

ICS IMPORTS: INDUSTRY ACTION GROUP - OUTCOMES

1ST MEETING – CUSTOMS HOUSE SYDNEY – FRIDAY 28 OCTOBER 2005

SCOPE OF MEETING

Due to time restraints and immediate priorities, the 1st meeting of the Industry Action Group (IAG) focussed primarily on seafreight FCL issues, underbond airfreight and reconciliation issues.

Subsequent meetings of the IAG will establish formal Terms of Reference and broaden the focus to examine issues affecting LCL cargo release, consolidated air cargo consignments and other high priority issues.

Results will be referred to IAG representatives as appropriate out of session with a full status review at the next meeting – **scheduled for Friday 4 November 2005.**

SEAFREIGHT

Outcome 1

Approximately 50% of all containers at major Australian terminals are Customs and AQIS cleared. In an attempt to assist in waterfront congestion issues, industry associations are to encourage members to take delivery of freight with utilisation of the extended hours of operation currently offered by stevedores.

Refer to <http://itools.customs.gov.au/containers/container.php> for a definitive list of containers that have been fully assessed and are available for immediate delivery or underbond movement. This list is updated once every day.

Similarly, 1-Stop Connections Pty Ltd have also provided a temporary service to industry to assist in confirming the Customs status prior to arranging container collection refer to www.1-stop.biz

Industry are to be aware that this list may show some consignments as being cleared that are not clear on the ICS Customs Interactive. Customs have been screening through “HELD” cargo reports, identifying mismatches of consignment key data, completing risk assessment and releasing cargo. Some of this listed cargo has been approved to move into Home Consumption without duty, taxes and cost recovery charges being paid. Customs will flag these containers on the list with an expectation that full payments will be made by the importer or their Customs broker.

The meeting noted that there were issues of drivers of being turned away despite releases being notified on the 1-Stop website. This was caused primarily by mismatch of voyage

numbers. Stevedores have updated their systems to overcome this discrepancy (in agreement with Customs).

Outcome 2

Analysis was reviewed in relation to the 50% of cargo currently “HELD”. Preliminary results indicate that 75% of the causes relate to cargo that has mismatched or has no declaration. Ocean Bill of Lading is the principle-mismatching field. Customs stated that they require both cargo report and import declarations for risk assessment. The industry interim contingency proposal, to complete full risk assessment solely off the import declaration, was deemed to be inappropriate.

Outcome 3

Customs will enhance the ICS to accept data as it is presented and will allow matching by stripping special characters, leading zeros and trailing alphas. Customs will also present this information in diagnostics and searching tools.

Outcome 4

Customs to provide policy advice on Ocean Bill of Lading reporting – more specifically, is it acceptable practice to misreport known errors to force a match between import declarations and cargo reports and within cascade cargo reporting .

Outcome 5

Customs to conduct analysis on the feasibility of removing Ocean Bill of Lading as consignment key to reconcile between import declarations and cargo reports and also within cascade cargo reporting.

Outcome 6

Customs to provide clarification of business rules for sequencing of cargo reporting between the freight forwarders and shipping lines.

Outcome 7

Customs to progress with enhancement for reconciliation purposes between import declarations and cargo reports and also within cascade cargo reporting to remove leading zeros and trailing alphas on the voyage number. No change to impending arrival reports by Principal Agent.

Outcome 8

Sea freight Impending Arrival amendments to be reviewed to minimise impact on screening periods.

IMPORT DECLARATIONS / DIAGNOSTICS

Outcome 9

SCA parallel processing proposal was supported by industry. Customs is investigating using SCA to acquit matches with COMPILE extension contingencies. Cargo reporters continue to report into the ICS and Customs would convert into a format for SCA to facilitate matching and clearance. This will provide Customs brokers a greater level of diagnostic and increase speed for COMPILE entry clearance. Possible introduction next week and available for an interim period until ICS processing is addressed. Final details will have to managed in consultation with industry.

Outcome 10

Diagnostics errors identified and will be rectified within the next week. CI external processing has improved within the last week but needs further development to meet the benchmark of the legacy system diagnostics and to be an effective commercial business tool. Continuous improvement of functionality will need to be examined by industry and Customs.

Outcome 11

It was noted that EFT responses are taking excessive time to process. Customs has placed a fix in the system on Thursday October 27.

Outcome 12

Customs advise that the privacy issue has been resolved. ICS users have had the ability for to see other user's data/information. Customs has placed a fix in the system on Thursday October 27. Any re-occurring instances are to be raised with the ICS User Rep immediately.

Outcome 13

Customs prints formatting for import declarations to be reviewed and to be substantially enhanced.

AIRFREIGHT

Outcome 14

Airfreight Underbond moves. Customs will meet with select industry rep group on Monday October 31 to work through user requirements in relation to automating the report of the first underbond movement at the consolidation level – aim is to overcome the issue of whether or not MAWB has been reported, and eliminate need for users to match on flight number.

Customs in conjunction with third party software providers and in-house developers will then analyse and implement solution(s).