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ANALYSIS OF THE CUSTOMS CENTRAL MANIFEST DIRECTORATE

April 2006

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ANALYSIS OF THE CUSTOMS CENTRAL MANIFEST DIRECTORATE

TECHNICAL ASSISTANCE FOR POLICY REFORM II
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ABBREVIATIONS

ACTFA	Alexandria Commercial and Trade Facilitation Association
B/L	Bill of Lading
CMD	Central Manifest Department
CRU	Customs Reform Unit
ECA	Egyptian Customs Authority
EIFFA	Egyptian International Freight Forwarding Association
ETA	Estimated Terminal Arrival
IT	Information Technology
MCC	Modern Custom Center
TAPRII	Technical Assistance for Policy Reform

BACKGROUND

The Egyptian Customs Authority (ECA) implemented a model Modern Customs Center (MCC) at the Port of Alexandria in 2005. The MCC modeled a number of innovative procedures aimed at improving release times and facilitating trade. The MCC provided a single point of release for goods; application of risk management criteria; electronic payments; primary electronic presentation of information and declarations; a client services section and, when possible, joint GOEIC inspections.

Despite these innovations the MCC has not been as effective or used as extensively as expected by the importing community. In part this is due to lack of support to the MCC by other components in the Customs administrative chain. The Central Manifest Department is a key element in the MCC release process. The following outlines the current ECA Central Manifest Process and recommends improvements to infrastructures, equipment and processes that would further support the MCC process as it is extended throughout the ECA.

This report is the result of a series of meetings held in Alexandria. Two of the meetings were held at CMD premises with the head of the CMD directorate; other meetings were held with the head of Alexandria and Mahmoudia Central Directorate, APL Alexandria Branch Manger/ head of ACTFA, officials at APL warehouse at Dekhila Port and finally the ACTFA participants.

The meetings provided first-hand observations and both client and stakeholder experience with the problem areas within CMD operation, different departments within CMD, manifest supply chain, shipping agent and CMD interaction. Recommendations and proposed solutions range from those that can be implemented immediately to those to be implemented on medium or long term.

The advisor gave special attention to the human factor in the manifest process, especially for CMD officials, as human motives, attitudes and tendencies can be the real cause of many problems.

OBSERVATIONS

If, for any reason, cargo manifest information is not registered or wrongly registered in the computer system, the Customs officers at the different Customs complexes and, most importantly, the MCCs (keeping in mind that the purpose of the MCCs is to save unnecessary time and effort), will not be able to proceed with the Customs Declaration registration and accordingly clearance process until the importer or his agent refers back to the Central Manifest Directorate to register / correct the manifest information. In such a case the possibility of the MCC achieving its aimed objectives is remote. This is why particular attention should be given to this directorate given the fact that it is still operating in an un-modernized environment. MCC performance to be objective in terms of clearance time should always include time consumed in registering / amending manifest information, whether importer was referred to CMD by the MCC or he approached CMD prior to MCC. Thus CMD performance needs to be more effective and efficient for MCC to be performing.

THE ROLE OF CMD

The Central Manifest Directorate (CMD) at the Egyptian Customs Authority is the first point of contact for importer with ECA. The CMD role includes:

- Receive manifest, dispatch requests, storage requests.
- Allocate route orders to manifests, dispatch requests, and storage requests.
- Amend manifest information as per shipping agent/ freight forwarder's request, after ensuring its compliance with customs law and executive regulations.
- Distribute manifest copies of different customs and government departments, many of which do not have a computer terminal connection (statistical Dept, Movement Dept, and Anti-smuggling).
- Distribute manifest copy to concerned warehouses.
- Archiving of the manifest, dispatch and storage requests and their corresponding amendments.
- Data Entry of manifest into the computer system to allow different custom complexes and MCCs to access the manifest.
- Keep track, with the assistance of different movement departments, of the goods and their exact location and condition.
- Closing B/L and eventually manifest.
- Issue statistics concerning tonnage, containers handled as well as categorization of handled commodities and more.
- Legal role in applying custom law and executive regulation with regards to manifest receiving, fines, re-export shipments and custom.

The CMD at Alexandria port is performing only a part of above tasks for different reasons that will be discussed in this report.

