT	50,345.1	3	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N
<input type="radio"/>	0010	HDMUALWB2834583	2	GT	33,654.1	2	ST	03077011	<input type="checkbox"/>	현대부산신항만(주)	N

[1][2][3][4][5][6][7][8][9][10] 다음

4. The process of Entry system

□ Result of Unloading(Total)

관세행정 정보시스템 - Windows Internet Explorer

http://10.132.1.81:8300/kcis/subportal/Index.do

관세청 전자통관시스템 UNI-PASS

품목분류 | 온-나라 | 지식경영 | 통합정보 | e-mail | 전자통관 기술지원센터 | 법령정보 | Home

Home >> 수출입화물 >> 수입적하목록(해상) >> 하선결과보고 >> 하선결과보고상세내역 (CBFQ020)

하선결과보고 상세내역

적하목록관리번호 13 - MAEU - A3008

조회가 완료되었습니다. [조회] [화면지움]

선박명	MAERSK KARLSKRONA	항차	1303	입항일자	2013/05/07
하역회사명	(주)미사로지스틱스	하선완료일자		하선완료일자	2013/05/08
결과보고자	(주)해양공사	하선결과보고일자		하선결과보고일자	2013/05/08
이상보고 유무 / 수리여부	Y/N	이상보고건수	114	제출번호	13-0606

Container구분	규격	적하목록 개수	하선결과보고 개수
FULL	20 Feet	274	274
	40 Feet	408	408
EMPTY	20 Feet	101	101
	40 Feet	188	188

하선결과이상보고내역(컨테이너)

4. The process of Entry system

□ Correction of Manifest

관세행정 정보시스템 - Windows Internet Explorer

http://10.132.1.81:8300/kcis/subportal/Index.do

관세청 전자통관시스템 UNI-PASS

품목분류 | 온-나라 | 지식경영 | 통합정보 | e-mail | 전자통관 기술지원센터 | 법령정보 | Home

메뉴숨김 관리자 | 보세구역 종합관리 | 정보관리 | 수출적하목록 | 수입적하목록(항공) | 수입적하목록(해상)

Home >> 수출입화물 >> 수입적하목록(해상) >> 적하목록정정 >> 적하목록정정상세내역(CBDQ022)

적하목록 정정 상세내역

정정승인번호: 030 - 10 - 1312103 신청인부호: MAEU 조회단위: 5

정정일자: 2013년 05월 08일 정정직원: 980694 코드 김순남

조회가 완료되었습니다. 총 2건이 조회되었습니다.

MRN	MSN	HSN	정정항목	정정전내역		종수량 자동 정정여부
				정정후내역		
13-MAEU-A2931	1067	CA	포장개수	1200		
				1187		
13-MAEU-A2931	1067	CB	중량	24600.0		
				24333.50		

[1]

이전화면

시작 | UNI... | CKP... | http:... | 관세... | 강의... | Micr... | 오후 4:24

4. The process of Entry system

□ Info. of Clearance(Inbound)

화물공유정보 - Windows Internet Explorer

화물 및 통관 진행정보 나등급

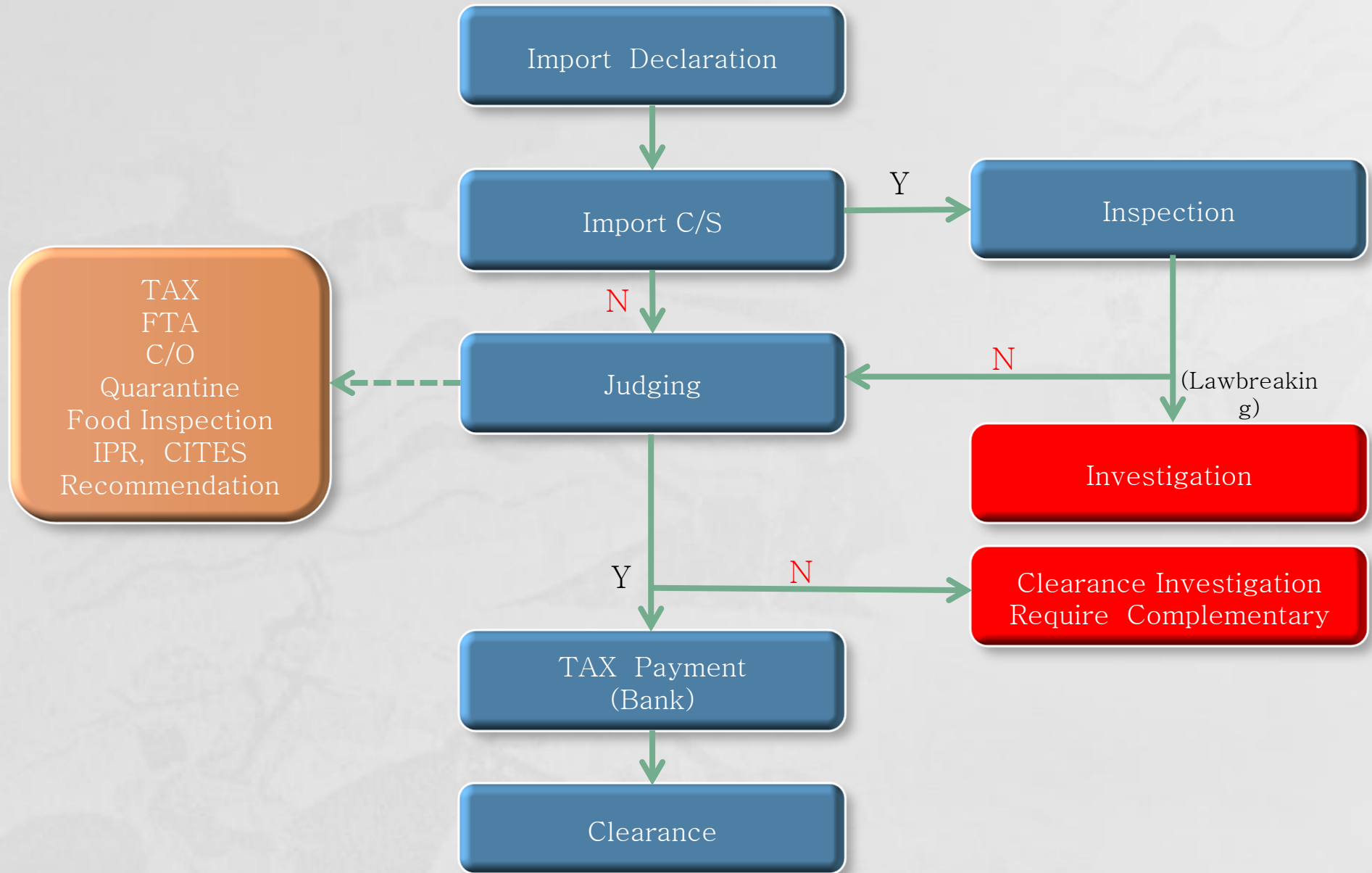
화물관리번호: 13KMTC17054 - 0228 - 001
 M_B/L-H_B/L 번호: KMTC SIN0889201 - CPWPLKRINC18393! 상태: 반출완료

