

CARGO CLEARANCE PROCEDURES



OUR ROLES

To protect revenue and prevent smuggling of dutiable goods and goods subject to Goods and Services Tax (GST).

**While carrying out our roles,
we must:**

**Adopt risk management, so as
to ensure expedited clearance of
goods to facilitate trade.**

FREE TRADE ZONES (FTZ)

Any area in Singapore which has been declared to be a Free Trade Zone under the Free Trade Zones Act

(Areas which are near the ship-berthing wharves where cargoes are discharged from ships and around the Customs airports)

CUSTOMS TERRITORY

**Singapore and the territorial
waters excluding the Free
Trade Zones**

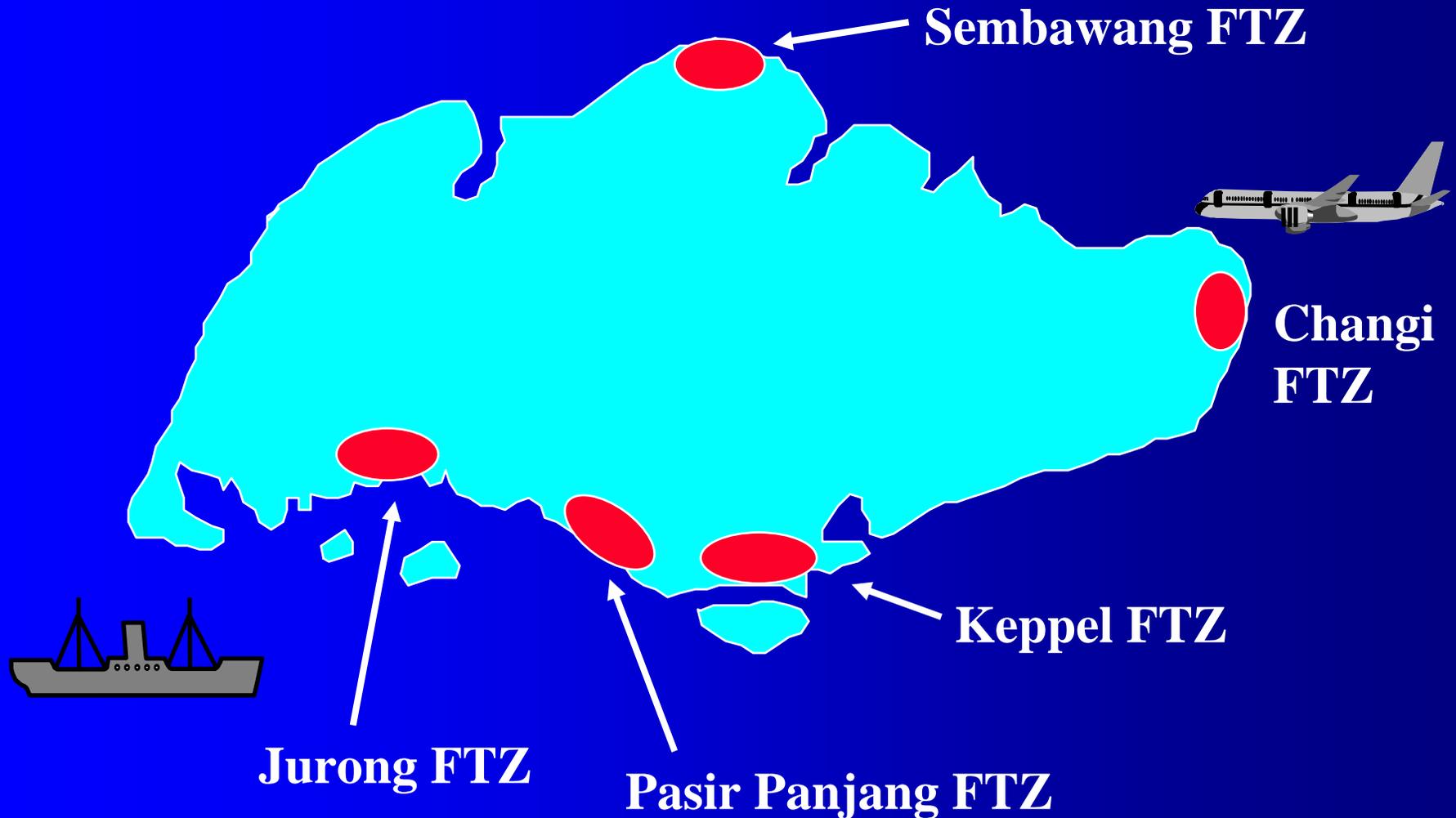
FREE TRADE ZONE



- Established in 1969
- Objective is to promote trade
- Managed by PSA/JTC/CAAS



FREE TRADE ZONES IN SINGAPORE



THE CUSTOMS ACT