Mr. Ahmed, Head of the Central Manifest Directorate (CMD), at Alex port, advised that the CMD asks ship masters/shipping agents for six original signed copies¹ of the cargo manifest to satisfy Customs requirements. Hereunder listed are the copies required and the corresponding intended use of these copies. The Head of CMD did not mention that these six copies are not accepted by CMD until the shipping agent's shows four stamps on a manifest copy as proof of receipt, by four different entities.

¹ 1 See Appendix 1 , Manifest supply Chain

No. of Copies required	Department	Use
1	Central Manifest (Automation System) (In Arabic: ldrag)	This copy of the cargo manifest is used as a source for data entry at CMD and thus allowing the different Customs complexes that have computer links to view these manifests. This copy is required to be an original, signed and stamped by Ship master/ship agent; this copy of the manifest is kept in the possession of the data entry section as proof of the authenticity of entered data.
1	Central Manifest (Archive)	This copy is kept at the CMD for the purpose of possible future corrections/amendments needed as per the request of the shipping agent after presenting relevant required documents.
1	Anti- smuggling Department	This copy is be delivered to the Anti-Smuggling Department due to the fact that they have no computer terminal The Anti-smuggling Department always asks for this copy.
1	Cargo Movement Department (at different warehouses) (In Arabic: Harraka)	There are no computer terminals at any of the warehouses, accordingly a copy is sent to the Customs officer responsible for cargo movement control at the warehouses to enable control and follow up cargo movement from time of off loading from the ship until time of release. Cargo movement officers at warehouses role is not only to supervise control, flow, movement, inspection of goods but extends to reporting back to CMD with the status of shipments especially those cleared, to close the corresponding concerned B/L and eventually closing the manifest as a whole when all the B/Ls under such manifest are all considered closed.
1	Statistics Department (Cairo)	This copy is delivered to the Statistics Department due to the fact that they have no computer terminal. This department is responsible for providing statistics to the Customs Commissioner.
1	Warehousing (In Arabic: Mostawdaat)	The work of Customs and the warehouses is deeply interlinked; Customs pass this copy to the warehouses to ensure safe and seamless operation. Warehouses receive this copy of the manifest to be able to allocate space to store goods as well as to control the goods while they are in storage.

CMD DEPARTMENTS / PROBLEMS AND RECOMMENDATIONS

RECEIVING DEPARTMENT

This Department is responsible for receiving six copies of the manifest from the shipping agents after checking all manifest pages. They are signed and stamped by shipping agent. These copies are then distributed to different departments within CMD, ECA as well as corresponding Warehouses. The CMD did not mention to the advisor the fact that CMD will not accept the six copies of manifest from shipping agents unless manifest copies have four stamps of receipt from four different entities² at Alexandria Port.

Problem: Alexandria Port Authority Decree No. 61 for year 1988 concerning rules and regulations regarding cargo movement at Alex Port states, in section three page 9, that "ship masters/shipping agents are to present copies of the ship manifest to all related/concerned parties at the port and customs after the ship's berthing location has been decided upon. These manifest copies are to be presented to those parties during the Port Authority daily meeting to avoid any complications".

Recommendation: This decree needs to be amended, or operational procedures developed with a view to simplifying the process and making it relevant to the reality of coming electronic transmissions. Currently, it is neither clear nor specific with regards to who are regarded as "related" and "concerned". Consolutions will be required with all "Related", "concerned parties as well as shipping agents, and all stakeholders

Problem: Shipping agents complain that the CMDs accept 6 copies of manifest from shipping agent if, and only if, the manifest carries four stamps from four different entities that is a proof of their receipt of a copy of the manifest .If the shipping agent fails to do so, the manifest will not be accepted by CMD. Shipping agent are obliged as per customs law, article 32, and its executive regulations to deliver manifest within 24 hours of vessel berth time.

The four entities that have to stamp manifest prior to its delivery to CMD are: Dispatch Department / Ministry of Defense, Dispatch Department / Arab Organization for Industrialization, Cargo Control Unit / Ministry of Trade, Military Factories / Ministry of Military Industries. The CMD enforces this requirement as an interpretation of Alexandria port Authority decree number 61 for year 1988 regarding rules and regulations for cargo movement.

Recommendation: The continued need of these 4 manifests should be reviewed to see if they are still relevant. If all the authorities still require a copy of any specific manifest, arrangements may be made to directly approach CMD or Install computer link terminals connected to CMD.