조회가 완료되었습니다. 조회 화면지움

선/항공사	KOREA MARINE TRANSPORT	대리점	KMTC		선박국적	KR 한국	
선(편)명	KMTC SINGAPORE	입항일	2013.04.25	B/L타입	C	적재항	Singapore ,SG
양륙항	부산항	입항세관	030	항 차	1305N	포장개수	1 GT
송하인	BILCARE SINGAPORE PTE LTD			반출의무과태료	N	용적	0.000
수하인	PHARMCARES KOREA			신고지연가산세	N	총중량	10,455.8 KG
CNTR개수	1	번호	IPXU3142190	특수화물부호		관리대상 지정여부	N
품 명	GLASS CLEAR WHT OPQ RED					화물구분	수입화물

NO	처리구분	포장개수	장치장/장치위치	반출입(처리)일시	신고번호
	수신일시	중 량	장치장명	반출입(처리)내용	반출입근거번호
6	반출	1GT	03012240	2013.04.29 18:19:00	03012240-13-0046289A
	2013.04.29 18:27	10,455.8KG	한국허치슨터미널(주	수입신고 수리후 반출	1289413040548U
5	수입신고수리	1GT	03012240		12894-13-040548U
	2013.04.29 17:34	10,455.8KG	한국허치슨터미널(주		
4	반입	1GT	03012240	2013.04.26 10:20:00	03012240-13-0046012A
	2013.04.29 17:16	10,455.8KG	한국허치슨터미널(주	입항 반입	
3	수입신고	1GT	03012240		12894-13-040548U
	2013.04.29 17:15	10,455.8KG	한국허치슨터미널(주		
2	하선신고	1GT	03012240		13-030-123255
	2013.04.29 17:09	10,455.8KG	한국허치슨터미널(주		추가(2013.04.29)
1	적하목록심사완료	1GT			13KMTC17054-0228-001
	2013.04.29 17:08	10,455.8KG			추가(2013.04.29)

5. Import Clearance Process



5. Import Clearance Process

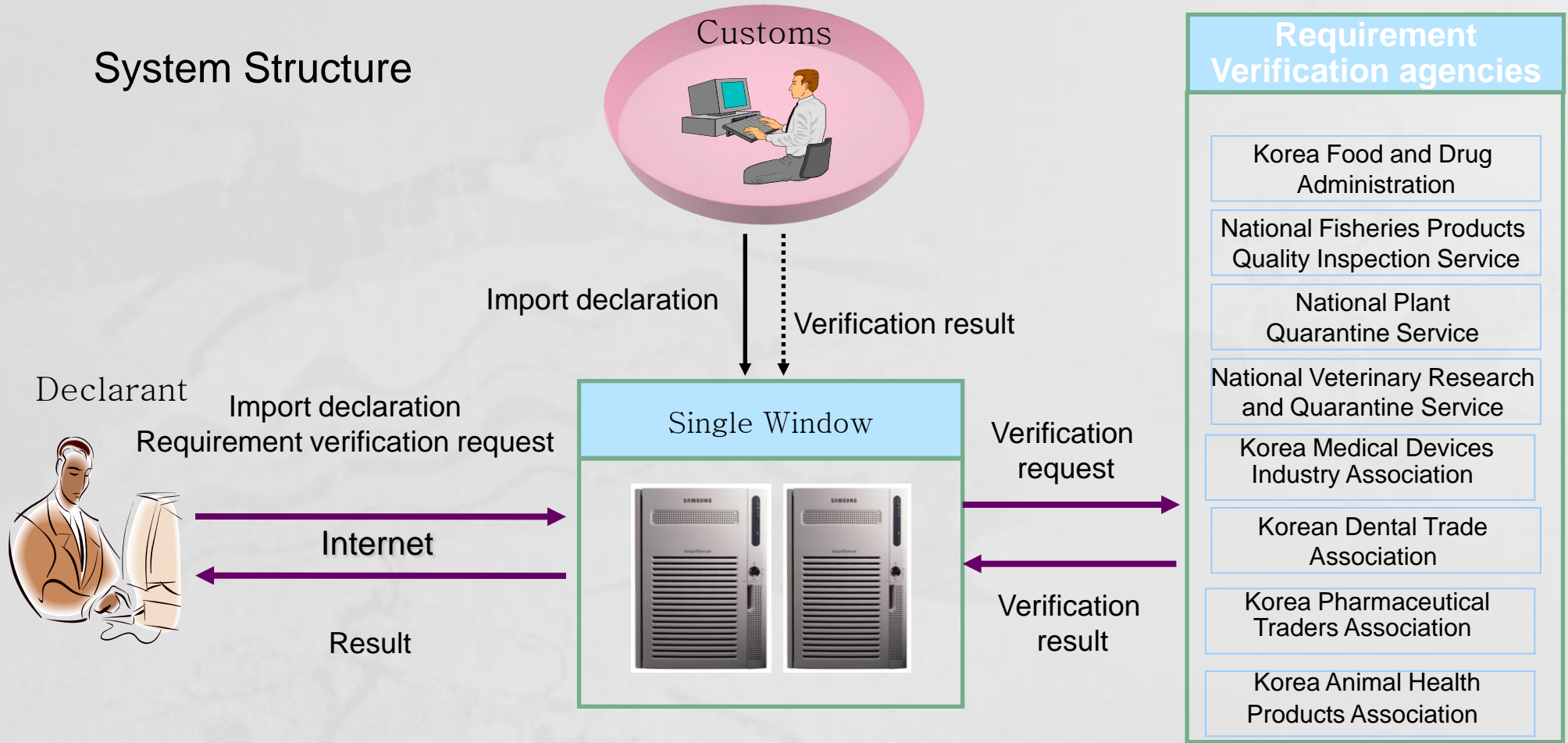
□ Clearance procedures for different import declaration timing

		Declare prior to departure	Declare prior to entry	Declare prior to arrival at bonded area	Declare after arrival at bonded area
Declaration timing		5 days (1 day in case of airplane) before a loaded ship (airplane) departs	5 days (1 day in case of airplane) before arrival at Korea - after departure and before entry (declaration of unloading)	After entry and before goods to be declared arrive at bonded area	After goods to be declared arrive at bonded area
Goods to be declared		-Goods imported via airplane -Goods imported from Japan, China, Taiwan, and Hong Kong via ship	No restriction	No restriction	No restriction
Customs to declare to		Customs house where entry is expected	Customs house where entry is expected	Customs house responsible for concerned bonded area	Customs house responsible for concerned bonded area
When to inform imports need inspection		When vessel (airplane) departure evidence (departure declaration form and manifest) is submitted	Import declaration date	Import declaration date	Import declaration date
Skip		After manifest is submitted	After manifest is submitted		

