



ICS User Representative Newsletter

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Concerns with Stability of CMR Environment

"I have received many calls asking about the increasing frequency of outages in the ICS"

Over the past few weeks, I have received many calls asking about the increasing frequency of outages in the ICS Exports system. Sometimes the interactive may be out, other times just the EDI processing side will fail. On some occasions, both systems are unavailable and contingency procedures have been invoked.

I have asked Customs about the cause of these recent outages. At this stage, this matter is under investigation and advice to industry will be provided at the end of this week. I will keep you posted on developments as they come to hand.

New Sign On procedures for Customs Interactive

"you can adopt the new procedures now"

As noted in my last newsletter, Customs has installed a new sign-in program for the Customs interactive that is simpler and streamlined than the current process. The new facility was introduced last weekend so you can adopt the new procedures now.

Attendees at the recent WA and NSW CBFCA conferences were provided with a CD that contains the relevant programs.

Here is an extract from the ACS website on this issue. The full article can be found here: <http://www.customs.gov.au/site/page.cfm?u=5425>

the common-use signing interface (csi)

As a result of feedback from clients, Customs is changing the way clients log into the Integrated Cargo System (ICS) via the Customs Interactive facility. Currently a software package called 'FormSecure' is used to provide the security layer between clients and the ICS.

"From 15 June 2005 only the CSI will be available"

"Customs is encouraging Brokers to commence testing the interactive system"

From 14 March 2005 you will be able to use a new product called the 'Common-use Signing Interface' (CSI). From this date you will also be able to 'self register' entirely electronically and will be able to undertake certificate maintenance online for your organisation.

What benefits does the CSI offer?

The CSI is a Java application that uses the Sun Java Runtime Environment (JRE). The Sun JRE is a supported product, which means that it will be easily available and updated when Sun become aware of bugs or security vulnerabilities. Clients who have web deployed applications will be less likely to have interoperability problems.

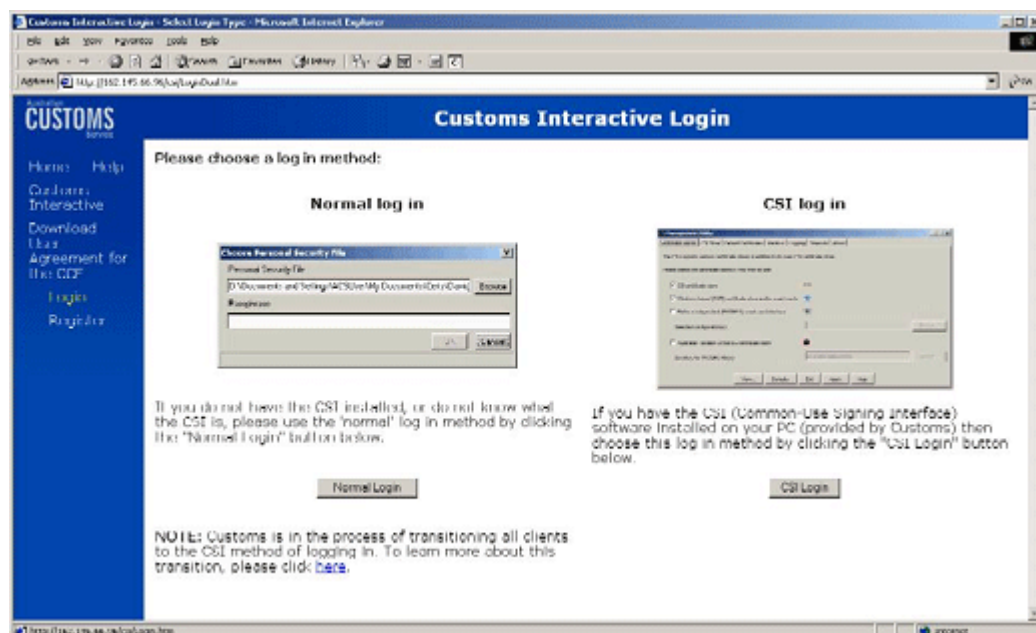
The CSI resides entirely on the user's computer, this means that ICS clients should see some performance improvements.

The CSI allows for the use of hard tokens. These are hardware devices such as universal serial bus (USB) keys or smart cards.

Do I have to change straight away?

No, clients do not have to change over to CSI straight away. CSI and FormSecure will run in parallel until the 14 June 2005. You will be able to continue logging into the Customs Interactive facility with software via a dual login window similar to the one shown below.

From 15 June 2005 **only the CSI will be available.**



Imports Testing – Issues Raised!

As noted in my last newsletter, Customs is encouraging Brokers to commence testing the interactive system for Import Declarations (see my last newsletter if you would like to get a head start in testing).

