



**EXPORT & PRE-ARRIVAL
DOCUMENTS & PROCESS
REQUIREMENTS
18 JUNE 2013
MATRADE**

6 CORE MODULES IN NSW

No.	Services	Sender	Recipient
1	Electronic Customs Declarations	<ul style="list-style-type: none"> • Importers/Exporters • Forwarding Agents 	<ul style="list-style-type: none"> • Customs
2	Electronic Duty Payment	<ul style="list-style-type: none"> • Importers/Exporters • Forwarding Agents 	<ul style="list-style-type: none"> • Customs • Banks
3	Electronic Manifests	<ul style="list-style-type: none"> • Freight Forwarders • Shipping Agents 	<ul style="list-style-type: none"> • Customs • Free Zone Authority (FZA) • Port Operator
4	Electronic Permits	<ul style="list-style-type: none"> • Importers/Exporters • Forwarding Agents 	<ul style="list-style-type: none"> • Permit Issuing Agencies (PIAs) • Customs
5.	Electronic Preferential Certificates of Origin	<ul style="list-style-type: none"> • Importers/Exporters • Forwarding Agents 	<ul style="list-style-type: none"> • Ministry of International Trade & Industry (MITI)
6.	E-Permit STA	<ul style="list-style-type: none"> • Importers/Exporters • Forwarding Agents 	<ul style="list-style-type: none"> • Customs

STATUS OF NSW IMPLEMENTATION

Ref	Services	Status	Remark
1	Electronic Customs Declarations	<ul style="list-style-type: none"> 94.6% electronic usage nationwide 	<ul style="list-style-type: none"> 159 of 168 stations nationwide
2	Electronic Duty Payment	<ul style="list-style-type: none"> 28.6% electronic usage nationwide 	<ul style="list-style-type: none"> 4 of 14 states implemented
3	Electronic Manifests	<ul style="list-style-type: none"> 31.8% electronic usage 	<ul style="list-style-type: none"> 7 of 22 Ports implemented
4	Electronic Permits	<ul style="list-style-type: none"> 78.1% PIAs on electronic environment 	<ul style="list-style-type: none"> 25 of 32 adopted full electronic usage
5.	Electronic Preferential Certificates of Origin	<ul style="list-style-type: none"> 100% electronic usage 	<ul style="list-style-type: none"> 8 of 8 MITI offices full electronic implementation
6	E-Permit STA	<ul style="list-style-type: none"> 100% electronic usage 	<ul style="list-style-type: none"> 4 of 4 Agencies

CURRENT PRACTICE

Current Payment Instruments;

- Cash, cheque with BG bank draft, money order
- Electronic Fund Transfer (EFT) (1996)
- Duty Net (2005)
- Financial Services Payment Gateway-Financial Process Exchange (FSPG-FPX) (2009)
- Most duty payments are made by agents on behalf of importers

LIST OF PERMIT ISSUING AGENCIES

TOTAL NUMBER OF CONTAINERS (TEU's) CLEARED
AT PORT KLANG (2012)

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eDeclare

Prepare and submit Customs declarations online

Do you feel that you are spending too much time preparing Customs declaration forms and are tired of taking a long time to queue up just to submit them?

Here's good news for you. You can do away with tedious queuing and minimise paperwork by using eDeclare.

**CUSTOMS IMPORT
PROCESSING FLOW
PORT KLANG**

CUSTOMS IMPORT PROCESSING FLOW

1. Principle Shipping Agent (PSA)

- Submits to Port Operator ;
 - Vessel ID
 - Vessel Name
 - Estimated Time of Arrival (ETA)
 - Details of Vessel
- The Port Operator then generates a **Ship Call Number (SCN)**

CUSTOMS IMPORT PROCESSING FLOW

- This info is then submitted to SMK as Customs Report on Vessel (CUSREP STA)
- This info can be sent in advance of up to 6 months

2. Master of Vessel / Shipping Agent (SA)

- Submits Manifest to Customs called the CUSCAR i.e. Customs Cargo Report
- SMK then generates a manifest number
- Response is sent to SA

