

Touch the Sky

Issue #16 Architects of the Supply Chain



“The secret of change is to focus all of your energy not on fighting the old, but on building the new”

Socrates

Our Key Focus Areas for 2023:

1. Strengthen our advocacy role for an intact supply chain in a compliant, safe, and, secure trading environment.
2. Logistics monitoring system with Transnet, CSIR, World Bank, and cargo owners, one version of the truth.
3. Custex - assist our members as we don't want micro-management for our members, but a blend between transaction, entity, and risk management with a strong post facto audit.
4. Drive for digitalisation of other Government Agencies.
5. Change the SAAFF Business model to a regressive membership model for value unlocking. Value-added business model: How can SAAFF helps its members to work in a better trading environment, conducive to growth?
6. Capacity building, professionalising our industry with the most appropriate skill sets.
7. FIATA - digitalisation of standards for the Freight Forwarding and Customs industry.

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It is worth reiterating the importance of maintaining a logistics network that can function optimally at all times. At an aggregate level, national logistics systems are the providers of infrastructures and spatial connectivity, whereas business logistics systems are the users. As a result, national logistics systems are involved in developing and providing infrastructures, while business logistics systems focus on optimising supply chain decisions based on the infrastructures provided by national logistics systems. However, the current restrictions of the Public Finance Management Act (PFMA) are cumbersome to the functioning of the logistics system at a national level. As a result, infrastructure failures and equipment breakdowns have plagued the industry for far too long, whether at our ports or on our rail lines.

Air freight

In the air freight market, weekly international trade decreased somewhat (↓3%), as domestic (↓0,5%) volumes remained very low. Overall, there has been a significant decrease in volume amid a very slow start to the year. The sentiments were confirmed at the Air Cargo Africa event, where many delegates confirmed the shift away from air freight, particularly since sea freight rates have returned to "normal" levels and service reliability had been restored somewhat. Internationally, air cargo has mostly stabilised but remains pretty subdued. Air cargo rates are currently trending at an average of US\$2,81 per kilo in week 8, despite the effects of higher fuel surcharges, but they remain significantly above pre-COVID levels.

Road freight and trucking update

Regional cross-border road flows slowed this week. South African land border crossing in the region has averaged ~12,5 hours (↑26%, w/w) for the week, while the greater SADC region decreased by the same magnitude, averaging ~14,0 hours (↑10%, w/w). The most significant change this week comes from the Kasumbalesa control zone on the Zambia side, as rules have been amended only to allow trucks to stay there for one day (down from 48 hours). Other congested SADC borders this week included Beitbridge, Katima/ Mulilo, Oshikango, and Santa Clara. Further notable developments included impounded HGVs in Mpumalanga, Mufulira municipality instituting a "levy" on transporters, and (3) poor road conditions in Zimbabwe due to Cyclone Freddy.

Weekly Snapshot

Table 1 – Port volumes and air cargo flows, week on week

Flows	Current ²			Previous ³			Growth
	Import	Export	Total	Import	Export	Total	
Port Volumes (containers)	24 881	26 955	51 836	22 522	28 481	51 003	↑2%
Air Cargo (tons)	4 579	2 369	6 948	5 281	2 360	7 641	↓9%

Monthly Snapshot

Figure 1 – Monthly⁴ cargo volume levels, year on year (100% = baseline)

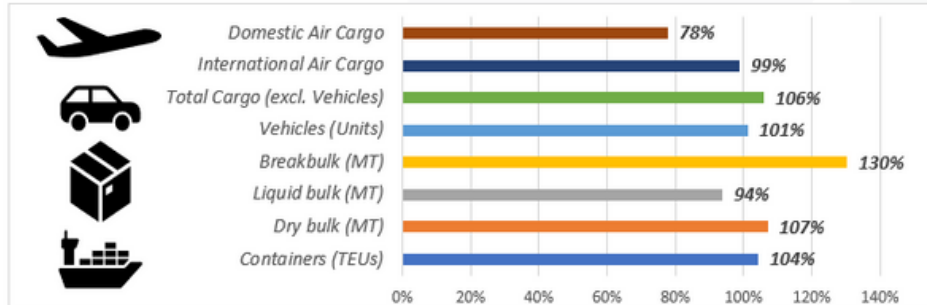


Figure 2 – Global year-to-date flows 2019-2022⁵: ocean, y/y (metric tonnes) & air freight, y/y (kg millions)



Port updates and the container industry

Domestically, operational port delays this week included adverse weather, frequent equipment breakdowns and shortages, system challenges, delays, and, congestion. Cape Town was revisited by the difficulties of a fortnight ago, with the most notable operational delays stemming from the container terminal being windbound for the whole of Monday. The marine fleet in Durban remained stable and continued its improved performance over the past week, as five tugs serviced waterside operations for the most significant part of the week. Additionally, crisis meetings were called in Richards Bay this week after the situation reached a really low point late last week, when up to 600 coal trucks piled up next to the main entrance to Richards Bay, bringing traffic to a standstill along sections of the N2.