5. Import Clearance Process

□ Internet Clearance portal system(Single Window)

System Structure

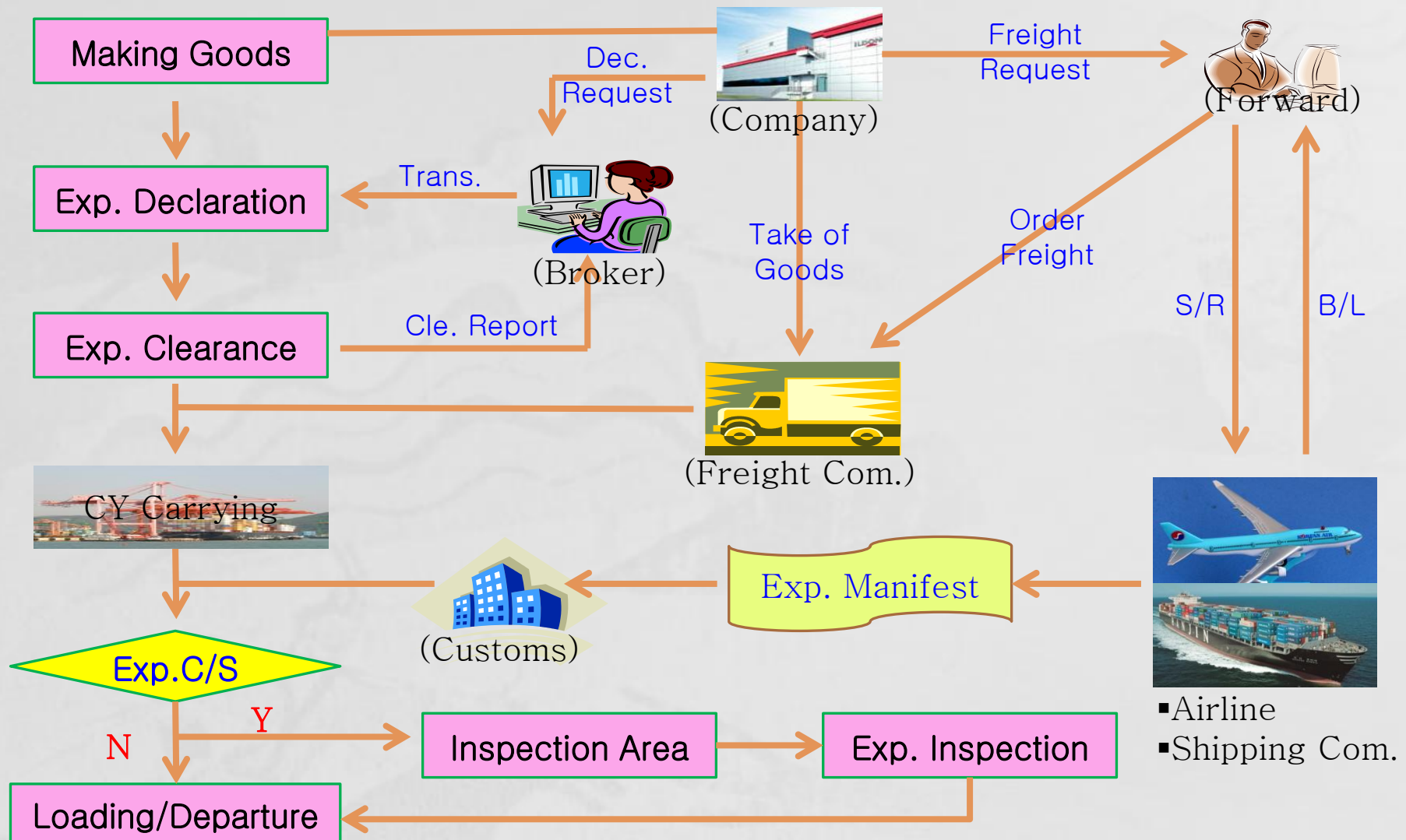


* 99% of Declarations use Single Window.

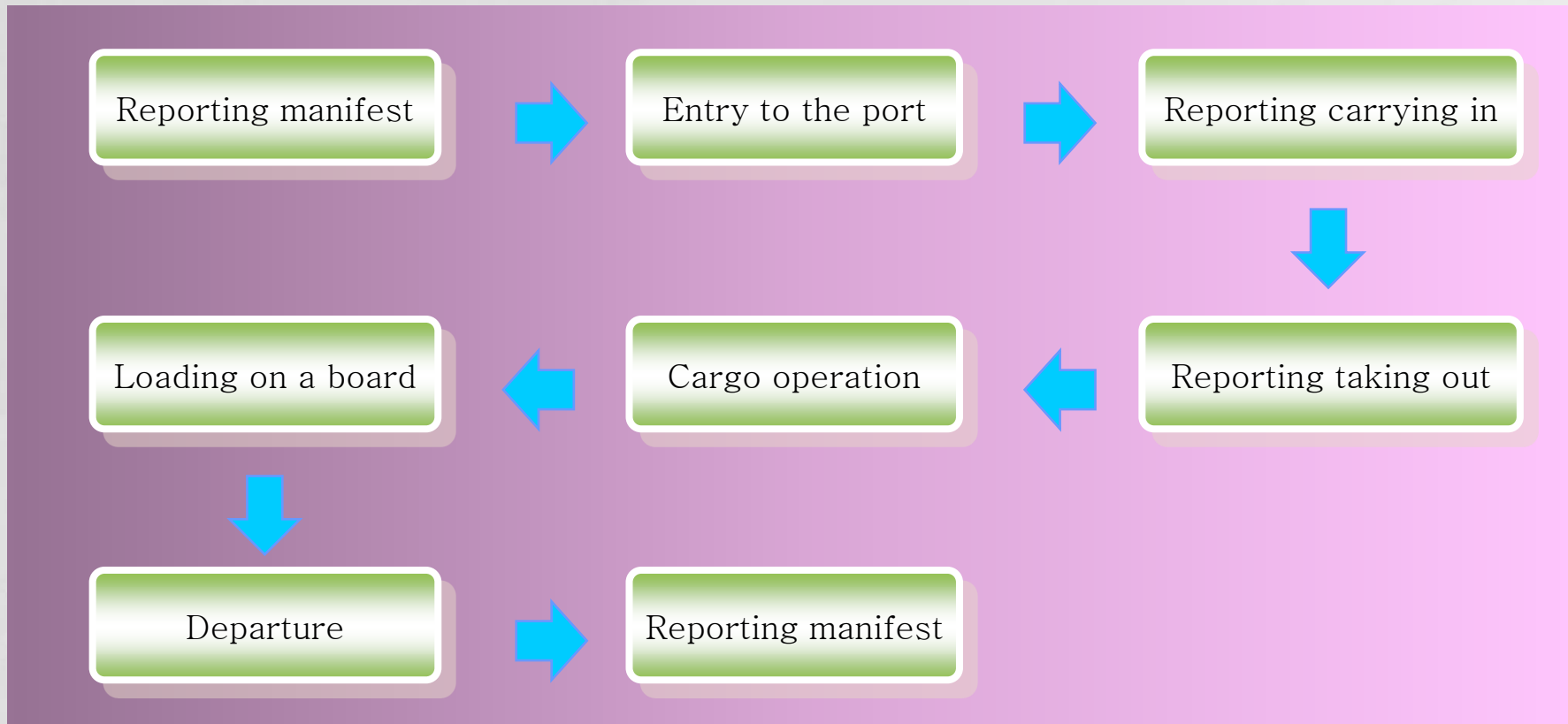
* World Bank's Best Practice (Doing Business 2010, World Bank)