Provides for :

All goods imported into Singapore by sea shall be landed and deposited in a Free Trade Zone

FREE TRADE ZONE

- Storage of goods pending local delivery or transshipment
- Goods may be repacked, sorted, graded in the FTZ
- Minimum Customs Control within the FTZ
- No Time limit on storage period except if the goods are liquor/tobacco products for local delivery or re-export – allowed 30 days storage in the FTZ

TAX POINT FOR GOODS DISCHARGED INTO **FREE TRADE ZONE**

- **GST and duty (if any) are suspended**
- **Payment made when goods are moved into Customs territory**
- **When goods are supplied for use in the FTZ**

LOCATION OF CUSTOMS CHECKPOINTS

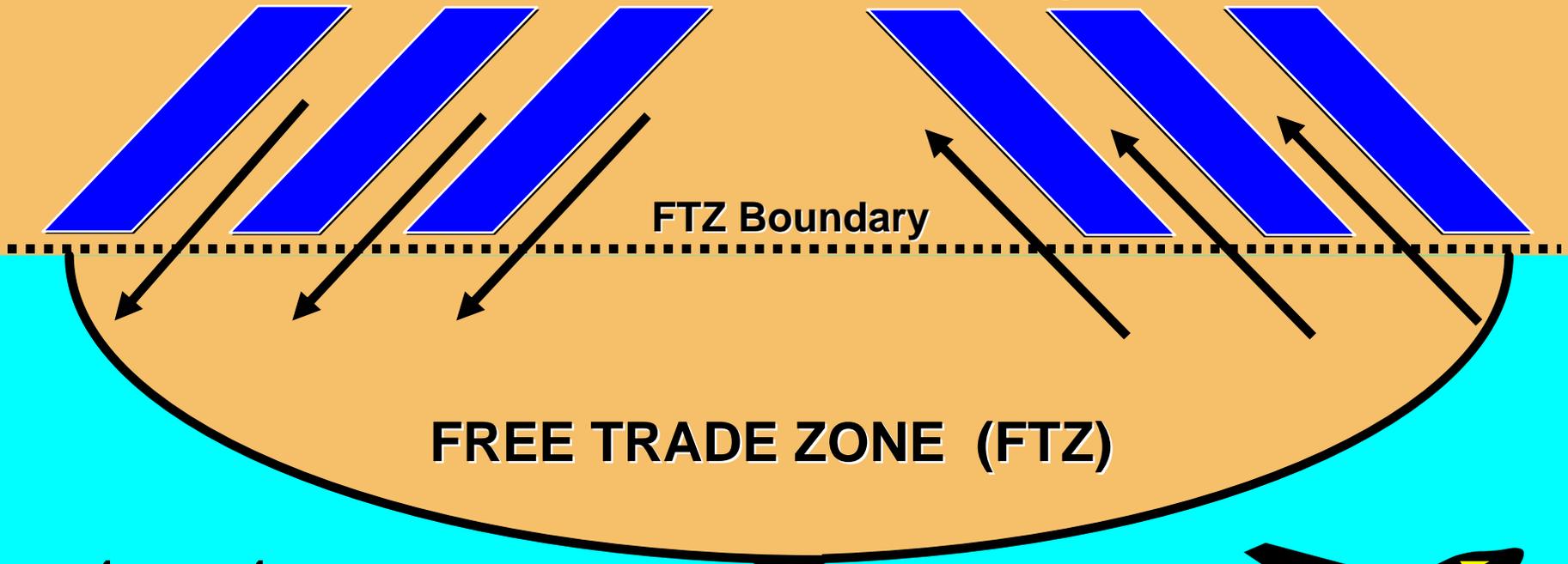
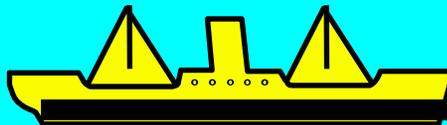
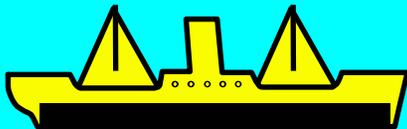
CUSTOMS TERRITORY

