Single Window Customs Clearing Management System

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Abstract--- Customs Clearing Management System (CCMS) plays a prominent role in international trading operations. It is responsible for the collection of import taxes, the enforcement of prohibitions and restrictions as well as the collection of statistics. It examines the Single Window concept and its development is in practice over the last 5 years and provides an analysis of its development over time. In order to improve the customs clearance procedures, the paper analyses the main anomalies and bottlenecks related to import and export of goods. The paper puts forward two considerations to the existing system. Firstly, it adds consideration to port location or inspector group. Second, the introduction of a new application form named Onsite Inspection Request form for particular category of goods.

Keywords:--- Traders, customs clearing Agents, shipping Agents, import, export, declaration.

I. INTRODUCTION

Customs Clearing Management System (CCMS) is a web-based system used by Traders, Customs Clearing Agents, Service Bureau, and Shipping Agents, to submit trade-related information and documents to Government Agencies and Customs for approval and processing. This single window approach improves the availability and handling of information, expedites and simplifies information flows between trade and Government**.** It helps reduce the administrative and logistics burden that supports trade growth through one stop and integrated services. This project is aimed at building an integrated Customs e-Government service which facilitates secure international trade facilitation. It enables electronic information interchange between various stakeholders in the trading community which includes traders, shipping/clearance agents, other government agencies and the customs authorities.

CCMS encompasses the entire customs and trading business processes that can be categorized into three main areas: Import, Export and Transit. Import process handles the transaction of goods that enter the country by sea, air, or land. This process includes: Import for Home Use, involves the import of goods for home use. Customs duty will be applicable based on the tariff of the items being imported. Temporary Import involves the import of goods on a temporary basis which needs prior approval from the Customs Director. Customs duty will be collected under guarantee and will be refunded if the items are re-exported.

Export process handles the transaction of goods that leaves the country by sea, air, or land. This process includes: Temporary Export, involves the export of goods and equipment's on a temporary basis. Customs duties are applicable during the subsequent import for value-added goods.

Re-export involves the re-export of goods which are previously under temporary import or import.

Transit is process where goods are transiting through the country by sea, air, or land from one gateway to another. Customs duties are collected under guarantee for goods under transit.

The scope of the CCMS project is described as below:

Develops a one stop and integrated services that provide a coordinated view of the Government to customers and reduce their administrative and logistical burden that supports trade growth through one-stop and integrated services. Ensures conformity with the international standards, conventions and best practices in the area of customs, trade facilitation and security. It is a new web based single window system for the end-to-end customs clearance processing which electronically link government agencies that are involved in customs clearance process to facilitate secure data exchange and to manage the application flow efficiently. It automates and simplifies the current customs processes to accelerate clearance time. This includes automated approval of customs declarations thus by significantly bringing down the manual interventions, routing to consenting government agencies and applying advanced risk management procedures. Users of CCMS includes: Customs, various departments in customs will use CCMS during the customs clearance processing. Customs will be able to receive the declarations submitted by traders electronically and act on those declarations until the release of cargo. Also the system will allow them to interact with other stakeholders in a secured way. Other government agencies involved in customs clearance CCMS will allow OGAs to interact with customs to facilitate the clearance processes electronically. CCMS will allow customs warehouse officers to manage the location details of cargo until they are released from the customs territory. CCMS allows customs clearing agents to submit the declarations to customs and track the status of declarations submitted. System will also allow them to manage the payments without visiting the customs office. Shipping agents/lines can use CCMS to submit cargo/general manifest to relevant authorities including customs. Traders (importers/exporters) will get the benefit of tracking their consignments through the whole customs clearance processing. Also will be able to manage the clearing agents they are dealing with.

II. RELATED WORK

A. Code maintenance: Currently system assigns declaration automatically based on HS code and there is no consideration for locations or inspector group. This work involves the following task: defines inspection location within every port, adds the rights to "Head Inspector Officer" to be in charge for his port, add " Supervisor" role

where he will be the lead for specified location in the port, after registering declaration by shift head officer, system will do auto assignment for declaration to one of active inspector within related location using current auto assignment mechanism, add recurrence feature at creating shifts and daily assignment where recurrence can be set to be (Daily, monthly) or date based, create a new page for head inspector officer to reflect inspectors' performance in all locations. This page will show number of assigned declaration for each inspector and age of every assigned declaration (assigned declaration age = current time-assignment time).

B. Onsite inspection: The introduction of a new application form named "Onsite Inspection Request form", submitted by registered Customs Clearing Agent (CCA) or Trader – online to CCMS; as it's approved by General Directorate of Customs (GDC) then CCA will submit the commercial declaration with approved request number; and the current inspection process will enter a new workflow for a new process called "Onsite Inspection";

Business pre-condition(s) to be followed are: Registered CCA or Trader of valid role in CCMS system; Company Registration's expiry date is valid in CCMS system also. Online onsite inspection request form is submitted and CCMS generated a new system number like "<OIRF1234/2013>"; no provisional feature is required. Submitted declaration with status: pending inspection, with the online onsite inspection request form number approved by GDC; it will be added in the Header declaration UI tab. This new process will be valid for all ports (Sea, Air and Land).This new process will be valid for declaration' types except transit, temp import and warehouse.