* 34 agencies

6. Export Clearance Process



7. Transshipment Process System





THANK YOU



KOREA Customs Service

선진무역강국을 실현하는 WORLD BEST 관세청!



Express Cargo Clearance



Korea Customs Service



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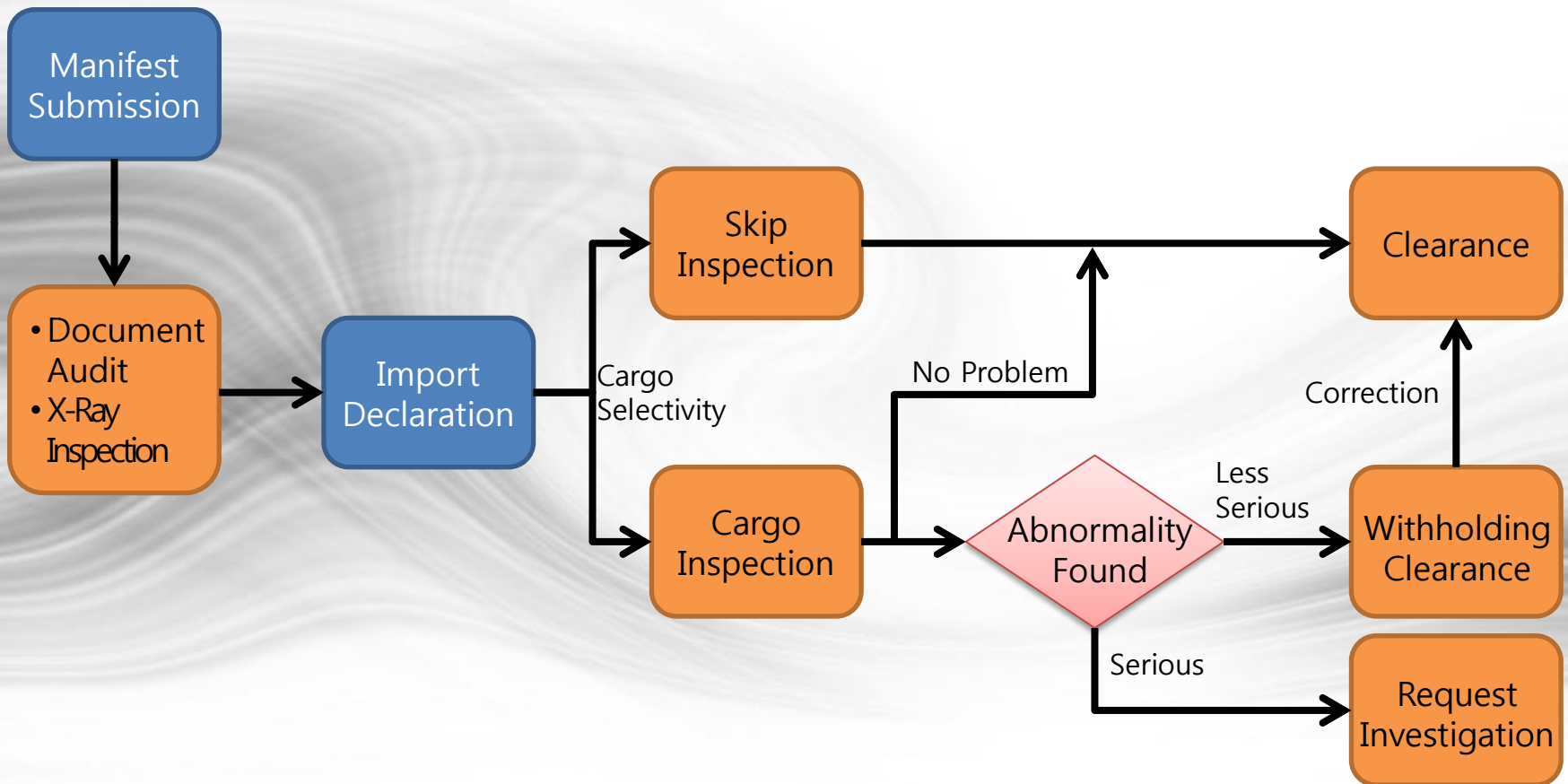


- **The Procedure of Express Cargo Clearance**
- **The Difference between Express and General Cargo in the Clearance**
- **The Express Cargo Clearance Center**
- **The Discovered Cases of the Restricted Items**



