

# JASTPRO as Japan Focal Point of UN/LOCODE

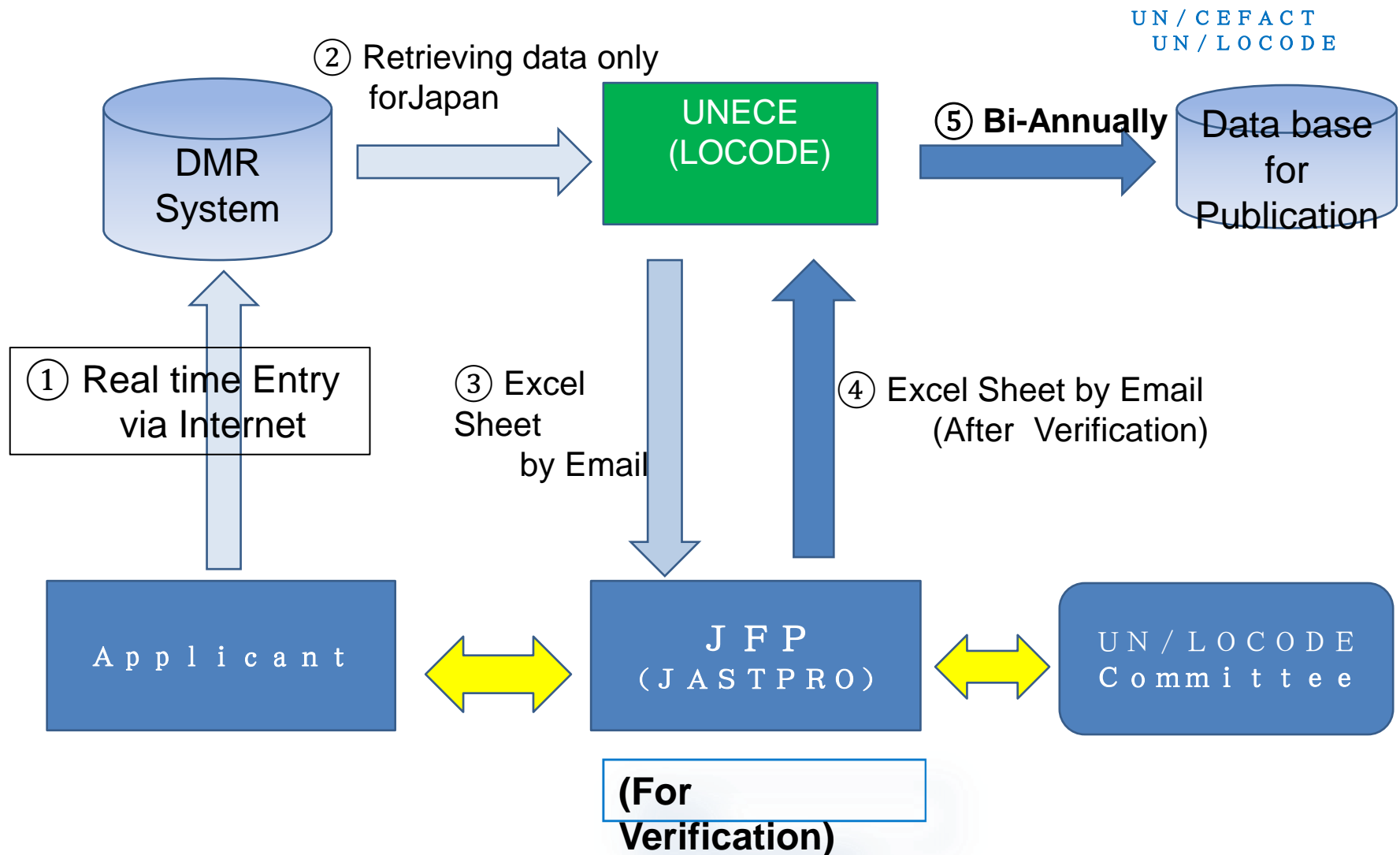
(UN/CEFACT UN/LOCODE  
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Mitsuru Ishigaki  
JASTPRO  
UN/CEFACT Rapporteur  
for Asia and the Pacific