**CUSTOMS EXIT
POINTS (IN GATES)**

**CUSTOMS ENTRY
POINTS (OUT GATES)**

FTZ Boundary

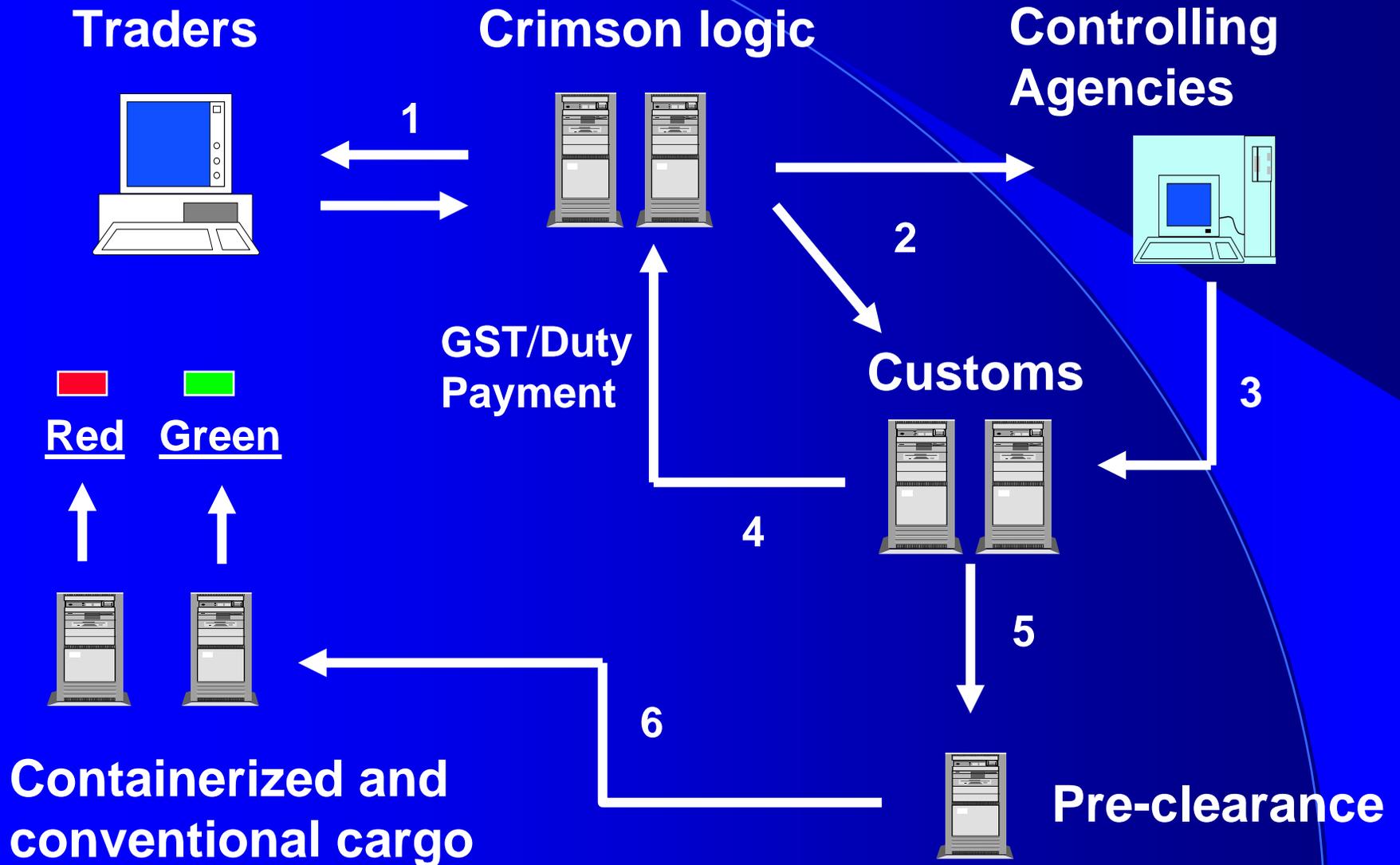
FREE TRADE ZONE (FTZ)



