



# National Single Window Conference 10<sup>th</sup> May 2017

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# Outline

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Background

Present Status

Expectation

Conclusion



My comments are likely to be skewed towards the automobile industry where I operate.

Before I shower praises on the GNSW project (Westblue for that matter) and perhaps constructively criticize them, I would like to briefly refresh our memory from our background as shippers (concentrating on imports) and more likely, freight forwarders.



We've come a long way from the days of :

- Asycuda to GCNet
- Pre-shipment Inspection to Destination Inspection,
- Manual Delivery Order - Electronic Delivery Manual  
IDF – e-IDF
- Location of containers and devanning at shed 10



# Attempts at reforms and Customs Modernization

- Introduction of Gold Card for compliant shippers Paperless clearance at KIA
- Risk Management through DIC (Preference to intrusive inspection as against scanning due to delays



- Change is not readily accepted or embraced except for babies in wet diapers.
- There were some skepticism within the industry.
- Teething problems initially with delays and confusion.



- Excellent lead time.
- Access to status.
- Minimised human interface.
- Presentation of GNSW draft Strategy and Roadmap to Gov't.



- Several stakeholder engagements and other committee meetings to develop this facility.
- Ease of Classification.
- Some kind of electronic payment
- IDF on PAARS
- Used vehicles assessment





Currently, we are able to secure our CCVRs once we get our trade documents on time and start clearance only to realize at the terminal that either the boxes or vehicles have not yet been evacuated. This is the effect of a swift system which could and should reduce our cargo dwell time if we are ready for the “change”.



Response of the support team or call center.

Inadequate notice in rolling out modules or updates if I should call it so

- Purchasing of e-IDF in bulk
- Weight “synchronization”
- Transmission of approved CCRVs from PAARS to EMDA/GICCS: (sometimes it takes 24hours, what is the essence of a swiftly generated report when it will not be transmitted on time).

## Expectations

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To witness a holistic automation of processes and procedures along the Supply & Value chain.

There should be a starting point.

Shipping Line's Delivery Order and invoices

Terminals

Gcetrak

Scanning



Customs: Presentation of hardcopy declaration and extra copies for Customs

Several stages of processes which could be consolidated, digitized or automated (human interface)

Question, is it the flipping sound of the papers that propel us or the sight of human traffic; because manual processes are still prevalent at various seats and offices:

Bond Seat

Value verification

Marker

Examination

## Conclusion

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I would like to see PAARS and GICCS collaborate or integrate to reduce time in data entry especially for vehicles. Once the CCVR is transmitted and a primary key is entered in a declaration, certain data should automatically populate.

If only our traders and shippers can assume some angelic attitude in declaring accurate transactions (legitimate trade), I believe our partners in service provision can also assist and facilitate our trade being assured that revenue is not compromised.

Let's help government to provide the enabling environment for the growth of our businesses.



THANK YOU