Container activity globally is currently in very poor health, as demand remains subdued and throughput low (except in China), with rates continuing to fall (incidentally across all major trade lanes) as capacity management has been unsuccessful managing the decline. Consequently, vessels worldwide are sailing slower and slower in part to offset the decline in activity. However, despite these efforts, schedule reliability remains way below pre-pandemic standards, even though throughput has returned to equivalent levels.

SAAFF calls for urgent robust wholesale reform at TFR

In his SONA address last year, President Ramaphosa stated, "Transnet will start the process of providing third-party access to its freight rail network from April 2022 by making slots available on the container corridor between Durban and City Deep in Gauteng."

The private sector has not seen any reform to provide third-party access to private operators across our national rail network.

The President also said, "Transnet has developed partnerships with the private sector to address cable theft and vandalism on the freight rail network through advanced technologies and additional security personnel. This collaborative effort is already showing results in reduced disruptions to rail operations."

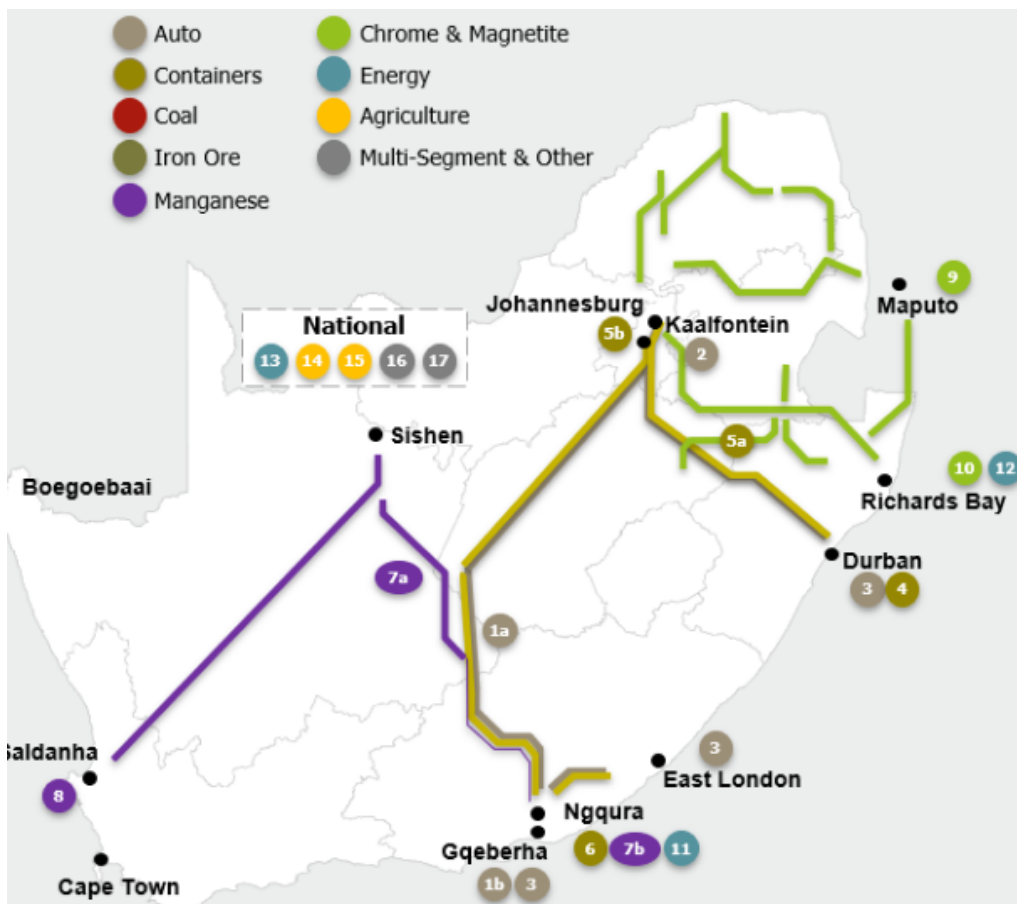
Unfortunately, the opposite has been true. Although the deterioration of rail freight has been a reality for some time now, the astonishing acceleration of disruptive occurrences due to crime and malfunctioning equipment, and stripped infrastructure in recent months has been nothing short of a disaster.