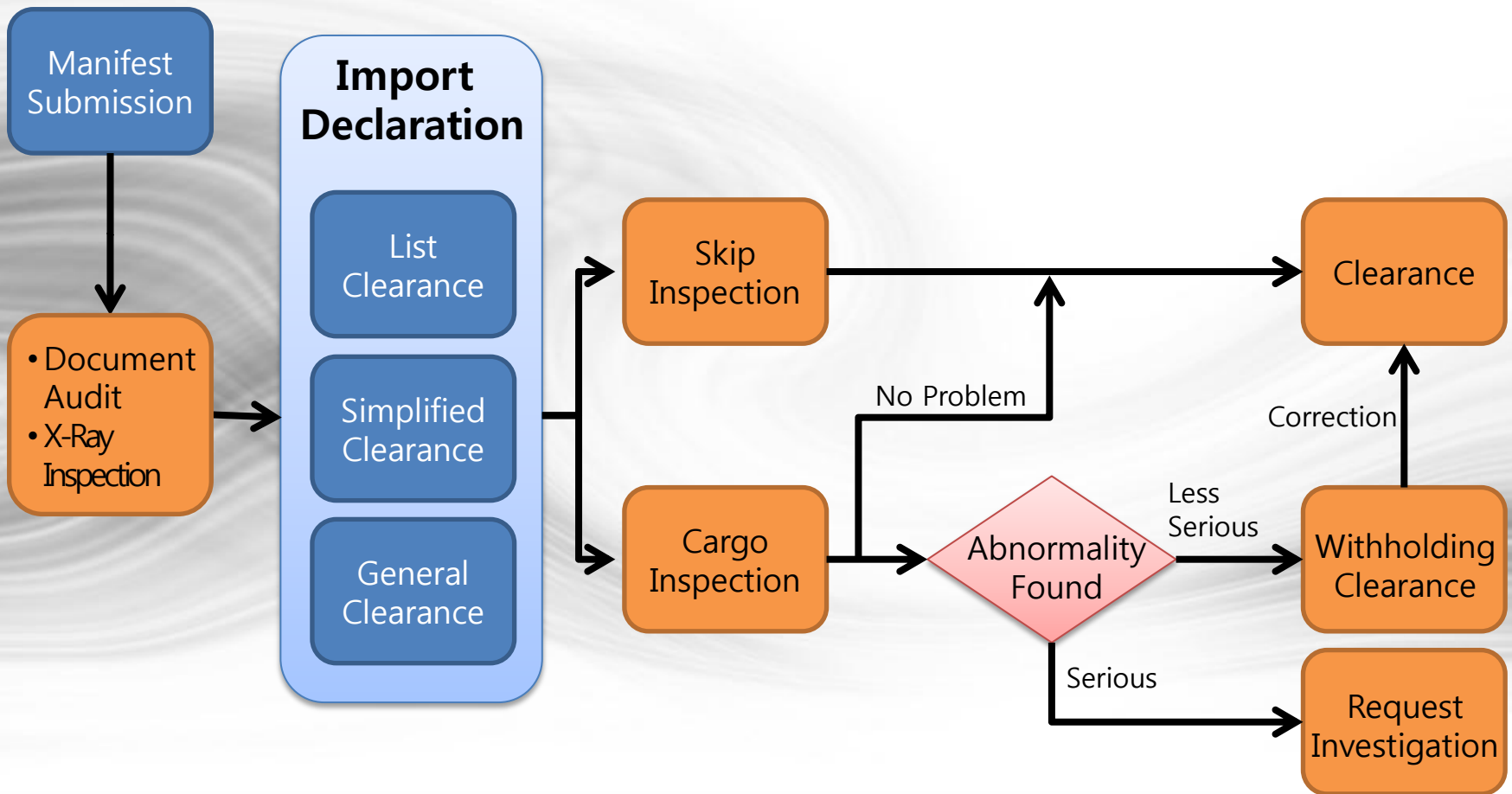
The Clearance for Express Cargo (1/2)

- The import clearance process for the express cargo is not much different from one for the general cargo



The Clearance for Express Cargo (2/2)

- 3 different clearance categories according to the import declaration





The Clearance Differences between Express & General Cargo



- Each clearance category has a different level in cargo value & the number of reporting details etc.

	Cargo Value for Declaration	No. of reporting details	Import Declarant	Required Documents	No. & Value (2015)
List Clearance*	US\$ 150 or less (US\$ 200 from the U.S.)	27 Items	<ul style="list-style-type: none"> Express Corporation 	Not Necessary	<ul style="list-style-type: none"> ▶ 12,583,000(60%) ▶ US\$ 752mil.
Simplified Clearance	US\$ 150~2,000 (US\$ 200~2,000 from the U.S.)	57 Items	<ul style="list-style-type: none"> Cargo Owner Customs Service Agency 	Not Necessary	<ul style="list-style-type: none"> ▶ 456,000(2%) ▶ US\$ 252million
General Clearance	Over US\$ 2,000	69 Items	<ul style="list-style-type: none"> Cargo Owner Customs Service Agency 	<ul style="list-style-type: none"> Value related documents C/O etc 	<ul style="list-style-type: none"> ▶ 7,984,000(38%) ▶ 13,455mil.

*The product excluded in the List Clearance

- Medicine & Medical Supplies, CITES, The product for quarantine, Health Functional Foods, Groceries, The product of IRP Infringement



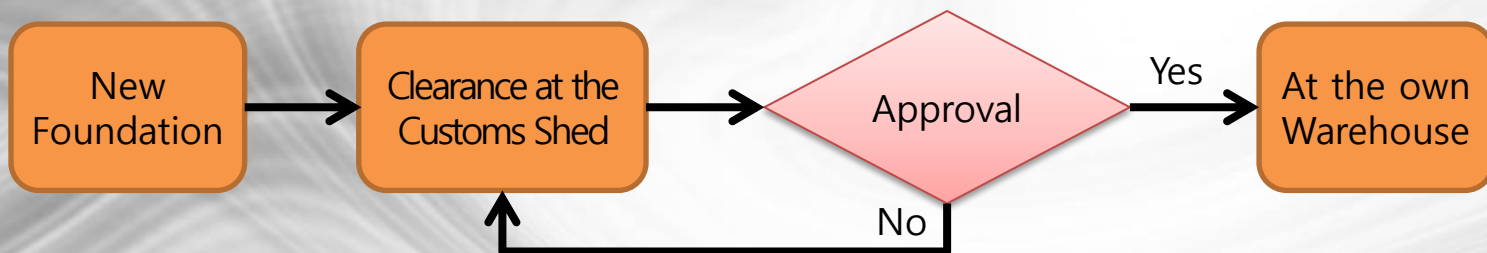
The Clearance Place for Express Cargo



The Express Cargo Clearance proceeds at the place having particular facilities

- Rule – at the designated customs shed
- Possibility – at the Warehouse for private use*

(in the case of a customs collector's approval)



* EMS Corporation must have some facility requirements such as X-Ray Reader, Automatic sorting equipment, Warehouse etc., and also provide the handing capacity

Customs collector decides the start of the clearance for the warehouse(its own facility) of EMS Corporation



Overview of Express Cargo Clearance Center (1/2)



The Express Cargo Clearance Center under Incheon Regional Customs





Overview of Express Cargo Clearance Center (2/2)



Description of the Center

◆ **Location** : 41-42 295 Beon-gil
Gonghangdong-ro Jung-gu
Incheon

◆ **Area** : 35,885 m²
(31,426 m² for storage, 4,459 m² for
work area)

◆ **Project Budget** : 62 billion won
(38.4 billion won for construction,
23.6 billion won for facility
automation)

◆ **Duration** : August 14, 2013 ~
June 30, 2016

Main facilities of the Center

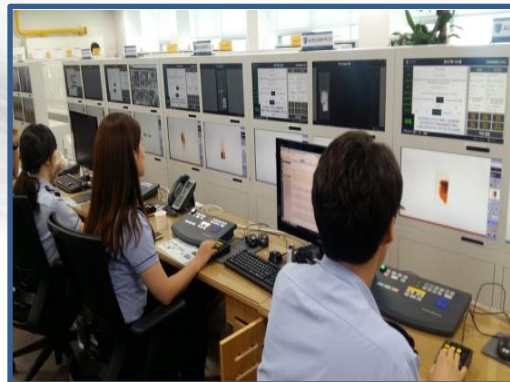
- Automatic sorter (Cross



- Fixed Scanner (IPS)