Business post-condition(s) to be followed are: Configurable fee (i.e. charge) is added to submitted/processed declaration for handling of onsite inspection process, during duties and payment assessment. The current processes are still valid and applicable: OGA workflow and approval process.

III. IMPLEMENTATION DETAILS

A. Code maintenance: Inspection auto assignment will be triggered only after the supervisor assign declaration to a port. Current process of inspector manual assignment will be retained as it is for the head inspector. Declaration amendment and declaration cancellation request should not be allowed to submit once the declaration is registered for a particular port. When declaration is registered to a port, check if there are any request submitted and pending approval / approved request. If it is there, then registration to port should be prevented and proper error message should be shown to the user. Auto Inspection checks for shift timing and daily assigned inspector to this shift and based on HS code and then assign inspector. There will be maximum of 10 declarations assigned to each inspector and if it is spill over to the next shift, there will be option for head inspector to manually assign new inspectors.

B. Onsite inspection: CCA will submit reason of onsite inspection will be available online selectable options (no free text), options are: Chemical goods, Radioactive goods, Heavy machinery equipment, Offshore goods, Bulk goods. GDC employee will search and review pending approval, then Approve (APP) or Reject (REJ). If REJ with reasons

text box, or awaiting official docs from trader/CCA to give. If APP, CCA will submit declaration (land, sea or air) by adding approved new generated number into declaration main UI tab. If APP also, onsite inspection fees will be amount added by system and configurable from UI like charges. During submission, CCMS will calculate that onsite inspection fees by default if approved. Declaration after successful payment will be in pending inspection, but goods will be released as TEMP status with new release order. Onsite Inspection Officer is a new role, will be added to specific inspectors, who will handle the onsite inspection process; if granted then onsite inspection process will be enabled as per business pre-conditions are matching.

UI Menu/Navigation/Screen details: New external menu: Onsite Inspection, it will contains the followings sub-menu or navigations links: Create: create a new onsite inspection request form and submit it. Search: search for submitted/approved/pending-approval/rejected request forms, with search results UI and details UI screens. UI link to enter each detailed screen request will be the request number like "<OIRF1234/2013>".New internal menu: Onsite Inspection, it will contains the followings sub-menu or navigations link(s):Search: search for pending-approval/approved/rejected request forms, with search results UI and details UI screens. UI link to enter each detailed screen request will be the request number like "<OIRF1234/2013>". GDC will be able to view each request details and do the following actions: approve or reject. Code Maintenance->Adding new fixed fee charge for onsite inspection process.

C. Declaration: Electronic declaration allows Traders to declare the goods, which they are bringing in and out of the country. The system supports following types of declarations: Import/Temporary import, Export/Temporary export/Re-export, Transit. Only the CCAs are allowed to submit the goods declaration to Customs. Hence, Traders have to authorize a Customs Clearing Agency to submit the declaration on behalf of them. Declaration submitted by CCA will be sent to the system. It will undergo a series of validations configured in the system and will be either approved or rejected. A notification will be sent to Trader/CCA on the status of customs approval. After the customs approval, declaration will be sent to the other government agencies for their approval where applicable. The Declaration details are organized into the following tabs: Header, this tab displays general information about the declaration like declaration type, date of creation and port of entry. Party, this tab displays the names and details of the different parties involved in the submitted declaration: the Clearing Agency, Clearing Agent, Importer and Exporter. Bill of Lading, this tab displays the Bill of Lading information related to the shipment.

Container, this tab displays the container details of the declaration. This tab is displayed only when the declaration involves containerized cargo, i.e. when user selects "Yes" in the "HasContainer?" field in the Header tab. Invoice, this tab displays the invoice summary and details, Item, this tab displays the list of declared items and the item details depending on the HS code selected. Charges, this tab display the various customs charges applied to the declaration.

Documents, this tab displays a list of attached supporting documents. Summary**,** this tab displays the summary of the declaration, declaration status, processing status, as well as charges (if applicable).When once the respective details are filled in above tabs in creation of declaration, system will auto generate declaration number.

Duties and Fees Payment**:** Customs Duties need to be paid for goods that are imported to the country. Other than customs duties, Traders have to pay penalties and fees to clear the goods from customs territory (e.g. a Declaration Fee is charged for each declaration submitted to customs). The CCMS assesses the duties and fees payable to Customs upon approval of the declaration. A notification is sent to Clearing Agent when there is a payment due for a declaration. The modes of payment available at the customs cashier are: Cheque, Credit Card/Debit Card/ eCash, Credit to Customs account. Based on the offshore inspection selection the work flow will change. If inspection to be done offshore it will follow the existing system work flow for the next process. If offshore inspection is selected "no" for offshore the goods will be temporarily released and then done the inspection.

IV. RESULTS

As described above in the code maintenance the inspectors are assigned to each location based on the HS code. Once the inspectors are assigned the respective inspection is done and related details will be maintained of the corresponding goods.

Onsite inspection will deal with only category of goods mentioned above and does the declaration based on required validation. With this enhancement goods which require inspection to be done in the port will successfully done and respective results will decide about the release of goods though they are temporarily released to the country.

V. CONCLUSION

The enhancement done in code maintenance will help in assigning inspectors for respective location in ports. In the onsite inspection the goods that require inspection in the port at respective places can be done be by temporarily importing, test accordingly and then decide with the release of goods as they come under a particular category.

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