

1-Stop Connections Pty Ltd.

Newsletter

www.1-stop.biz



Tel: 1300-881-055

PRA IMPLEMENTATION DATE POSTPONED...

Shipping Australia has announced the scheduled implementation date for electronic PRAs has been delayed by 1 (one) month from Monday 2nd August to Wednesday 1st September 2004.

After these dates Terminal Operators will accept paper ERAs but a fee be applied from 1st September to 1st November 2004. However, delays may be incurred if an electronic PRA is not used over this period.

Beyond 1 November 2004 paper ERAs will no longer be accepted at the following Terminals:- Sydney - Port Botany, Brisbane - Fishermans Island, Melbourne - East and West Swanson dock, Port Adelaide and Fremantle - North Key terminals. Empties will still be received by paper ERAs until further notice.

For information regarding your options with 1-Stop please e-mail or contact the helpdesk. helpdesk@1-stop.biz or 1300-881-055.

EDI PRA REGISTRATION FORMS / PROCESS...

Your PRA Registration forms (for EDIFACT or CSV lodgments) are currently being received and processed within 48 hours.

We require advance notice before you commence testing or going live to production. If notice is not provided, delays may be experienced.

Our support staff dedicated to EDI processing appreciates your understanding and patience in this matter.

1-STOP ALERTS...

The 1-Stop Notification & Alerts Service is a unique and valuable facility that can proactively notify or alert you of events relating to container and vessel movements via e-mail or by SMS message to your mobile phone.

Over the next coming months, 1-Stop will be adding new event types in the alerts and notifications area, such as container availability and SCA status. We are even investigating extending the empty return information to include container parks other than P&O Trans and Cargolink.

Should you have any suggestions on alerts or notifications you would find useful, please email them to cfreeman@1-stop.biz

CMR UPDATE

1-Stop is busily preparing for the Exports Go Live on 6th October in conjunction with the Stevedores. Whilst we have suffered a few set backs with the Customs Integrated Cargo System (ICS), we are working closely with Customs to ensure that we can meet the deadlines. 1-Stop is also on target to deliver a web based application for Shipping Lines to report Export Manifests to Customs.

We are also working with the stevedores to ensure our systems comply with the Customs Business Continuity Plan (BCP) to ensure we can handle cargo during any ICS outage. Contingency plans for 1-Stop and the Stevedores have also been provided to Customs for approval.

When the ICS system is operational, a new validation process will be added to the PRA to check the validity of Customs Authority Numbers (CANs) and Export Exemption Codes by sending a Status Request to Customs. Clear APERAKs will not be provided unless the CAN status is CLEAR.

DANGEROUS GOODS

In an initiative targeted at improving the management of the handling of hazardous materials on Australian waterfront, 1-STOP Connections is planning to build a Dangerous Goods Reporting System (DGRS) to serve the Exporter and transport industries for reporting D.G. to Patrick and P&O terminals around Australia.

This will be achieved by the creation of a web-based portal for data entry and an EDI message hub for the transference of information. The portal and the hub will then electronically communicate this information via EDI to DG to the terminal operators.

This is another step to improving the electronic interface with the wharf and is a natural extension of the system already built and implemented for the electronic

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lodgment of export pre-receival advice (PRAs).

The PRA already requires the declaration of D.G. cargo and can be enhanced by the addition of the EDI hazardous message sets. By lodging the data earlier the terminals can use this as notification of D.G. and can process it accordingly, responding with the timeframes in which the cargo can be delivered.

The DGRS will also integrate with 1-STOP's other upcoming applications including the VBS and any container terminal access security system to expedite clearances for authorised DG carriers and their drivers.

1-STOP's DGRS will offer a single point of entry for DG information for all Patrick and P&O facilities, which we can then transmit to other parties in the supply chain that need the data to meet operational or regulatory requirements.

1-STOP will keep you updated on any developments with this project.

LODGING HELPDESK ENQUIRIES

To assist in the handling of your enquiries via e-mail or telephone please ensure the following:-

For helpdesk enquiries, choose the helpdesk option to be transferred to helpdesk staff. If the lines are busy you will be asked to leave a message. All messages are returned within the hour if you leave your name,

company name, your telephone number including **area code** and a brief description of the nature of your call.

If you are **using a software package to process PRA's** (ie. not using the 1-Stop website). We ask that you contact your software provider directly. The helpdesk of your provider is in the best position to assist with your enquiries. If they are unable to assist or have an enquiry directly relating to the 1-Stop processing and messaging, we will accept enquiries from them and respond promptly.

As we all can appreciate with any new system or processes there are a number of questions our users may have. We welcome any enquiry and appreciate your feedback. These enquiries give us an indication of which areas may be improved or clarified. Our newsletter, under 1-Stop System Tips, will regularly include tips or suggestions in relation to the use of facilities on our website and may also answer common questions received by the helpdesk. Be sure to watch the following feature in each newsletter release!

1-STOP SYSTEM TIPS...

Here are some tips for completing PRAs...

Searching for final destinations – type in the final sea port destination in the search box, if not found try typing in only 3-5 letters of the destination to widen the search.

CC Recipients – to send an

email version of the PRA to other parties in your address book. From the cc recipients window scroll up and down to find their address and hold the CTRL key whilst clicking your mouse on their email address/es. When the address is highlighted in blue, you have successfully selected the relevant recipient/s.

ISO Codes – It is recommended that you find out what the ISO code is for your container and put it into the 1st free text box. The three consecutive boxes are not to be completed as selecting these will change your code in the 1st box. Only use the three consecutive boxes to build a code if you are unable to obtain the ISO code from the container, transport handover report or shipping line.

Status OVERDUE - this status indicates that your original submission of the PRA has not received a response. The 1-Stop helpdesk receives an alarm in regards to OVERDUES which we periodically check for any abnormalities ie. early detection of possible system issues. User intervention is not required as messages will process in due course. If you are experiencing an extensive delay please feel free to contact the helpdesk.

Late Receipts – exporters must organise late receipts directly with the shipping companies or booking agent. Even though the container is delivered in after vessel has finished receiving (cut off), exporters must submit and have an ACCEPTED status for their PRA's before vessel cut off. The system will not allow you to process an electronic PRA if the vessel has already cut off.