A recent edition of our weekly BUSA/SAAFF Cargo Movement Update covered this situation, saying that the TFR has been handling reduced volumes, down by as much as 80% since 2010. This operational deficiency and the utter destruction of infrastructure and criminality (143 incidents a month!) have crippled a core artery in our trading network.

The RFQ issued by the TFR to the market recently provides a glimmer of hope that rail can return to handling volumes of a bygone era when it was productive, offering a reliable level of service. However, SAAFF has continually called for decisive, drastic corrective action; the country needs a strong, competent, independent regulator working across a multi-modal model.

Failing to position an independent regulator runs a high-probability risk of the cargo rail system going from a public monopoly to a private monopoly – a position of exposure that SAAFF strongly opposes. Moreover, South Africa's freight demand is exceedingly high, so we need a multi-modal approach to satisfy our demand.

However, for rail especially, systemic underinvestment has decreased reliability and increased derailments and accidents. Transnet has conceded that this cannot be overturned, with the need for a private partner, as the President and his Cabinet endorsed the request for proposals issued towards the end of the week. Moreover, the long-maintained ideology of publicly owning and operating the national ports and rails system is archaic and exceedingly rare internationally. South Africa's attempts to become a developmental state with state-led industrialisation, similar to Japan, South Korea, and Taiwan, have failed dismally. We need a collective approach (which includes privatisation of crucial transport and logistics segments) to get our logistics network back into some shape. We need a flourishing supply chain and logistics network to facilitate trade as best as possible.



Make it count, Mr President – South Africa needs a Practical, Sustainable and Functional Public-Private-Partnership –to overcome chaos at Transnet Freight Rail.

Regional Feedback

WCO-ESA-RPSG's Key Focus Areas for 2023

Although the group has made significant progress since its inception in 2018, there remains significant room for improvement in 2023. We aim to bring consistent and substantial value to the region providing a solid platform and framework for trade facilitation within the region. The ESA-RPSG was formed for the purpose of verifying the implementation and monitoring with the provision of various instruments in the WCO Instruments and Tools that will make trade easier without comprising or imposing a higher risk profile. The ESA-RPSG structure also allows the private sector to articulate its challenges in the regional integration journey with possible solutions for addressing the known obstacles. These obstacles need to be addressed effectively to ensure the creation of a safe, fair, and compliant environment for all. Therefore, in conjunction with previous workplans to ensure consistent value-addition, our five priority areas concerning the group's output for the year include the following:

- Governance Meetings
- Election of a new Chair and Vice-Chair
- Projects and objectives (webinars)
- Publications and other deliverables
- Focus areas as per our Work Groups/Portfolios

Furthermore, aligning with the ROCB's drive, gender is an important topic in the region. Currently, some policies exist but are not implemented, as gathered by various answers from surveys done. More work is required with inclusiveness, and we must share this with our members to create awareness/insights. Therefore, we must take advantage of the drive and make customs and trade more palatable and inclusive. Nevertheless, it is still a learning curve and must link to all our projects.

Important dates

The proposed topics for our webinars this year are as follows:

- **1st webinar:** Digitilisation
- **2nd webinar:** WCO theme of the year
- **3rd webinar:** AfCFTA

The proposed dates and topics for the governance meetings and webinars, respectively, are subject to change as the workplan for the year still needs to be discussed with the rest of the region.

Cross-border road statistics for January 2023

After the Festive Season's passenger flows across regional borders started to subside in mid-January, the focus was again on Africa's most prominent regional trade modality – road freight. The latest FESARTA monthly flows show that Beitbridge volume was significantly down (↓ 16,8% northbound and ↓ 2,3% southbound) in January, primarily due to the low numbers flowing through the border in the first week. Moreover, northbound crossing times hovered around 24 hours for the month, which remains too slow.

Other borders of note for December showed the following changes in HGV crossings:

1. Lebombo increased by ↑ 14,7% as traffic continues to increase using the N4 to Maputo as an alternative to Durban. The average crossing times hovered around ~6 hours, improving the ~11 hours registered in December.