² 1 See Appendix 2,3

Problem: Most Shipping agents have not, or are not able, to comply with Article 36 of the Executive Regulations pursuant to the Customs Law, stipulating that cargo manifests are to be presented electronically to automated Customs sites within three months of the date of issuance of the decree. This grace period ended on April 16th 2006. To date CMA and APL are the only two shipping lines that have complied at the Alexandria Port.

Recommendation: Encourage the Enforcement of Article 36 of the executive regulation for the customs law by meeting all interested parties to determine the reasons manifests are not being presented electronically. Develop a strategy in cooperation with clients and stakeholders to phase in the electronic presentation of manifests as required by law

Problem: Anti- smuggling Departments, Statistical Departments, Warehouses and Cargo movement offices at warehouses do not have computer links to the CMD. Consequently, hard copies of the manifest are required to be presented.

Recommendation: Install computer link terminals in these offices. Where data entry of manifest in the CMD will enable Cargo movement cargo officers to instantly have access to all manifest as soon as it is entered into the CMD computer system. This will save unnecessary time and paper and will enable cargo movement officers to update cargo movements and close cargo manifests on site. As an added value, all concerned parties will be capable of following up to date cargo movement actions (MCC, MCD, Anti-smuggling, Warehouses).

AMENDMENT AND MANIFEST CLOSING DEPARTMENT

This Department is in charge of receiving shipping agents requests for manifest amendments and /corrections. These requests are studied and applied as per the law. Shipping agents are liable to fines in certain cases. This department also handles this matter. After approving the manifest amendment/ correction requests they are passed to the Computer Department for data entry.

Manifest closing refers to the closing of each and every B/L in a manifest.

B/L is considered closed in any of the following cases, but not necessarily limited to:

- Custom declaration is registered in book 46 and custom duties are paid.
- Goods are moved to abandoned shipments warehouse.
- Goods are destroyed.
- Goods are re-exported.
- Dispatch Request for goods (where goods are to be transferred from one port to another port /airport).
- Storage Request for goods (where goods are to be moved to storage facilities outside the port area or private owned warehouses where goods will still be under customs control; example Logistics warehouse in Six of October City and 10th of Ramadan City).

Problem

The Closing Department frequently does not close Manifests in a timely manner. This is mainly due to the fact that Movement departments in different warehouses do not have a computer terminal. Accordingly updates on cargo movements are not shared with other concerned parties including CMD. The problem here is not that the fact that CMD gets information with a considerable lag time, the problem is that they at times do not get any information at all from cargo movement officers at the corresponding warehouses.

Recommendation

Installing a complete E- Manifest system is the ultimate solution. Electronic Links between the warehouses and the CMD will allow for on-going updates on the movement of goods. This will allow the CMD to quickly follow up and to quickly close bills of lading and manifests.

Pending automation of the entire process, it strongly advise that an operation procedure perhaps supported by an Executive Regulation be implemented to oblige the movement department officers in different warehouses to send a weekly if not daily report to CMD with all updates concerning cargo movement concerning each bill of lading in their warehouse.

The CMD should be obliged to update all received information into the computer as soon as received. Management commitment, determination are crucially needed in that matter.

In terms of an immediate improvement, information sent from cargo movement department in warehouses to CMD has to be in a format similar to the data entry screen in the CMD to facilitate data entry, save time, and minimize data entry errors. This is a solution that can be implemented immediately as a step on our way to have computer terminal at the different warehouses to service cargo movement operations.

COMPUTER DEPARTMENT (DATA ENTRY)

This Department is in charge of manifest data entry into the CMD computer system. This department, after having been approved by the amendment department, also handles manifest amendments and/or corrections of data entry.

Problem: The CMD requires Manifest translation of electronically forwarded manifest data. The CMD requires manifest copies to be translated in Arabic.

Recommendation: This requirement needs to be carefully reviewed. Efforts must be made, perhaps as part of the ECA reorganization efforts, to ensure that CMD officials are capable of dealing with the manifest data in English. Computer skills and English language capabilities may be made prerequisites for the CMD positions.

Problem: The manifest data entry current location at the Central Manifest Directorate is in a relatively remote location away from the MCC.

Recommendation: E- Manifest is the ultimate solution; in the meantime the relocation of the manifest data entry unit to be on the same floor of the Alexandria MCC will provide benefits to the modernization program. This is due to the fact that the manifest data entry on the second floor location will be in close proximity to the declarations and collections processes. This close proximity will provide an integrated manifest, declaration and collections system. Also the location of the internet e- manifest system in the same area allows further adaptations and experimentation between an e- manifest internet system and the current data entry manifest process to occur.

