



The Qld Consultative Group – *Working Together*

Minutes

12 July 2005

Attendance:

Michel Cafun	A/g Regional Director Qld, CUSTOMS
Ross Viles	A/g Director Cargo & Trade CUSTOMS
John Tolman	Supervisor CEF & Technology, CUSTOMS
Jan Williams	Manager Air Cargo, CUSTOMS
Ian Doyle	Supervisor Client Services, CUSTOMS
Lesa Binion	Quality Supervisor Cargo & Trade, CUSTOMS
Dan Curtin	Manager Compliance Assurance 1, CUSTOMS
Cathy Slot	CBFCA
Rick Hawe	Regional Manager Qld, AQIS
Steve Goener	AQIS
Barry Murray	President CBFCA, Qld
Jodi Latham	President AFIF

Apologies:

Jenny Eutick	Regional Director Qld, CUSTOMS
Tania Barrow	Director Cargo & Trade, CUSTOMS
Peter Nash	A/g Director Border Compliance & Enforcement, CUSTOMS
Michael Stewart	Manager Cargo & Client Services, CUSTOMS

ITEM 1: Acceptance of Minutes from previous meeting

Minutes of previous meeting were accepted.

ITEM 2: Matters arising from previous meeting

- Reefer priority - John Tolman, CUSTOMS

John advised that he had had discussions with both P&O and Patricks. Both the stevedores informed him that reefers did get priority where practical. The priority assigned by the stevedores is firstly to exports and then to reefers. Customs receives a list from the stevedores each day and will monitor this list to ensure reefers are given priority.

- CEF Storage – discussed under Item 3
- Examination rates – discussed under Item 3
- Availability of statistics – discussed under Item 3

ITEM 3: Container Examination Facility (CEF) report – John Tolman, CUSTOMS

- John advised that the CEF staff had settled into the shift arrangements that started in March 2005, increasing throughput of containers from 300 to 550 containers per week including operations on Saturdays.
- Examination rate is hovering around 9 – 10% of x-rayed containers.
- Number of containers attracting storage appears to have decreased. Customs has asked the stevedores for reports to support this.
- CEF workload is high early in the week to accommodate container arrivals at P&O over the weekend period, this further reduces storage issues.
- John advised that the South Australian arrangement with the stevedores to allow storage time to start after CEF intervention was unlikely, at this stage, to occur in other ports. In South Australia the volume of containers (25 per week) is lower than other ports and because the facility was commenced much later than the other ports Customs was able to negotiate the deal with the stevedores with the benefit of experiences from the other states.
- Meetings like this one and logistic forums are having a positive influence on this issue.
- John tabled a national report of CEF statistics – examination rates and results. Michel further clarified that in Qld we are achieving an average of 50 exams per week. The significant seizures in the report are National. Qld results have been in the areas of IPR, non declared goods, PIs (non narcotics) and quarantine items.
- Cathy Slot asked why there were 18 export containers examined in June.

John explained that the examination of export containers will increase and that the target was to have 2.5% of the throughput at the CEF from export containers. This figure however will be dependent on other factors such as the time available once the container has been received at the wharf.

ITEM 4: Current import contingency release process – Barry Murray, CBFCA

- Barry advised that there were still problems where the broker's screen was display all four Y's and that when the truck got to the wharf that the wharf did not have a clear status and refused to release the container.
- Ross Viles advised that Director User Support & Administration from Cargo Systems section, Manager CMR Transition from Cargo Policy section, Regional Manager Cargo Assurance & Trade NSW and Director Cargo & Trade NSW had met with Paul Zalai of the CBFCA on 7 July to review the status advice process. The current average turnaround times for urgent status requests is 38 minutes and for standard (non-urgent) status requests is 2.5 hours. It appears that in many instances Customs has previously sent the status message to stevedores/CTOs but their staff are not able to view the status on their SCA linked systems. A formal review of the current import contingency release process is to be conducted by Customs and the CBFCA over the next two to three weeks. Part of the review will include tracking status messages sent by Customs through AAPT to establish what is happening to them.
- Rick Howe asked if this problem is likely to exist in ICS

Ross Viles advised that he thought it unlikely to continue in the ICS environment, as it appears that the source of the problem is the frequency of polling of SCA by stevedores/CTOs.

- Cathy requested the statistics used to obtain the average figures provided by Ross.

Outcomes and actions arising

- *Ross to feed into the review the concerns raised at this meeting.*
- *Ross to report back with results of the formal review.*
- *Ross will endeavour to obtain the statistics used to arrive at the average turn around times for status requests.*

ITEM 5: Neutron Scanner Project update – Jan Williams, Customs

- Jan advised the fit out and scanning shield are currently underway.
- Industry consultative group will be meeting again on Thursday 14 July 2005.
- Project is on track to start operations in Sept 2005.

ITEM 6: CMR Update – Ross Viles, Customs

- Ross advised that at the Minister's roundtable with industry on 5 July 2005, a cutover date of 12 October 2005 was agreed for ICS imports.