2. Groblersbrug traffic decreased by ↓ 13,8%, with average crossing times remaining slow, at around ~13 hours.

Unfortunately, in the last few weeks, the cross-border road transport industry has continued to grapple with a continuation of irrational non-tariff barriers (NTBs). Some examples have included the following:

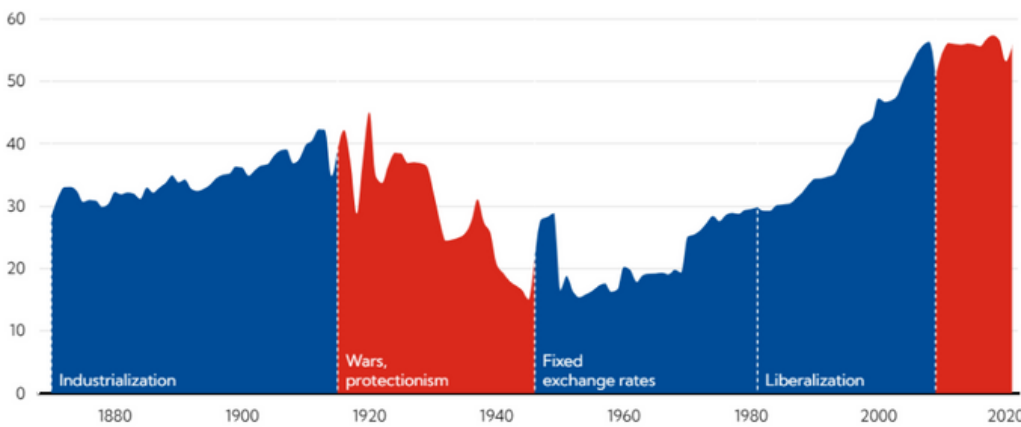
- Driver strikes at Kasumbalesa prompted ZRA only to allow pre-cleared vehicles to cross the border, while un-cleared vehicles had to wait in the queue.
- Delays were reported at CONDEP on the Zimbabwe side of the Beitbridge border. The root cause remains the abolishment of using US\$ as an accepted currency.
- Elsewhere, ZRA has called all transporters and agents to ensure that all official cross-border routes and port entries are adhered to reduce the risk of fines.
- In the first week of February, the queue to Kasumbalesa reached a mammoth 80km. However, some mitigating actions were taken, including ZRA checking driver documents and encouraging pre-clearance.

Transporters, traders, and cargo owners are encouraged to use the NTBs online tool UNCTAD, and the AfCFTA Secretariat developed. For a more regional approach, transporters are encouraged to contact FESARTA and join their TRANSIST Bureau, which has achieved great success in facilitating regional trade.

Globalisation and the current state of international trade

Recently, the IMF has shown how trade openness and subsequent globalisation have slowed in recent years. After globalisation plateaued in the decade and a half since the global financial crisis and has been characterised by a prolonged slowdown in the pace of trade reform and weakening political support for open trade amid rising geopolitical tensions. The ongoing war in Ukraine and other geopolitical tensions, notably the trade wars between China and the US, holds fascinating implications for the trade industry in the coming years. However, some resolutions have fortunately been made recently, notably with the first coal ship from Australia sailing to China, unwinding an unofficial ban imposed amid fraying bilateral relations two-and-a-half years ago.

Moreover, the IMF released their latest "World Economic Outlook" for January, with global growth projected to accelerate to an estimated $\uparrow 2,9\%$ in 2023 (upwardly revised by 0,2%). The outlook is in apparent contrast to the UN's predictions report last week, which expects output to hover around $\uparrow 1,9\%$ in 2023. Looking ahead, the Fund believes growth will bottom out this year and increase to $\uparrow 3,4\%$ in 2024, with the war, inflation, and central banks' contractionary monetary policy the main economic levers of the global economy.



For South Africa, the IMF somehow predicts that South Africa will grow at $\uparrow 1,2\%$ in 2023 and $\uparrow 1,3\%$ in 2024 (which is slightly more realistic - albeit still optimistic compared to the SARB - compared to the UN's prediction of $\uparrow 1,5\%$ in 2023 and $\uparrow 1,8\%$ in 2024). The IMF lists "weaker external demand, power shortages, and structural constraints" as the main drivers reflecting the estimates.

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Feedback on the Authorised Economic Operators Pilot Project

The World Customs Organisation (WCO) introduced the Customs-Business (C-2-B) partnership programme called the Authorised Economic Operator (AEO) Programme in the year 2007, recognising the role and significance of partnerships between Customs Administrations and the business community. It is now acknowledged as a key driver in promoting a secure, transparent, and predictable trading environment. The AEO programme achieves this through the voluntary demonstration of compliance and safety and security provisions in trade-related business. Fundamental to the AEO programme are the measures introduced in the WCO SAFE Framework of Standards and the World Trade Organisation (WTO) Trade Facilitation Agreement (TFA). The AEO Programme has been introduced in many of the WCO member countries and is in varying stages of implementation.

The South African Revenue Service (SARS), a member of the WCO, successfully implemented the AEO programme in May 2017 as the Preferred Trade Programme. The AEO Programme is a voluntary programme. Rule amendments introduced in 2021 embedded two levels of AEO accreditation - Level 1: AEO-Compliance (name change from Preferred Trader) and Level 2: AEO-Security programme for supply chain role-players.