Separately, I have held some "testing" days with volunteers from the broker community with Customs in attendance.

Generally the system is quite intuitive and brokers who have tried to create declarations have been successful after becoming familiar with the system.

However, several urgent issues have been identified and raised with Customs for resolution:

"There is no useful diagnostic facility at all for air cargo shipments"

- 1) The VERY annoying "this page contains secure and non secure elements" popup box that appears upon loading new pages. Enough already!
- 2) Anyone using the system will be aware that matching of sea cargo now involves matching the Ocean Bill of Lading as well as the usual Lloyd's No, Voyage No and Container No. This is going to be a new burden on industry and it is critical that the Interactive system provide a functional diagnostic facility to allow brokers to determine the Ocean BOL as provided by the shipping company. Currently this facility is not available in the test environment but Customs has undertaken such a facility before going live.
- 3) There is no useful diagnostic facility at all for air cargo shipments: a broker can only see that a flight has arrived, and cannot lookup master AWBs lodged by Cargo. Further, brokers are not able to determine if a cargo reporter has lodged a SAC for cargo they may need to clear.
- 4) Other technical issues are being identified and forwarded to Customs for resolution.

I am happy to run more of these informative and useful sessions if there is sufficient interest. Please email or call me if you would like to attend a "Declarations testing session".

Imports Preparation – Digital Certificates & Industry Training

DIGITAL CERTIFICATES

In preparation for the introduction of the Imports module of the ICS, those parties who have not yet obtained a digital certificate will need to do so. If you are not involved exports, but will be using the ICS for imports either through in-house, third party software or the Customs interactive, you will need to assess your digital certificates requirements.

Recently Customs advised that:

- * 158 legacy users do not have digital certificates (64 Compile, 80 Sea Cargo Automation and 14 Air Cargo Automation).
- * 826 legacy users have not registered in ICS (501 Compile, 278 SCA and 47 ACA) even though they have obtained a digital certificate.

Last year I described in detail (in newsletter number 20) the procedure for obtaining digital certificates. Past newsletters can be found on the CBFCFA and AFIF web sites.

Remember also that 1) electronic cargo reporting is mandatory under the ICS and 2) air cargo freight forwarders DO NOT need to own a licensed 77G premise to report cargo in the ICS, whereas in Air Cargo Automation they do.

Please, also remember to complete your registrations record by adding relevant contact details in the client record.

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"CBFCA and AFIF are working with Customs on national joint presentations"

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TRAINING FOR IMPORTS

In preparation for the introduction of the Imports module of the ICS, the CBFCA and AFIF are working with Customs on national joint presentations to explain in detail how the new ICS will operate. Here is a flyer from Customs explaining the content of the sessions.

Note CBFCA and AFIF representatives will joint deliver most sessions, though your attendance can ONLY be booked through Customs, not CBFCA or AFIF.

Import changes ahead - Customs workshops

With the introduction of the import component of Cargo Management Re-engineering, a range of changes for Australia's importing industry will be introduced. These changes will include new import business processes, legislative changes, and a new import declaration and reporting IT system, the Integrated Cargo System (ICS).

To help industry prepare for the changes ahead Customs is holding a variety of free workshops across Australia. These workshops include:

CMR Imports - Declaring imports

This workshop is aimed at Customs brokers and importers. Topics covered include:

- introduction of branches
- self assessed clearance declarations
- new types of import declarations
- changes to import declarations
- payments in the ICS
- changes to goods movement applications (S71E movements)
- status advice and diagnostics.

Preparing for CMR Imports

This workshop is aimed at clients who wish to communicate electronically with Customs through the ICS. Topics covered include:

- communicating with Customs through the ICS
- the use of digital certificates and ICS
- security considerations within the ICS
- registering for imports
- the concept and set-up of branches
- broker boxes
- payments in the ICS
- electronic funds transfer authorisations.

CMR Imports - Cargo reporting

This workshop is aimed at cargo reporters. Topics covered include:

- new sea and air cargo reporting processes
- introduction of new cargo reports
- declaring low value imports through the cargo report
- new and altered fields on cargo reports
- changes to reporting timeframes
- new and altered business processes
- status advice and diagnostics.

Import Business Changes for Shipping Companies

This workshop is aimed at the shipping industry. Topics covered include:

- introduction of new sea cargo reporting processes
- introduction of new cargo reports
- new and altered fields on cargo reports
- changes to reporting timeframes
- new and altered business processes
- status advice and diagnostics.

To view session details go to www.customs.gov.au (follow the links to Cargo Management Re-engineering).

Booking for a session may be completed online through Customs website. Alternatively, email cmr@customs.gov.au or phone 1800 022 267.

Here is the link you need to enter into your browser to find session times and venues: <http://www.customs.gov.au/site/page.cfm?u=4927>