Problem: The CMD does not make data entry for manifests as soon as they receive them from shipping agents. This may not be the case if manifests are received electronically. The CMD does not launch Data entry process until importers actually approach the CMD requesting their particular B/L to be registered. The CMD process data entry case by case, this can be a gateway for corruption.

Recommendation: Rush with E- manifest. Manifest have to be data entered into the computers /registered immediately after their receipt from shipping agents. No delays should be accepted. Senior management must be engaged to enforce this regulation. This is perhaps the main reason for the CMD process being so ineffective. This problem will be overcome only with senior managements' determination, new equipment and training.

Problem

Another reason exists for delaying processing of the manifests. The CMD officials match manifest information received from shipping agent with original B/L and delivery order presented by importer to ensure data consistency and no data entry errors are done for which they can be held accountable.

Recommendation

E-manifest will bypass this problem, meanwhile there is a need to design a new data entry process that has the capability to detect and correct errors that may occur during data entry process. CMD officials need to participate and declare their opinions in designing the new process, to ensure it meets their requirements and their commitment to enforce it. Subsequently training on the new process is needed. The new Data entry process needs to focus on the following:

- Date entering process should be designed in such a way that data entry errors are detected and corrected internally.
- Eliminating fear of error by ensuring internal checking and rechecking of entered data, software program can also be adapted to help in that matter.
- CMD officials may need Training on team Work as well as customer service with the aim of creating a more positive attitude among them.

Problem

As per the Customs Law, shipping agents are permitted to deliver the manifest within 24 hours of vessel arrival. The shipping agents sometimes misuse this right. For example; if the

vessel arrives at 2:00 P.M. the importer can always pay the shipping agents and collect delivery order from the shipping agents later the on same day of the vessel's arrival. Ship agents, as per the law are allowed till 2:00 P.M. the following day to deliver the manifest to the CMD. When importers approach the MCC the day after the vessel's arrival 9:00 A.M. to present their declaration, the custom clearance is blocked due to the fact that CMD did not receive the manifest yet.

The importer then has to approach CMD and wait until ship agent delivers the manifest to CMD. Manifest can be hundreds of pages long. The importer wants to try to ensure his B/L is first in line for data entry to CMD computer system. As previously noted, this process opens wide the opportunity for illegal payments.

Recommendation

Rush E-manifest implementation.

Shipping agents are always eager to collect freight charges and other charges from importer and to pass importers the delivery order. As an interim solution, an operating procedure may be put in place whereby shipping agents are not allowed to pass delivery order to importers unless they have already delivered the manifest to CMD. In this way, the ship agents will rush to deliver the manifest as early as possible within the 24-hour time frame. This would provide a temporary solution until the implementation of the e-manifest. Here a relevant question is raised. Why can't a manifest be registered in CMD and allocated a route number based on expected vessel arrival date (ETA)? Advisor believes this is option needs to be investigated further and applied if applicable with the option to add later in CMD computer screen the actual arrival date, but with no effect on already allocated route number.

Problem

There has been a suggestion of presentation of a hard copy of manifest as well as a soft copy on a compact Disc (CD) or a floppy disc. Customs commissioner, shipping agents, ACTA and almost everyone seems to support this dual delivery until the implementation of the e-manifest process. Shipping agents have asked what software format that will be appropriate to CMD.

Recommendation

It is highly recommended to form a joint committee including representatives of the following parties to look into and solve this problem:

- ECA – IT Department
- Central Manifest Department
- ACTAF / Shipping Agents

This committee needs to address shipping agents' questions, specify the manifest software format to be presented, ensure that CMD computer system will support it, set a procedure for virus protection and finally to ensure the integrity of the whole process

Problem

Lack of communication between the CMD and the MCC

The advisor at the AMCC data entry room monitored this problem. The general practice is that importer approaches CMD first. The CMD declare on the front cover of the custom declaration the B/L number, route number, port of origin, signs and stamps.

Afterwards, importers approaches AMCC – data entry room to enter data for the custom declaration. The Importer sometimes is faced by a situation where his B/L is still not entered in the CMD computer. He has to go for the second time to CMD.