Global and national disruptions adversely impacted Customs Administrations and the business community, so it was an opportune time to bring all role players in the supply chain on board for the AEO accreditation journey. This approach will assist Customs Administrations by ensuring the maximum use of their resources to manage non-compliant Customs areas and to allow accredited AEOs to effectively self-manage their risk areas in Customs compliance and Security of the international supply chain aligned to the requirements of AEO accreditation.

AEO Pilot Project with the Extended Supply Chain

The AEO Pilot Project was introduced to 19 role players, inclusive of Freight Forwarders, Customs Brokers, Licensed Depots, Airlines, Shipping Lines, Importers and Exporters, Warehouse Operators, and Transporters. This project is co-managed by SAAFF and SARS. Eleven participants submitted completed application documentation as required by the SARS Validation Team. Two applicants were subjected to onsite AEO validations in January/February 2023. SAAFF and SARS have scheduled weekly meetings to discuss progress in the project. SAAFF is currently co-creating with SARS user-friendly documents: SARS AEO application forms, guides, and policies - All applicants are encouraged to complete the compliance requirements aligned to the self-assessment process and ensure submission of all relevant application forms and supporting documentation as required by SARS.

The benefits of accredited AEOs are impactful, and will be an excellent opportunity for the private sector to acquire AEO status and receive the benefits of AEO accreditation. If any information is required, SAAFF is available to provide you with the latest information on the AEO project. We look forward to co-partnering with you on the journey to AEO Accreditation.

It was an honour to engage FIATA on the AEO Programme in a virtual meeting where the AEO presentation was well received.

Further updates on AEO Pilot Projects

N4 Pilot Project

SARS/CBRTA AEO Accreditation (Hauliers)

SARS provided the final report of the Pilot Project in February 2023 and are ready to proceed to the next stage. There are currently four participants in the Pilot Project (SAAFF).

Hauliers using the N4 Corridor are encouraged to contact SAAFF/SARS/CBRTA on information regarding participation in this pilot project.

SARS Licensing Framework Pilot Project

SARS/SAAFF have embarked on a Pilot Project on the SARS Licensing Framework. This project is in the initial stages and completion is anticipated by March 2024. The Private Sector's views are extremely important to ensure that the Licensing Framework meets your requirements.

2023 is a year for AEO Accreditation - increasing the number of applicants in both the Pilot Projects. We are engaging SARS on improvements in AEO Policy, Process and documents.

SARS and OGA: Monthly Feedback

SAAFF Joins SARS to Celebrate International Customs Day

On 26 January, the Secretary General of the World Customs Organisation (WCO), Dr. Kunio Mikuriya, announced that this year's International Customs Day would be celebrated under the slogan: "Nurturing the Next Generation: *Promoting a Culture of Knowledge-sharing and Professional Pride in Customs*". The global Customs community is invited to implement the theme throughout this year and beyond and reflect on how best to support newly-recruited officers, facilitate the sharing of knowledge, and, heighten the sense of pride in being part of this institution and of the global Customs community. This year marks the 70th Anniversary of the WCO – an organisation dedicated to international cooperation and the sharing of knowledge.

The theme of this year is about placing human capital, and especially the new generation, at the heart of the transformation of Customs. Young Customs officers often have particular strengths, but they need to acquire specific, and often tacit, knowledge and know-how. This approach to learning must be rooted in the culture of the administration, holding true throughout the officers' careers. It requires not only dynamic inter-generational relationships but also an outward-looking attitude, characterised by exchanges with the actors engaged in the movement of goods and passengers, as well as with service providers and academia.

As the reputation of an organisation depends largely on its employees, it is important that they take pride in their work, and that the way their work connects with the government's vision is clearly explained. To achieve this, Customs administrations must increase their visibility, not only among their natural partners but also among those – such as decision-makers and the general public – who may be less familiar with the multi-faceted role of Customs, and less aware of the challenges faced by Customs and the constraints it has to manage. As SAAFF, we recognise that we all work for SA Inc, and we all have a country to serve and an economy to grow and protect. If it is to be, it is up to us!

SAAFF, invariably an extension of SARS, presented their congruent SARS strategy at the ICD event hosted by SARS at Brooklyn Bridge on 26 January, to support skills development, capacity building, cultivation of professional pride, and compliance in SARS. *"Just as seedlings require sunlight, water, and composition - the right grounding; so too does the next generation require a solid foundation, adequate skills, and a role model/mentor to learn from and to inspire"* – Dr Juanita Maree.