CUSTOMS IMPORT PROCESSING FLOW

3. Customs Declaration(CUSDEC)

- SMK is now ready to receive CUSDEC
- When a CUSDEC is sent the system will do the following;
 - Ocean BL / MBL / HBL:(mandatory field, checking for BL)
 - Vessel ID : (if does not exist G19 error, CUSDEC not registered)
 - SCN No. : (if does not exist G19 error, CUSDEC not registered)
 - SA Code : (If does not exist code 12, CUSDEC not registered)

CUSTOMS IMPORT PROCESSING FLOW

4. Customs Registration

- If above 4 fields, are in order, SMK will register the CUSDEC and generate a number. *(CUSDEC Registration No.)*
- If there is matching BL SMK will register CUSDEC with status 00 (register)
- If there is no BL, SMK **would still register** CUSDEC with status 10 (registered without BL)

Note: Registration is done with or without BL info.

CUSTOMS IMPORT PROCESSING FLOW

5. Assessment

- It is at this stage that assessment process is done
- Instruction, inspection, samples, supporting documents, etc.
- If direct release is given assessment is done and approval for payment of duty is given

6. Approval

- Before approval can be given SMK will **validate** the Ocean BL / MBL / HBL (*second time*)
- If the system is not able to **validate** Ocean BL / MBL / HBL, approval is denied by SMK.
- If validation is successful system gives approval.
- Declarant can pay duty **only** will approval.

Note: Validation is only done before the approval because manifest information is submitted by SA & FF whereas the CUSDEC is submitted by FA. The FA may submit the CUSDEC up to 2 weeks in advance whereas the SA & FF may not have submitted the manifest info.

The Second level validation at time of approval gives sufficient time for manifest to be submitted by SA / FF. If validation is done at the register stage there will be a high rejection rate of CUSDEC and the FA will have to resubmit CUSDEC thereby incurring additional EDI charges.

7. Release

- After payment of duty release from Customs is only allowed if the Actual Time of Arrival (ATA) is in.
- The ATA is submitted by Port Operator to SMK when vessel arrives at port
- If no ATA, system shows error 777

CUSTOMS IMPORT PROCESSING FLOW

8. Final Outturn Certificate (FOT)

- Submission of FOT by Master or Agent of vessel on completion of discharge of cargo or within two months of such discharge (S.55 CA)
- FOT lists out any alteration in manifest due to;
 - Short ship
 - Short landing
 - Over landing or
 - Any other cause

INDUSTRY REQUEST

9. Pre-arrival release from Customs

- To cater for reduction in storage period to 3 days from 5 days
- Customs release needed for gate pass application and haulier booking.
- Note: For Gate Pass issuance by PO doc. required are;
 - a) D/O from Shipping line
 - b) Customs release / OGA releaseFor Haulier Booking you require;
 - a) Request for transport
 - b) Approved Customs Declaration
 - c) Gate Pass

CONVENTIONS & STANDARDS

10. Definition

- According to Revised Kyoto Convention (RKC);

Clearance means; (*general annex Chp. 2*)

The accomplishment of Customs Formalities necessary to allow goods to enter for home use, to be exported or to be placed under another Customs procedure.

Release means; (*general annex Chp. 2*)

The action by the Customs to permit goods undergoing clearance to be placed at the disposal of the persons concerned

CONVENTIONS & STANDARDS

11. RKC on Clearance & Other Customs Formalities (*Standard 3.25*)

- **Standard 3.25;**

- Provides for national legislation to make provision for the lodging and **registering or checking** of goods declaration and supporting documents **prior to the arrival** of the goods.

- This standard provides for an **advanced lodgement** procedure that strikes a balance between the interest of traders and the action of Customs. Customs can process the information that is provided in advance and can make their determination whether they need to examine the goods. If not, the goods can be **released upon arrival**

CONVENTIONS & STANDARDS

12. Article VIII of the GATT 1994 (fees & Formalities Connected with Importation & Exportation)

- Para 1(c) *‘the contracting parties also recognise the need for minimizing the incidence and complexity of import and export formalities and for decreasing and simplifying import and export documentation requirements’*
- **Definition** (*pre-arrival clearance, UNCTAD TN No.15*)
 - ‘A function allowing traders to submit clearance data to Customs for advance processing and **release of the goods immediately upon arrival** to the country; **release may even take place** **prior to the actual arrival** of the goods, provided all **necessary details** have been communicated and screened by Customs in advance.’