Recommendation

Pending, the E- Manifest implementation, the CMD directorate should be accessible only to shipping agents and freight forwarders but not to importers/brokers. The Importer is entitled to find his B/L registered in CMD. If there is a problem, the importer is to approach head of AMCC to resolve this problem. This way the importer is not faced with having to convince the CMD to bring his bill of lading forward and the AMCC can monitor and exert pressure on CMD data entry personnel perform properly.

Problem

The Website can be used by shipping agents to data entry manifest through the internet. This is currently available only for Alexandria Port. Dekhila port is not included in this web site, despite its importance.

Recommendation

Web Site for Dekhila customs needs to be launched. This needs to be done through ECA's IT department, and not the CRU. Professional Web master needs to be out sourced to ensure the professionalism and continuous improvement of the web site.

Problem

Alexandria Customs web site downtime is relatively very high. This is a serious problem for shipping agents keeping in mind that the Customs Law as well as the Executive Regulations is forcing stakeholders to deliver manifest-B/L on definite times so as not to be subject to the fines stipulated by the customs law.

There seems to be a lot of technical problems with the web site, web site capacity is very limited. Ship agents have forwarded many enquiries and problems concerning web site to CRU that needs to be answered, CRU always promises to resolve problems and answer back on their queries but nothing happens but promises.

Recommendation

The ECA / IT department should be in charge of this website. The web site being part of CRU is unjustifiable, and unpractical. The issue here is not who gets the credit for the web site. The concern here should be making the web site a consistently reliable channel for e-manifest intake. IT department should foster the web site at least from the technical side. It is

highly recommended to outsource the web site to a web master of high proficiency, who will continually update and upgrade the web site.

Problem

CMD can handle only XML format files only. Most shipping agents do not use this file format. Software program is needed to adapt different formats such as EDI to XML format. This seems to be one of the main reasons behind shipping agents being unable or unwilling to deliver manifests electronically. Traders have advised that conversion software programs are expensive and have asked that the E.C.A install a program or switch to the more international compatible EDI format.

Recommendation

More and regular meetings are required between the shipping lines /ship agents, ECA / IT Department and CMD to overcome these technical difficulties.

ACTFA, EIFFA or similar bodies can always buy a copy of the software and place it at the chamber of commerce for example for ship agents and freight forwarders to use against a small charge to cover its cost.

CLAIMS DEPARTMENT

This department handles the manifests from a legal prospective where there exist cases of short shipments, over shipments or discrepancies in the actual imported goods with regards to those declared in the manifest. These discrepancies are reported to CMD through cargo movement officers in warehouses. This department as per the customs law imposes fines.

DISPATCH REQUESTS DEPARTMENT

This department deals with all inbound dispatch requests. These are in bound shipments coming from Any Egyptian Ports/ Airports other than Alexandria port as port of discharge with Alexandria Port as port of final destination. Its role is to ensure the dispatch request documentation's consistency with the actual shipment and verification of custom's seals. This department signs with receipt the dispatch request to enable the importer to release the deposit, which is either cash or a letter of guarantee that was posted with customs at the port of discharge to allow the in transit transport of goods.

Problem: A problem faces APL line as they discharge their ship loads at Elsokhna port, where goods are transported via several dispatch requests to Alexandria Port. The problem arises from the fact that CMD and Alex customs web site will accept only the entry of the first dispatch request, while other subsequent dispatch requests from the same vessel, voyage number, arriving at Alex port on later dates are rejected. The reason given by CMD is that they assign a unique route number for each vessel voyage number; accordingly this route number is assigned to the first dispatch request that arrives at the Alexandria port. They can

not assign a different route number to the second dispatch request that arrives at Alexandria port for a later date as this second dispatch order has the same vessel voyage number as of the first dispatch.

Recommendation

This is a technical problem that can be solved with the help of ECA/IT department. CMD and officers concerned with Alexandria web site.

Again it is recommended that the IT department takes over this web site and to adapt the CMD software program to accept more than one dispatch request per vessel voyage.

Problem

CMD does not have the ability to provide any statistics, even though they are the most eligible for this task. This is due to many reasons:

The Head of CMD and all his subordinates recognize that they are not adequately trained and their comprehensions of the software program they are using are limited. They mainly focus on data entry.