- Centralized X-ray
interpretation room



- Integrated Control Room



Background to Express Cargo Clearance Center (1/2)



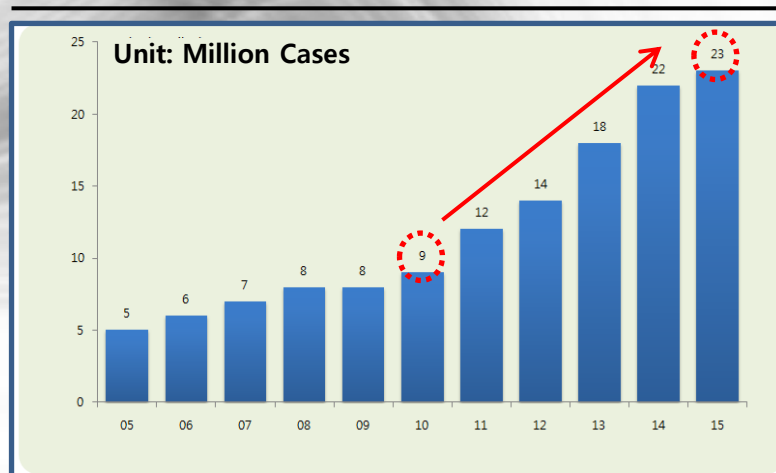
▪ Upsurge of Express Cargo

- With the increase of overseas purchases, in the past 5 years **express cargo volume increased by 2.6 times**(8,960,000 cases in 2010 → 23,080,000 cases in 2015)

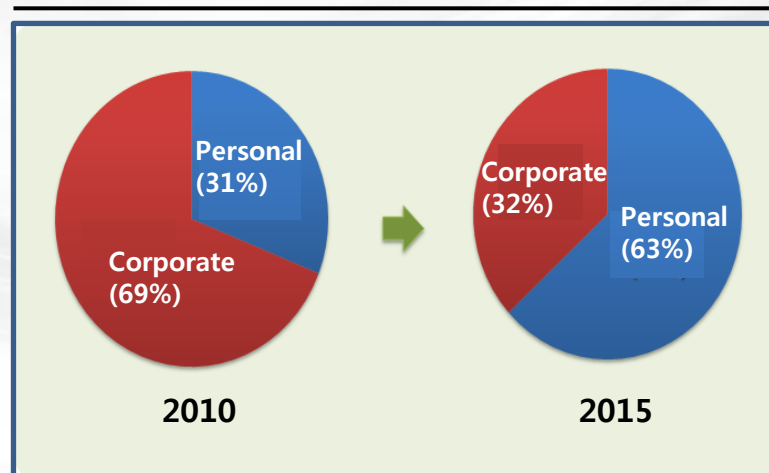
▪ Paradigm Change

- Express shipments changed from corporate documents and samples of urgency to personal goods. (31% in 2010 → 63% in 2015)
- With the convenience of express shipments some general imported cargo(2,320,000 cases in 2010 → 8,461,000 cases in 2015, 3.6 times ↑) is also changed to express shipments.

The increasing trend of express cargo



The change of personal cargo

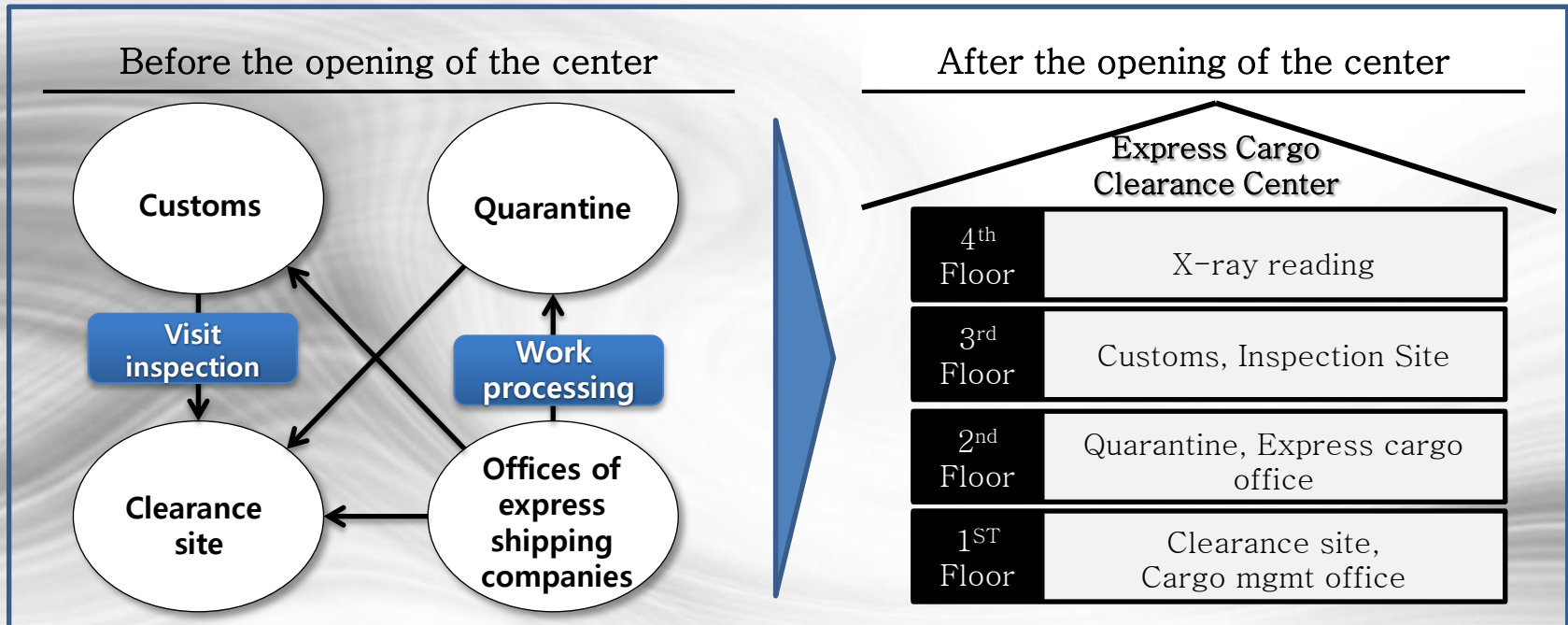


Background to Express Cargo Clearance Center (2/2)



■ Problem at the clearance site

- Clearance sites for express cargo were dispersed all around the airport (2 designated sites, 14 sites of express shipping companies) and the facilities in poor condition incurred difficulties in personnel operations and in surveillance and control.