ISSUES TO CONSIDER

13. Release Before Arrival of Vessel

•Issues

- ETA is submitted
- Manifest submitted
- Declaration in order
- Supporting documents submitted & in order
- Approval given, no inspection required
- Payment of duty done
- Release only with ATA?

ISSUES TO CONSIDER

14. What Information is in ATA ?

- Important Items in ATA;
 - Vessel ID
 - Voyage No
 - Actual Arrival Date
 - Actual Arrival Time
 - Location (Westport, Northport)
 - Berth
 - Customs Station Code
 - Call Sign No.
 - Place / Port of Registration

ISSUES TO CONSIDER

15. What Does the Info. In ATA Tell Us?

•It only informs Customs of the time and date of arrival, it does not give info. regarding the goods whether it is;

- on board
- short shipped
- short landed
- over landed

These info. will only be known when the FOT is submitted after discharge which is done within 2 months of discharge of cargo.(S.55 CA)

ISSUES TO CONSIDER

16. Validation of BL Before Registration

• CUSDEC Registration

– Currently CUSDEC registration is done with or without BL, should Customs validate BL info before registration?

– RKC Std. 3.25;

• Before Customs can register goods declaration they normally need to satisfy that;

– It is in a prescribed form;

– Declaration signed;

– All required info is furnished;

– required supporting documents furnished and

– If required the right no. of copies presented.

ISSUES TO CONSIDER

17. Validation of BL Before Registration

• Refusal to Register Declaration

– RKC Std. 3.26;

– Customs can refuse to register a declaration when they discover substantial basic errors for eg.

- Declarants signature is missing

- Incorrect form used

- Essential supporting info not submitted (BL info ?)

BL info is important and is in line with WCO Framework of Standards on Advance Electronic Cargo information requirement on inbound, outbound and transit shipments.

ISSUES TO CONSIDER

18. Mandatory Submission of Manifest Before Vessel Arrival (S.52 CA needs to be amended)

- The present S52 CA permits submission of manifest **24 hrs within arrival** of vessel. However it **does not prevent** the submission of manifest earlier.

- If S.52 is amended so that manifest submission is **24 hrs before vessel arrival**, it will be in line with **WCO Framework of Standards** on Advance Electronic Cargo information requirement on inbound, outbound and transit shipments.

- Provisions will have to be made for Feeder Vessels.
(50% of cargo to Port Klang is from Feeder Vessels)

Summary of Issues

- Release of Goods before ATA
- Validation of BL before CUSDEC registration
- Manifest submission before vessel arrival

TERIMA KASIH

www.customs.gov.my

COMPARISON BETWEEN EFT, DUTY NET & FSPG

EFT	DUTYNET	FSPG
Front end software is non-web	Front-end software is web-based (e-Declare)	Front-end software is both non-web & web-based (e-Declare)
Uses smart card & reader	Uses token (CIMB)	Uses Bank tokens
Payment Mon-Fri 9 am to 9 pm	23X7	Monday to Sunday 7 am to 11pm
Banks submit payment to Customs acc. At BNM via RENTAS , end of day	CIMB transfers balance in Customs acc. Via RENTAS to RHB next day	CIMB transfers balance in Customs acc. Via RENTAS to RHB next day
Transaction charges borne by user	Transaction charges borne by user	Transaction charges borne by user
RM8/transaction plus EDI charges	RM8/transaction plus EDI charges	RM8/10 transaction plus EDI charges
Participation by 8 local banks <small>RHB, AFFIN, ALLIANCE, AMBANK, CIMB, EON ,MAYBANK & PUBLIC</small>	CIMB only	MBB, PBB & CIMB