# PROFILE OF JASTPRO

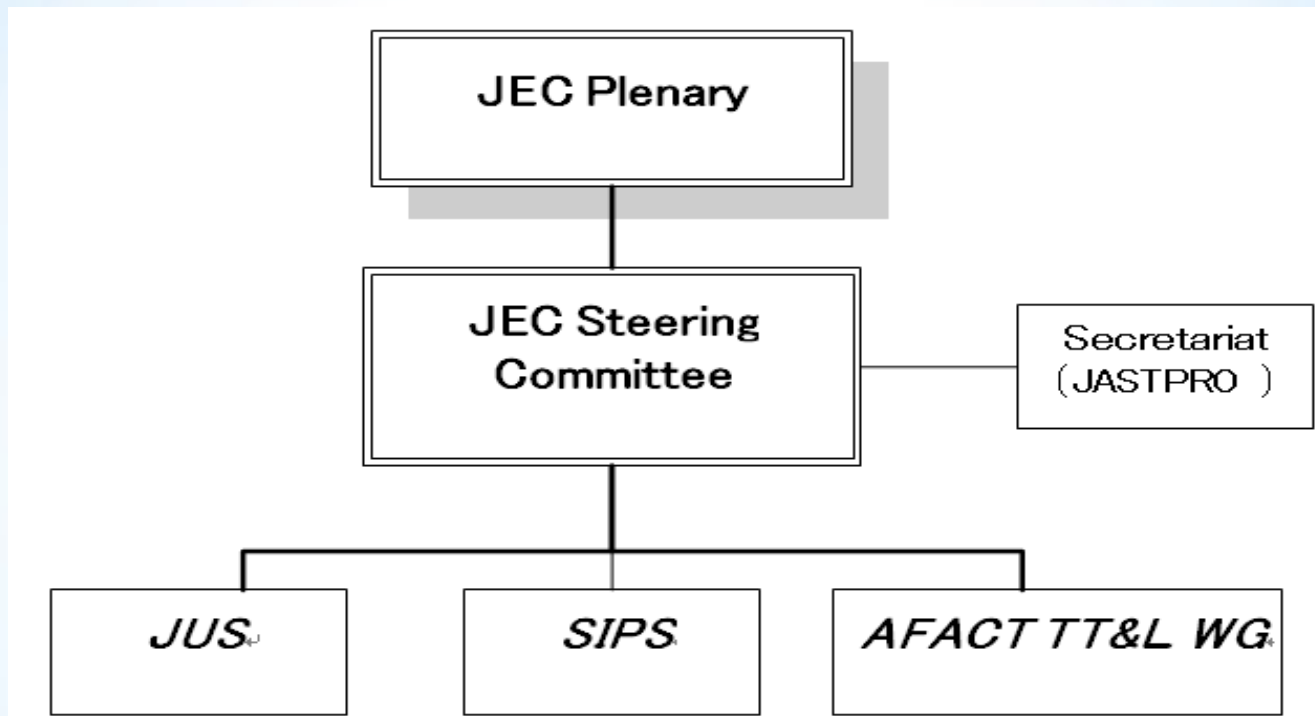
- JASTPRO stands for  
Japan Association for Simplification of  
International Trade Procedures  
[http://www.jastpro.org/about/outline\\_e.html](http://www.jastpro.org/about/outline_e.html)
- Founded in December 1974 as **NPO** with support of three government organizations;
  - a Ministry of Economics , Trade and industries(METI)  
<http://www.meti.go.jp/english/index.html>
  - b Ministry of Land, Infrastructure, Transport and Tourism (MLIT)  
<http://www.mlit.go.jp/en/index.html>
  - c Ministry of Finance (MOF)  
<http://www.mof.go.jp/english/index.htm>

# Japan Focal Point( JFP ) Quarterly Operation Flow



# Process Flow of Quarterly Operation

- ① To **Receive** newly entered applications in an excel sheet from ECE.
- ② To **verify** these applications.
- ③ To **communicate** with relevant applicants to clarify issues.
- ④ To **report** the result of verification to UN/LOCODE committee and to **obtain its** approval.
- ⑤ To **add** the result of verification approved to the excel sheet.
- ⑥ To **forward** the excel sheet back to UNECE.
- ⑦ To **inform** the applicant of the result so that they can start to  
use it for daily business soonest.
- ⑧ To **check** the latest directory when it is published bi-annually by UNECE.



- **JUS: Japan Committee for UN/CEFACT Standards**  
【UN/LOCODE Committee】
- **SIPS: Supply Chain Information Platform Study Group**
- **AFACT TT&L: AFACT Travel Tourism and Leisure Japan W/G**

- **Resource** for FP task :  
One person (Net workload: 1 working day)
- **Number of applications** processed:  
30~50 ( 150 applications annually)
- All applications were entered through DMR (website) and **origin of most applicants is global** (Not domestic)
- **Number of registered UN/LOCODE** (Japan location)  
Appox. 2000 ( Sea Port 80% Inland/airport 20%)
- **Upgrading the quality** of verified applications  
The portion of approved applications :  
More than 90% are approved owing to direct communication between FP and applicants.  
( Around 30% had been left un-resolved due to lacking enough information provided by applicants on and before December 2013)

## Verified by Japan Focal Point as to;

- To search the applied location using key factors ( Name of place, Sub-division, Latitude/Longitude )
- Incorrect name ( Original identical Chinese characters can have plural names ) has to be amended.
- Incorrect sub-division and/or latitude/longitude has to be amended.
- Only cities advertised by the government can be accepted. Small towns/villages under the cities are unacceptable.
- Only ports advertised by government agencies can be accepted.
- The case that the identical location was already registered , cannot be accepted. (Duplication check)

# The Benefit for an Applicant

## Through direct communication with FP

An applicant is able to ;