SAAFF continues work with BUSA and OUTA

A document by SAAFF on streamlining the process was presented to a joint sitting of the NRCS, OUTA, and BUSA. The content was focused on improving efficiencies and redirecting the current resources toward a more enhanced and efficient function which involved, inter alia, a supplier's certificate of conformity, a linked process between NRCS and ITAC, verifying compliance according to high, medium, and low-risk entities and accordingly reducing the number of inspections and inspection times where absolutely required to undergo a physical inspection. The SAAFF secretariat has been actively driving the pre-manifest compliance philosophy to ensure that NRCS requirements are fulfilled prior to shipping, instead of at the export purchase order stage of the value chain. Our team continues to engage at these forums, proposing sustainable solutions to support the facilitation of legitimate trade.



SARS and OGA: Monthly Feedback

SAAFF Partners with the NCC to Support the Facilitation of Legitimate Trade

A first-of-its-kind partnership for the NCC, nominating their senior researcher Mr Shaeen Buckus to serve as a dedicated NCC rep at the SAAFF monthly trade facilitation meeting. This is a positive step in the co-creation journey between the private sector and the government. At the first of four roadshow meetings, SAAFF presented a solutions document to the NCC compiled by Mr Clifford Evans of the SARS and OGA national working group. NCC Commissioner, Thezi Mabuza, adds, "SAAFF is a key partner of the NCC; we encourage all importers and clearing agents to reach out to SAAFF for their professional advice in improving compliance and facilitating legitimate trade".

The NCC has agreed in principle to reduce the number of inspections through the SCC and proposed mechanisms. They will also consider deploying additional resources, albeit this will not be an easy task, due to the bureaucratic processes that exist around additional appointments. Furthermore, the NCC acknowledged that their current processes need to be streamlined to make it easier for legitimate traders and hard and costly for illicit traders. There is also a solution that the NCC has accepted i.e. documentary validation in lieu of labels, specifically for unfinished goods, provided that the document details the wash care instructions, country of origin, and fibre content (as contentious as this may be, it is an elimination of the current NTB in this regard).

The NCC has agreed to address repetitive stops by engaging SARS on specific TIN numbers and also adopting a similar solution as proposed to SAPS in respect of a letter of motivation, based on the same importer, same HS code, and consecutive RAE cases. The NCC has called on SAAFF to fulfill an advisory role to them (the NCC) and mediate engagements between SARS and the NCC, we are indeed claiming our place as the APEX voice of the Supply Chain. SAAFF proposed migrating NCC stops to a CUSRES Code 4 as opposed to Code 2. We encouraged the NCC and we encourage our members to review the P&R index with the aim of updating the risk engine against commodities not subject to the mandate and consequent regulation of the NCC.

FIATA E-Waybill Proposal to SARS: Supporting RCG compliance

On 27 February 2023, SAAFF engaged with Stephane Graber of FIATA to discuss the possibility of standardising the House Bill of Lading / Air Waybill to the FIATA E-Waybill for trade in SA Inc. The SARS and OGA desk acted swiftly to generate a first draft business case and presented the same to the SARS executive Head of Modernisation for consideration, this to standardize the format of reporting, improving RCG compliance and matching validation between cargo reporting and declarations to SARS. Negotiable FIATA Multimodal Transport Bill of Lading (FBL) is now available in a secured digital format through TMSs and other platforms. SAAFF members will be able to easily issue secured digital FBLs through their everyday tools. Each document is registered on an immutable ledger and can be verified at any time by all stakeholders interacting with the document.

Some of the key benefits are:

- Save time and money
- Optimise your processes
- Get future proofed to move from documents to data
- Bring trust and security
- Achieve your sustainability goals
- Flexibility of format



From left to right: Adv Ludwe Biyana (NCC Legal), Commissioner of NCC, Ms Mabuza, Director Inspections: Mange, Senior Researcher NCC Mr Buckus, and Mr Devlyn Naidoo

SARS: Monthly Update

Compliance Matters: RLA and Reporting of Conveyances and Goods

We encourage our members and co-creators of compliance excellence to engage their clientele to onboard the RLA platform and update their addresses and contact details. It is imperative that customs clients are on board as reporters as well, so we encourage our members licensed as customs brokers to onboard accordingly. The deadline for onboarding is 31 March 2023. The SAAFF Secretariat remains on standby to support you and your clientele in respect of the onboarding process and was successful in providing remote support throughout the period of Q4 of 2022, continuing in Q1 of 2023.