Recommendation

- Extensive training on the software should be enforced. Also refresher trainings should be held on regular basis.
- Incentives should be given to CMD officials who can most effectively apply software.
- CMD has to report their view of the software, what needs to be changed, added or deleted.
- CMD needs a paradigm shift. They have to realize that their role is not to simply receive manifest, data entry .CMD should be the data base that registers, controls, monitors shipments, closes manifest, and prepares statistical reports and more.

ADMINISTRATION AND PERSONNEL DEPARTMENT

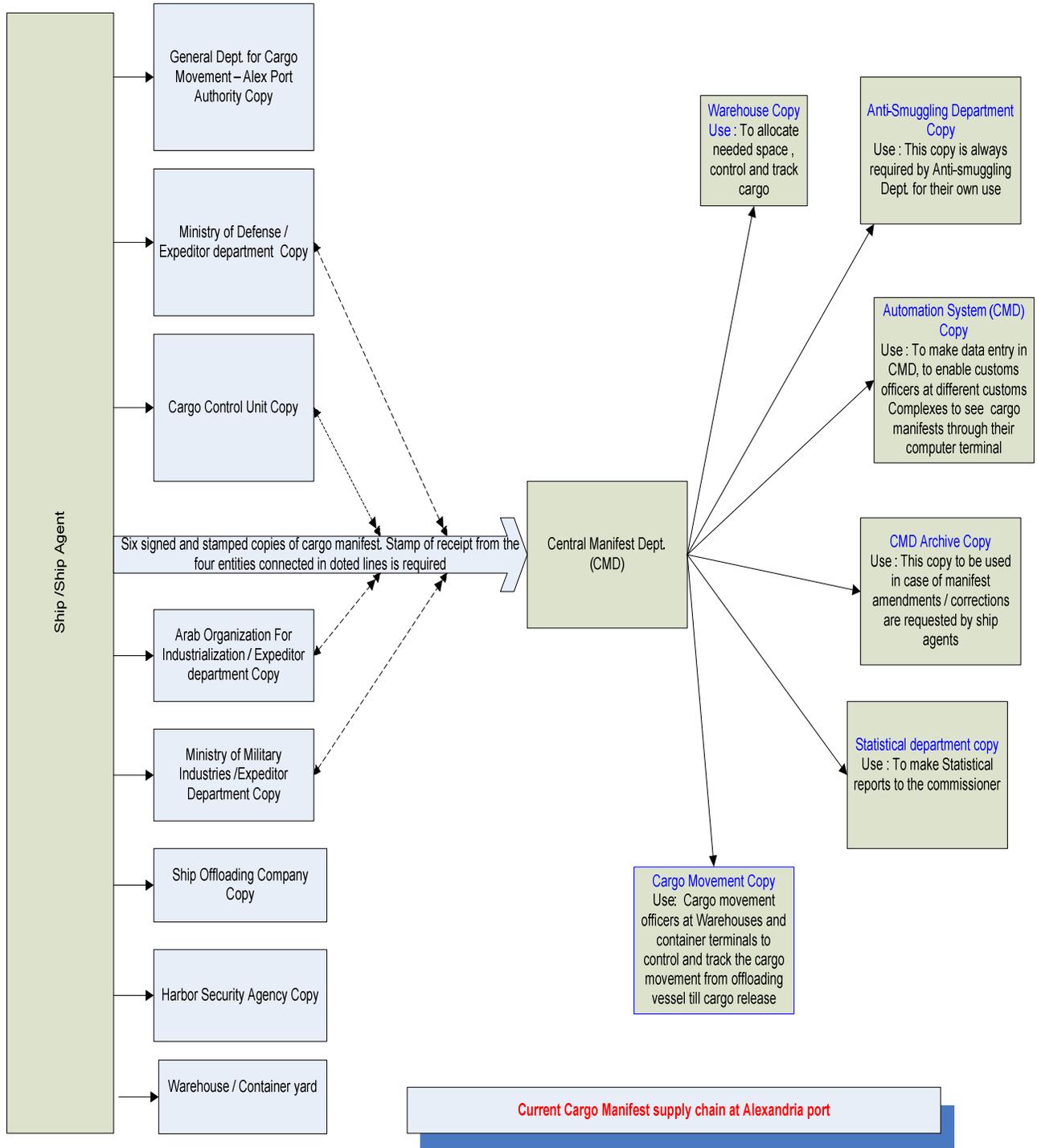
This department deals with regular administrative and personnel matters.