- Know the result of verification
  - whether his application was accepted
  - whether his application has to be modified
  - whether his application was rejected and
  - what alternative code can be used
- Start to use the new UN/LOCODE  
even before bi-annual publication by UNECE



【Verified by Japan Focal Point】

It is confusing to apply the adequate Function Code

➤ **Easy** to apply ‘1’ for Port, ‘2’ for Rail and ‘4’ for airport

➤ **Difficult** to apply for an inland place

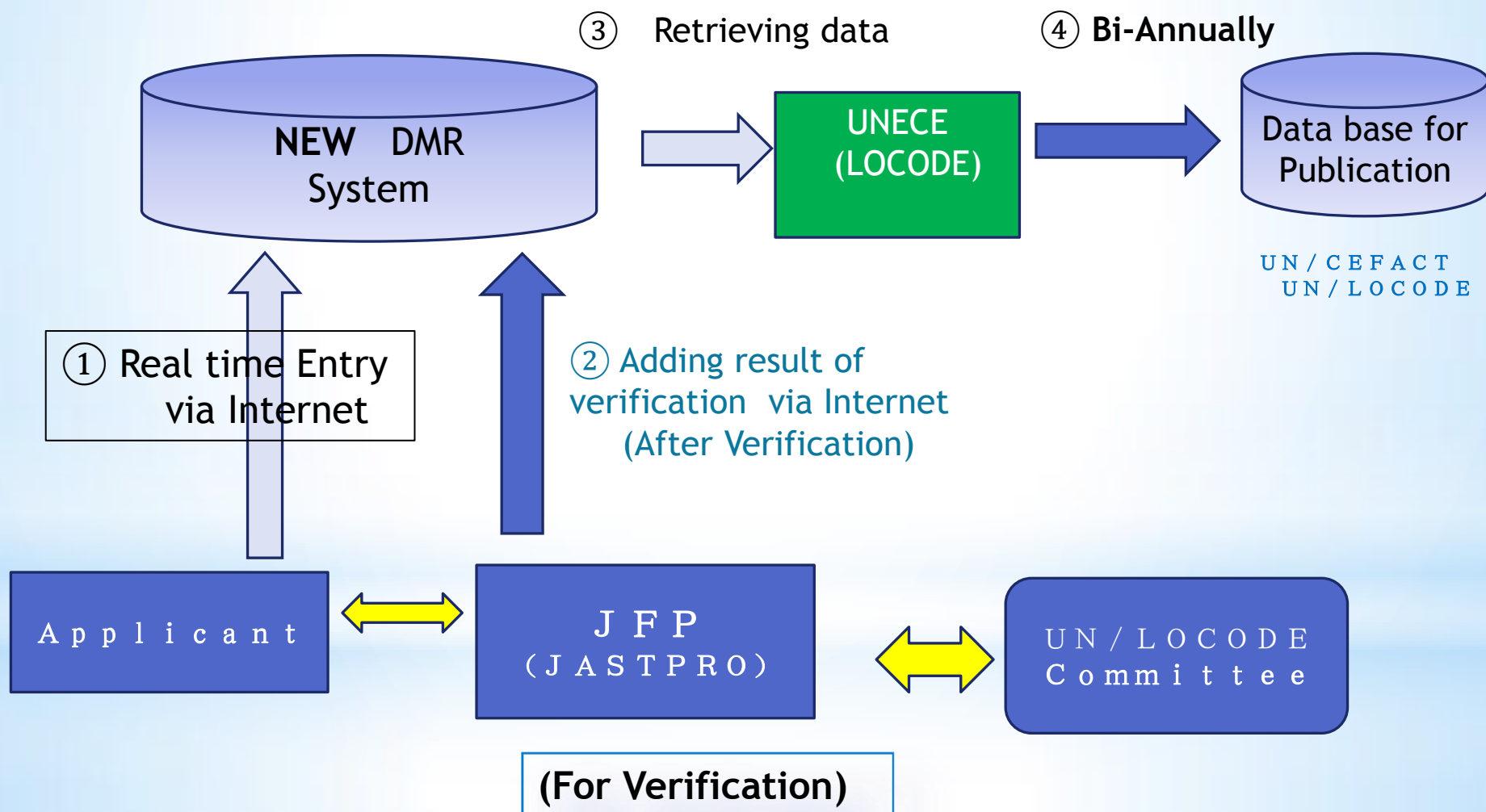
If it is Inland Clearance Depot, ‘6’ should be applied.

If it is not Clearance depot , will ‘3’ and/or ‘4’ be applied?

What is the exact meaning of ‘Reserved for multimodal functions’ applied to ‘6’? Almost all transport today is based on ‘multimodal ‘ (transportation or a contract).

( If it is only the remark of future usage, this remark should be removed from Rec.16 and UN/LOCODE manual in order to eliminate confusion.)

FP can contribute to more efficient and effective procedure if DMR System is upgraded so that FP is allowed to update applied data.





**Thank you !!!**