SARS and OGA Calendar 2023

In order to ensure that our members will never have to miss an important meeting again, the SAAFF, SARS, and OGA team recently launched a digitally interactive SARS and OGA calendar for 2023, uploaded onto the SAAFF member and customs work group portals. The SAAFF Secretariat attended SARS and OGA Stakeholder meetings, which included, inter alia, the ACOC Plenary, SARS KZN, SARS Gauteng South, SARS Air Modality, SARS CENOSF 1 of 10: 2023 and Doringkloof engagements, actively lobbying essential issues for the speedy resolution thereof. In addition, the Secretariat will continue to send weekly reminders and encourage you to raise pertinent issues via SAAFF instead as our proven member issue resolution track record speaks for itself.

SARS and OGA Issues / P&R Index Issues Online Portal

SARS administers certain prohibitions or restrictions on behalf of several government departments, institutions, or bodies, including the Department of Agriculture, Forestry and Fisheries, the National Regulator for Compulsory Specifications (NRCS), and the South African Reserve Bank (SARB). Prohibitions and restrictions are not limited to goods carried by travelers but are applicable to all modalities of transport (road, rail, air, sea, post, or other).

In our continued efforts to avoid incorrect OGA detentions and develop the data integrity of the P&R Index, we launched an online P&R issue experienced portal to actively support our efforts in escalating incorrect detentions/inaccurate information to SARS, in collaboration with the respective OGA and have thus established a good working relationship with the SARS Product & Process team who we engage with frequently to update any incorrectly reflected information on the P&R index, impacting the SARS risk engine. We encourage you to please log any incorrect detention or P&R index issue via the P&R Index Member Input - SAAFF digital platform so that we may escalate the submission on your behalf, as SARS equally rely on our submissions to assist with the integrity development of the P&R index.



SARS: Monthly Update

SAPS Stops – Improving the Pre-Verification SAPS Process

We would like to offer our members best practice guidelines as established between SAAFF and SAPS, in respect of the pre-verification process, which will avoid unnecessary stops and support the risk profiling process, adding value and co-create legitimate trade facilitation. As tabled at our webinar on SAPS stops, the pre-verification process:

1. Pre-verification documents are to be sent in a single attachment (if possible) and must implicitly motivate for a pre-verification.
2. To achieve pre-verification, include RAE stop history for client/commodity.
3. Submit a letter of motivation on the second page of the detention notice, highlighting the container number(s).
4. In addition to the SARS EDI Release documents, submit a full set of commercial documents, product literature, and brand attorney LOAs (where applicable).
5. Have all these documents readily available at the forwarding (if on the system) or handover stage (if off the system).
6. Establish communication channels with the supplier through forwarding or importer (if off the system).
7. Pre-manifest risk profile management and documentary requirements .

Address your letter of motivation to the group profiling e-mail, writing to the profiling officer, and copying in the Unit Commander. Log all stops via the SARS and OGA online portal on the SAAFF website to support our repository for actively identifying scientific risk profiling, behavioural loop etc. Before submitting, you need to introspect a sense of comfort that if you were in the position of a SAPS profiling officer, you would be able to prove legitimacy against the documents, order of documents and motivational letter you've submitted. The Unit Commander has developed this SOP working with and through SAAFF, let us go on and co-create compliance excellence in the supply chain.

- ✓ Shipping Estimates
- ✓ Sales Leads & CRM Module
- ✓ Rate Management
- ✓ Paperless Workflow
- ✓ Airfreight Degrouping
- ✓ Customs Brokerage
- ✓ RCG Cargo Reporting
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Transformation

Taking a look at The South African Forwarding and Clearing Sector and the Development and Progress since the Dawn of the New South Africa one can ascertain that very little has been achieved in the industry!

Taking a look at the progress around the clearing and forwarding industry in South Africa and the transformation of the sector, it is evident when discussing with industry players that the pace of transformation in the sector has been lagging, and the voices calling for the transformation of the sector are not going to go quiet until there is meaningful progress which can be supported by evidence of the inclusion of all South Africans to participate in the industry.

The South African Association of Freight Forwarders, through its engagement with the industry players, heard the call and decided to take the initiative and make a meaningful contribution in creating a platform where individuals and industry groups can collaborate and discuss ways that can be taken to ensure the acceleration of the transformation in the sector.

The lack of industry transformation has further widened the gaps within our industry regarding transformation. Interested industry players met a few months back, and an interim working group was therefore established. A few members were identified to assist with establishing the working group and an interim subcommittee was since established. However, the challenges ahead call for more participation of interested groups and/or persons. We see the main aim of the Transformation Forum to contribute and assist in the drive and acceleration of transformation, to assist in the drafting of industry scorecards, working papers, policy development, and the like. This drive can further assist with the acceleration of transformation of the industry and to identify challenges and obstacles that are hindering acceleration of transformation of the industry.

Through the call from the subcommittee that was formed, we therefore, invite members of the industry to participate in this forum.