■ Inflow of high-risk cargo

- Recurrent inflow of illegal goods such as drugs, misusing the simplified procedure for express shipments



Clearance Process at the Center



1 Transportation After Unloading



Swift Warehousing

* Warehousing through air-side

2 Entry of Goods



10 Arrival Lines

* 5 Automatic, 4 manual, and 1 large-sized lines

3 Detection Dog Inspection



Detection Dogs

* Inspection with detection dogs on the goods from high-risk regions

4 Barcode Scanning



Five 3D Recognition IPS

* Scanning of barcodes via mage recognition

5 X-Ray Inspection



X-Ray Scanning for All Goods

* Comparative interpretation of x-ray images with IPS information on goods

6 X-Ray Result Transmission



Three 5D Recognition IPS

* Recognition of the x-ray interpretation results

7 Automatic Sorter



Sorting Goods for Inspection

* 50 million cases are processed annually.

8 Inspection Site



16 Inspection Lines

* Drugs, fire arms, and foods subject to quarantine are sorted and inspected.


F Storage Warehouse



31 Storage Lines

* Unaccepted and undeclared goods are sorted and stored by company.

F Cargo Release Area



31 Cargo Release Lines

* Automatic sorting by delivery area and by company and release

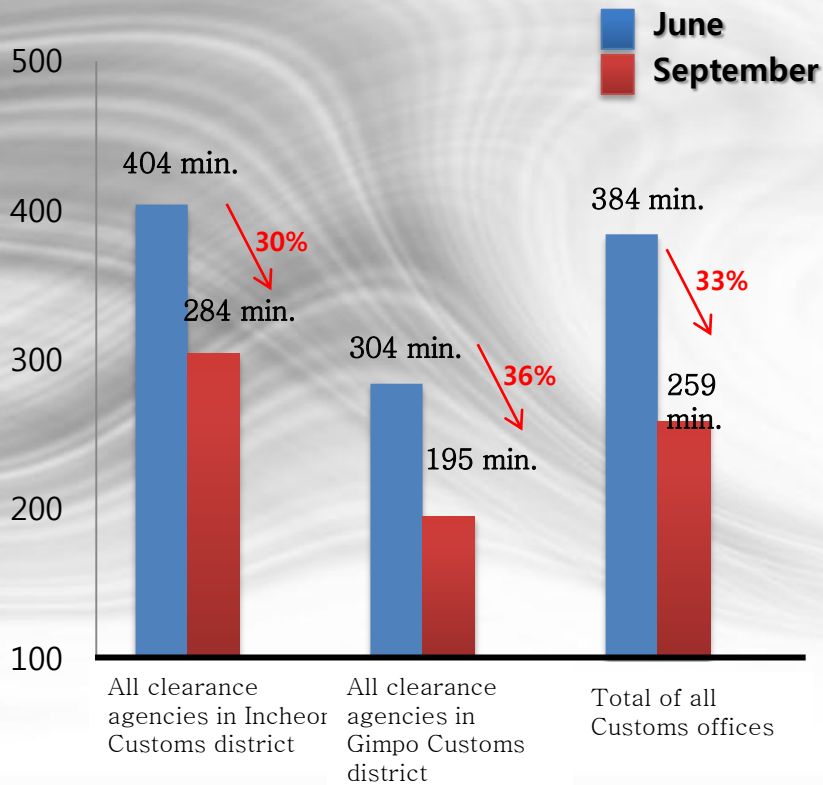


Efficiency of Express Cargo Clearance Center

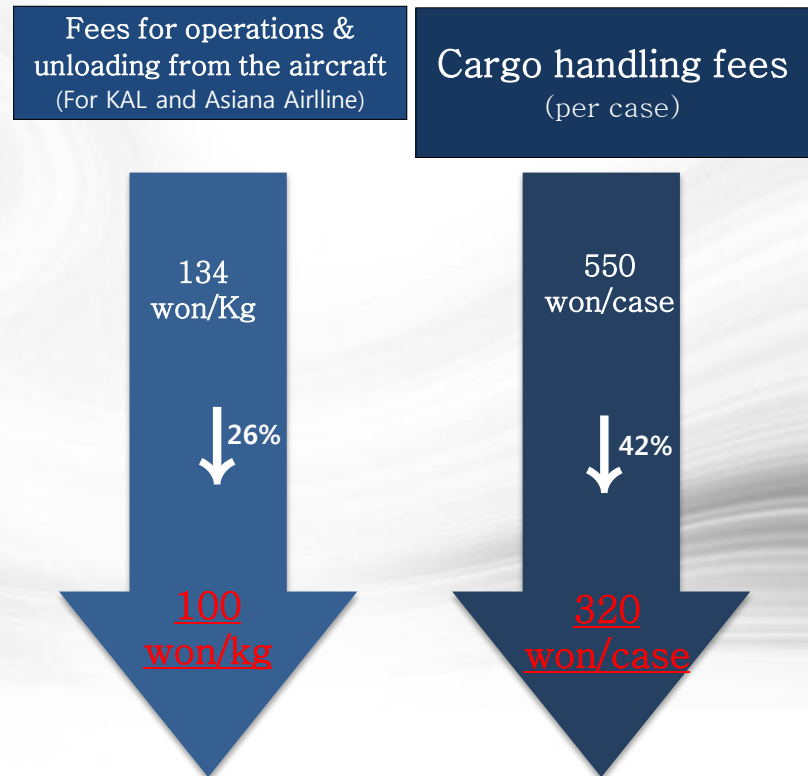


- By the centralization, the efficiency has been increased in the lead time and the cost

Change in logistics processing time before & after the opening of the center



Effect of reducing fees for shipping & cargo handling



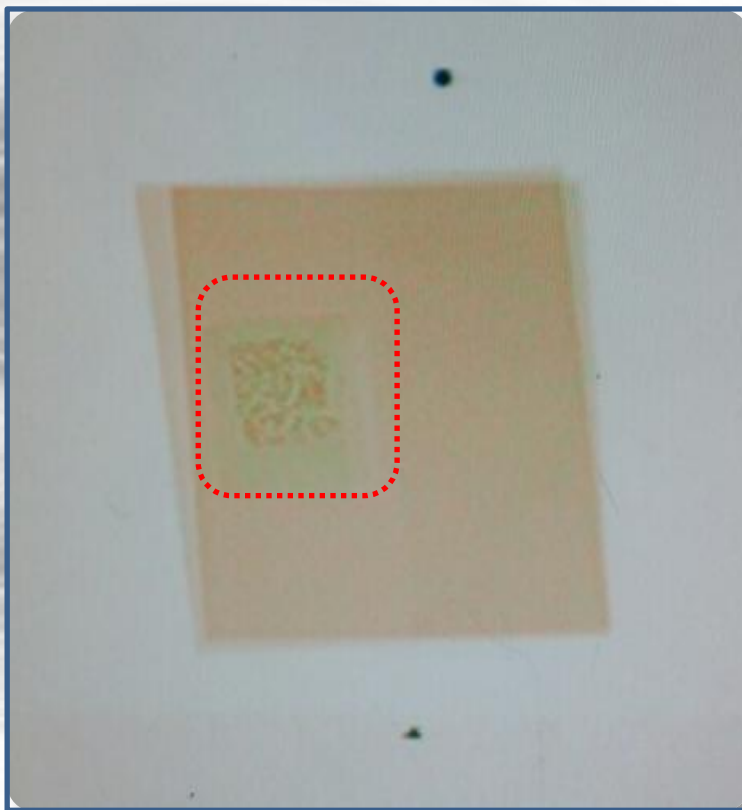


The discovered Case of illicit Drug & Medicine (1/4)