FINAL COMMENT

Finally after holding these meetings, the advisor has the perception that CRU tend to be dominant, expand their spheres of influence and control activities beyond their defined role, Alexandria web site is an example. This sometimes creates negative and envious attitudes from other ECA departments, who CRU needs their full cooperation and commitment, who should be looked at as clients to CRU and not in any way inferior to CRU.

The Advisor strongly believes that the starting point to tackle all above problems is to concentrate on training and improving the competence and professional attitudes of the CMD personnel. A well-designed CMD software program linking all customs departments, warehouses, container yards, port authorities, ship agents and Freight forwarders must support this.

APPENDIX ONE



APPENDIX TWO

صفحة 1 من 1

مصصلحة الجمارك المصرية

إدارة المانيست

تقرير بوليصة

البوليصة **Genoa 1 / 665451** إدارة إسكندرية **705 \ 2006**

1:665451:GOA :: 705:2006:201

التاريخ: 2006/04/02

تاريخ الشحن: 2006/03/20
تم تفرغها بمستودع: بضائع عامة [40] (سجن) - إدارة إسكندرية
اسم المستفيد: ميمو فرانس
اسم طرف الاخطار:
وصف عام للبضائع: سيارة نقل شاسيه 286106

مدينة الوصول: الاسكندرية
وكيل الشحن: شركة وورمز اسكندرية لخدمة التصليح
عنوانه: 1
عنوانه:

دائرة الرجعة

الشاحن:
عدد الطرود: 1
ملاحظات البوليصة:
نوع تجميع البوليصة: عادية
وسيلة الشحن: جولي جريجو
مُعتمد البيانات: مجدى سليمان

نوع التغليف: تنظيم مخزن
وزن الطرود: 9800.000 كيلو جرام
البوليصة المجمعة:

سطور البوليصة

نوع الشحنة: بضاعة غير مكتملة	الطاردة:	تسليم الملاحق:
مجزء من سطر أصلي: بيان طبيعة البضاعة: سيارة نقل شاسيه 286106		
الوزن المتوقع: 9,300.000 كيلو جرام	الكمية المتوقعة: 1 طرد	الوزن تاريخ: 0.000
كمية الطرود المحتواة:	وزن الطرود المحتواة: 000.	
الكمية الفعلية: 1 طرد		
الوزن الفعلي: 9,300.000 كيلو جرام		
بتاريخ تاريخ المهمل: 2006/05/02	قيمة غرامة سطر بوليصة: 00.	

APPENDIX THREE

InBound Cargo Manifest

Page: 13

Port Of Loading: KOBE/MOL TERMINAL, JAPAN

Port Of Discharge: SOKHNA PORT

Loading Vessel Name:

Discharging Vessel Name: APL CHILE

Discharging Vessel Voyage: 015

Discharging Vessel Flag: SINGAPORE

NAME AND ADDRESS	B/L NUMBER	MARKS & NUMBERS CONTS/SIZE/SEAL NO.	NUMBERS/KIND PKGS DESCRIPTION OF GOODS	WEIGHT KGs	CUBIC METERS	DESTINATION
------------------	------------	--	---	---------------	-----------------	-------------

SHIPPER
APL

001820661

N/M

ONE LOT OF USED MACHINERY PARTS
AND USED FORKLIFTS

17910.000 KGS

ALEXANDRIA

20.000 M3

1 X 20 DRY FCL

FDJ110-10083
3FD25-15012

(IN BULK)
SAY: ONE (1) CONTAINER ONLY.

CONSIGNEE

MAHMOUD NASR SAYED AHMED
ESSA

KAFR ELSEIH DSSKK STREET

ALSTAD, EGYPT

NOTIFY

SAME AS CONSIGNEE

مكتب مراقبة ومعالجة البضائع

إيجاز حالتهم + صور لتت مستحق

محمد رفيع

كود ال فتح السيد محمد رفيع

APL Chile

شركة النقل
تصاريح ميناء الإسكندرية

APL CHILE

Container Number	Seal Number	Size	Type	Quantity	Type	Weight (Kgs)	SIRMSIDM	Fcl/Lcl/Part
APZU306624-0	4688736	20	DRY	+000001	VAN	17910.000	CY CY	FCL

APL CHILE

B/L NUMBER 001820661

Technical Assistance for Policy Reform II
BearingPoint, Inc,
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