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Training

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In our efforts to build capacity in our industry, avoid penalties, avoid unintentional non-compliance and continuously improve service delivery to our clients whilst simultaneously enhancing revenue collection, SAAFF is sincerely reaching out to help your operations staff gain confidence and awareness not just in customs compliance but also in the management of Technology, Innovation, and People in a Systemic way, the TIPS™ framework under the Da Vinci Management of Technology and Innovation, NQF5 Higher Certificate is the pathway to achieving the aim of realising a compliant and skilled operation! The return on investment cannot be overstated, zero rejections, alignment to understanding and correctly applying customs policy, and simulated and work experiential learning training to name just a few of the unique features of the MOTI HC. **SAAFF members qualify for a discount. The normal cost is R 64 500 however as a SAAFF member you will pay only R 46 250!**

Invest in your staff, invest in your organisation, and change our industry one graduate at a time! Da Vinci is registered with the Council for Higher Education and training is delivered by industry experts who are in touch with the current realities of the industry, serving as consultants and partners to SARS for the Customs Elective stream.

NB: The below link must be used to enroll staff from your organisation and a list of students shared with anthony@davinci.ac.za.

<https://davinci.studentmanager.co.za/Apply/Apply?campusQualificationIntakeId=7447>

Customs Compliance Manager Capacity Building Workshops

The next NQF7 Customs Compliance Manager Capacity Building workshops will be held on 25 May 2023 and 24 August 2023.

For further information on the programme or registration, please contact:

Genevieve Matthew,
email: gen@iqetd.co.za
031 304 5050 and
Nozibele Myeki:
nmyeki@saaff.org.za
011 455 1726.



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The Da Vinci Institute for Technology Management (Pty) Ltd is registered with the Department of Higher Education and Training as a private higher education institution under the Higher Education Act, 1997. Registration No. 2004/HE07/003.



Important Events



South African Association of Freight Forwards Western Cape Golf Day

- ◆ Rate: R3400 per 4-ball, excl. VAT
- ◆ Price includes: Green fee, dinner and fabulous prizes for the players
- ◆ Players are responsible for their bar tabs at the prize giving
- ◆ Format to be confirmed on the day. Staggered start at 11h00 TBC
- ◆ The competition is a 4-ball alliance with 2 scores to count

Date: 4 May 2023 | Venue: King David Mowbray Golf Club



FIATA DIPLOMA 2023

ENROLMENTS NOW OPEN
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Presented by GMLS Global Maritime Legal Solutions (Pty) Ltd



SAAFF and FIATA Presidency meet in Cape Town

SAAFF recently hosted the Annual Rotational Presidency meeting of the International Federation of Freight Forwarders (FIATA) in Cape Town. The FIATA delegation, led by President Ivan Petrov, had the opportunity to delve deeper into the South African supply chain logistics sector during their visit in consultation with industry leaders. Terry Gale, representing Exporters Western Cape and the Fresh Produce Exporters Forum (FPEF), welcomed the imminent introduction of the digital FBL.

Stéphane Graber, FIATA Director General, stated that SAAFF Members would soon be able to benefit from this new service which will allow them to become digital freight forwarders. FIATA is leading the realm of digital security and identification. All 40,000 members of FIATA will use the same structure and standards. SAAFF will host a webinar with the FIATA technical team to answer any questions.



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About The Diploma

According to **FIATA HQ Zurich**, a Global Customs & International Transport Logistics Expert is regarded as the "Architect of Transport". The FIATA Diploma consists of **14 modules** which include all key topics for such Global Experts, as **multimodal transport, air transport, customs procedures, and information and communication technologies** in International Trade transactions and **more**. This qualification will teach delegates to manage and control all aspects that have an impact on global trade, **compliance**, and successful delivery of shipments.

The Course will commence with a brief introduction to the scope of **International Trade** and will provide learners with a **high-level overview** of the key areas that they should be aware of, when acting in the capacity of a **Regulator, Freight Forwarder, Agent & Shipping/Logistics Manager** for doing business internationally.



Course Fees

From R 24 500.00 exc Vat

NB!! - There are generally TWO categories of students wishing to undertake and achieve the FIATA diploma. See registration page, to view examples, payment structures & RPL admission.



Course Duration

10 to 12 Months / Blended Learning

Fully supported through the GMLS Learner Management System & Lectures from Global Experts and will be assessed at a NQF level 6.



Course Provider

GMLS is currently the **ONLY** FIATA Validated Training Provider in **SACU** authorised to deliver the FIATA Diploma Qualification. GMLS has Successfully facilitated FIATA Diploma intakes since 2012 in cooperation and under custodianship of **SAAFF** & **NLA** (the local Industry Association).



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