- A fact sheet covering transitional arrangements is expected to be posted on the website today. The transitional arrangements for when to use the ICS or the legacy systems are that:
 - ✓ vessels and aircraft and cargo thereon that have an expected first port/airport arrival date that is before 12 October should be reported in the legacy systems;
 - ✓ vessels and aircraft and cargo thereon that have an expected first port/airport arrival date that is on or after 12 October should be reported in the ICS.
- Turn on date for the ICS is 19 July 2005, but it will not accept reports lodged earlier than 10 days prior to 12 October. Although the ICS will accept import declarations they shouldn't be lodged in the ICS any earlier than 10 days prior to 12 October and only if the corresponding cargo report is to be lodged in the ICS.
- Industry access to legacy systems will be turned off on 21 November 2005.
- In response to a question from Barry about the benefits of the ICS going live on 19 July yet not being available for use until 12 October, Michel advised of the statutory requirement for the ICS to be activated no later than 21 July. The longer transition period was agreed upon after industry consultation during the Minister's roundtable.
- Cathy asked if the data for the system would still be being loaded after the turn on date. Ross responded that the data will continue to be gradually loaded after turn on.
- Ross introduced the requirement of Evidence of Identity checks for anyone lodging manual documents at Customs counters after 12 Oct 2005. Manually presented documents that fall under the EOI requirement are:
 - Import declarations
 - Carnets
 - Unaccompanied Personal Effects Statements
 - Applications for the release of goods requiring security
 - Nature 30 Weekly Settlement declarations
 - Section 70 Applications for special clearance
 - Documentary cargo reports (during the general moratorium period)
- Clients that report or make declarations electronically (and therefore have digital certificates) will not be required to undergo EOI checks when lodging manual documents in response to Customs requests for additional information that relate to a document that has been electronically lodged.
- Other documents that will not be subject to EOI are:
 - 71E after input electronically
 - Amendments to import or warehouse declarations

- Self Assessed Clearance declarations
 - Tariff Advices and Valuation Advices
 - Underbond ship stores approvals
- Clients who utilise the services of couriers and runners will be required to undergo the EOI process on behalf of the couriers and runners that they use.
 - The client will be required to attend Customs for an interview and provide a letter of authorisation stating that the courier, runner or employees are acting on behalf of the client.
 - The client who signs the letter of authorisation must be an owner or, in the case of a company, a Director, Secretary or public office holder.
 - The person who attends the interview must be the person who signed the letter of authorisation.
 - The letter of authorisation must include photographs of the couriers, runners or employees and the full names of the individuals.
 - Evidence of identity documentation (to the value of 100 points) will be required to support the identity of the person who signs the letter of authorisation.
 - Once the EOI checks are completed and the letter of authorisation is accepted, the specified Customs counters that couriers or runners engaged by the client can use to present documents will be agreed between Customs and the client at the interview.
 - Cathy asked if EOI requirements would be required in contingency circumstances. Ross advised in contingency circumstances EOI would not be required for documents being submitted by clients who have digital certificates that would normally be transmitted electronically.
 - Cathy asked whether a national company could apply to register couriers or runners at one Customs office on behalf of all the branches of the company. Ross advised that the EOI process could be done at one Customs office and the appropriate information would then be passed on to relevant Customs counters.
 - If a courier company has undergone the EOI process on behalf of their employees there will not be a need for brokers to re-undertake the full EOI process for the individual employees of the courier company lodging documents on the broker's behalf. The broker would be required to lodge a letter of authorisation advising that the courier company would be lodging documents on their behalf at specific Customs counters.
 - Barry asked if the digital certificate holder could present documents to Customs if the EOI approved runner was not available. Ross responded that unless the digital certificate holder has also undergone the EOI process for lodging manual documents then he or she could not present documents. It is recommended that clients have back up EOI approved personnel for such circumstances.

- In response to a question from Barry about when could the EOI process commence, Ian advised that companies are strongly encouraged to commence the process now rather than wait for cutover date. Ian also indicated that two companies had already undergone the EOI process.
- Cathy asked after the company had the initial interview and had people EOI approved what was the process when people left the company and new employees resumed the runner role? Ross responded saying that a written update from the Company would be required and the 100-point ID check would then be done for the new employee. No subsequent interview for the company would be required.
- Ian Doyle is the contact person for any questions in relation to EOI in Queensland.
- Ian undertook to email a copy of the EOI fact sheet to Cathy and Jodi when finalised.
- Michel reminded people to keep checking the CMR web site to keep abreast of changes, this is especially important as the cut over date draws nearer.
- Ian pointed out that if the runner/courier that was not EOI approved and made a delivery to Customs and the contents were documents requiring EOI, Customs would not be able to accept the documents.
- Cathy asked that statistics be provided to the meeting in future of how many companies had completed the EOI process. It was agreed that this information would be available at the next meeting.

Outcomes and actions arising

Ian Doyle will email fact sheet to Cathy and Jodi

Ian Doyle to provide EOI statistics for future meetings

ITEM 7: Budget allocation for additional Compliance resources – Dan Curtin, Customs

- Dan advised that out of the last budget 60 additional staff had been allocated for compliance assurance activities, of these 8 will come to Qld.
- A direct result of the increase in compliance staff will be a stronger focus on revenue risk over the next four years. Brokers can expect to see an increase in post transaction audit activity.

GENERAL BUSINESS

Other matters

- Rick Hawe, AQIS advised that AQIS has been advised by P&O ports that its current lease at Fishermans Islands will not be renewed. AQIS is in the process of completing an Expression of Interest process to find accommodation in the Tingalpa, Hemmant or Fish Is area.

- Ian advised that HVSO's were now considering embracing the electronic reporting environment.

Statistics

- It was noted that entry numbers are continuing to increase
- CEF stats provided – no comments

NEXT MEETING

2.00PM Tuesday 13th September

2.00pm Tuesday 15th November.

Tuesday 6th December Xmas Meeting – venue to be advised.