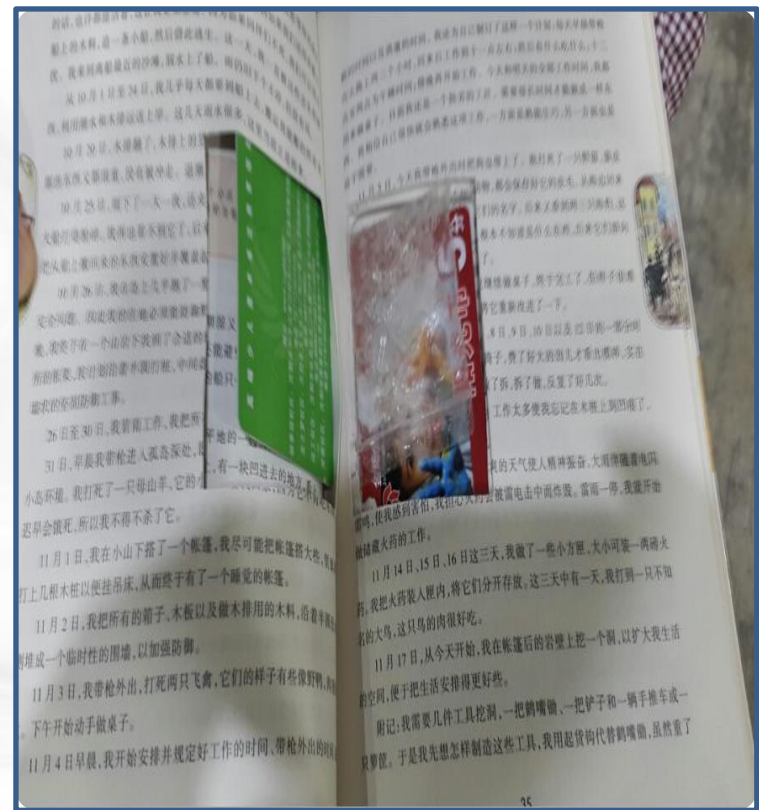


- By X-ray Inspection, the **illicit drug** was found in the middle of the book

X-Ray Reading



Actual Image

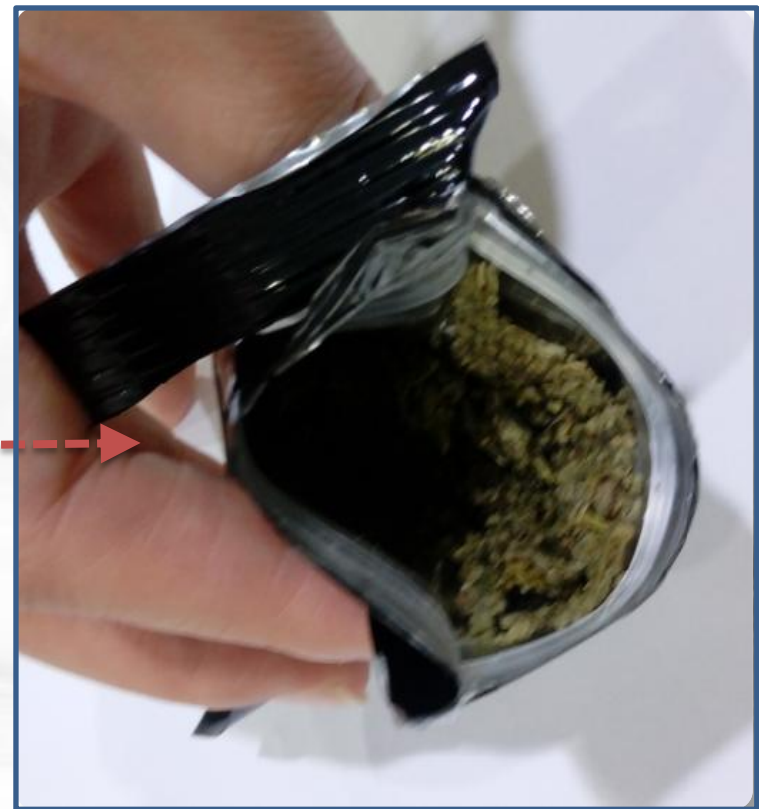




The discovered Case of illicit Drug & Medicine (2/4)



- The **psychotropic medicine** was found in the cleaning tissue by X-ray inspection

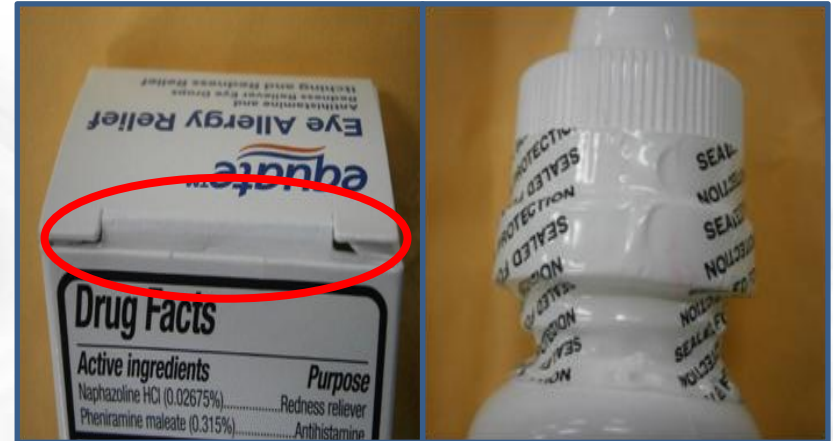




The discovered Case of illicit Drug & Medicine (3/4)



- The **temporary designated drugs & psychotropic medicines** were found by information analysis that was focused on re-packaging, re-packing marks, similar packaging, re-attached sticker etc





The discovered Case of illicit Drug & Medicine (4/4)



- The 8,396 pills of illicit drug were found by information analysis focused on the way of changing with a similar bottle



- Thank you -



**Clearance Facilitation Section,
Busan Main Customs**