COMPUTERISED CARGO CLEARANCE SYSTEM – Cargo Net

- **Pre-Clearance System for -**
 - (i) Containerized cargo**
 - (ii) Conventional cargo**
- **Red and Green Channels**

SCHEMATIC DIAGRAM OF CARGO NET SYSTEM



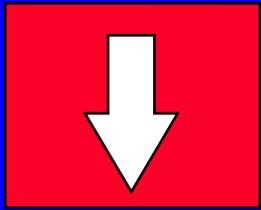
PRE-CLEARANCE PURPOSE

- Trade Facilitation
- Protection of revenue
- Ensuring Secure Supply Chain

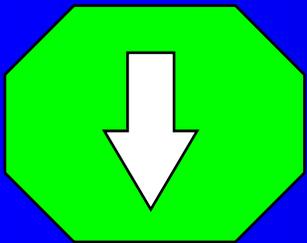
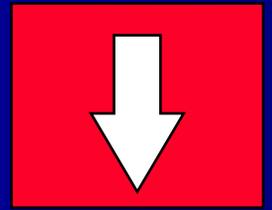
Intensive use of trade information for profiling and statistical analysis – Useful information includes prices of goods, country of origin, port of loading, commodities imported and exported, and to which countries the goods are exported.

CARGO CLEARANCE SYSTEM

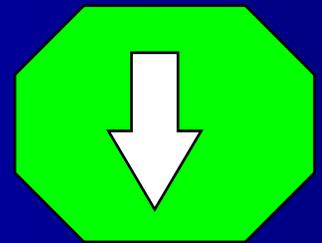
CONTAINERISED & CONVENTIONAL CARGO
DUAL CHANNEL SYSTEM SIGNS



STOP FOR CUSTOMS
EXAMINATION

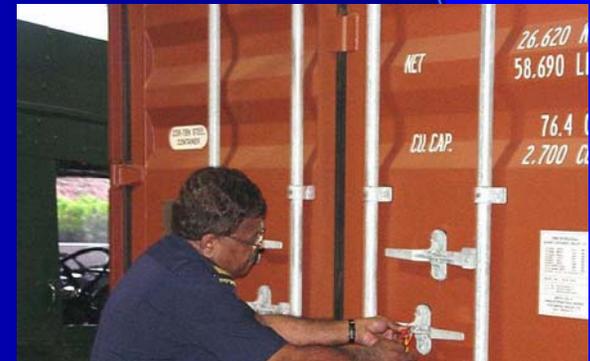


CUSTOMS
PROCEED

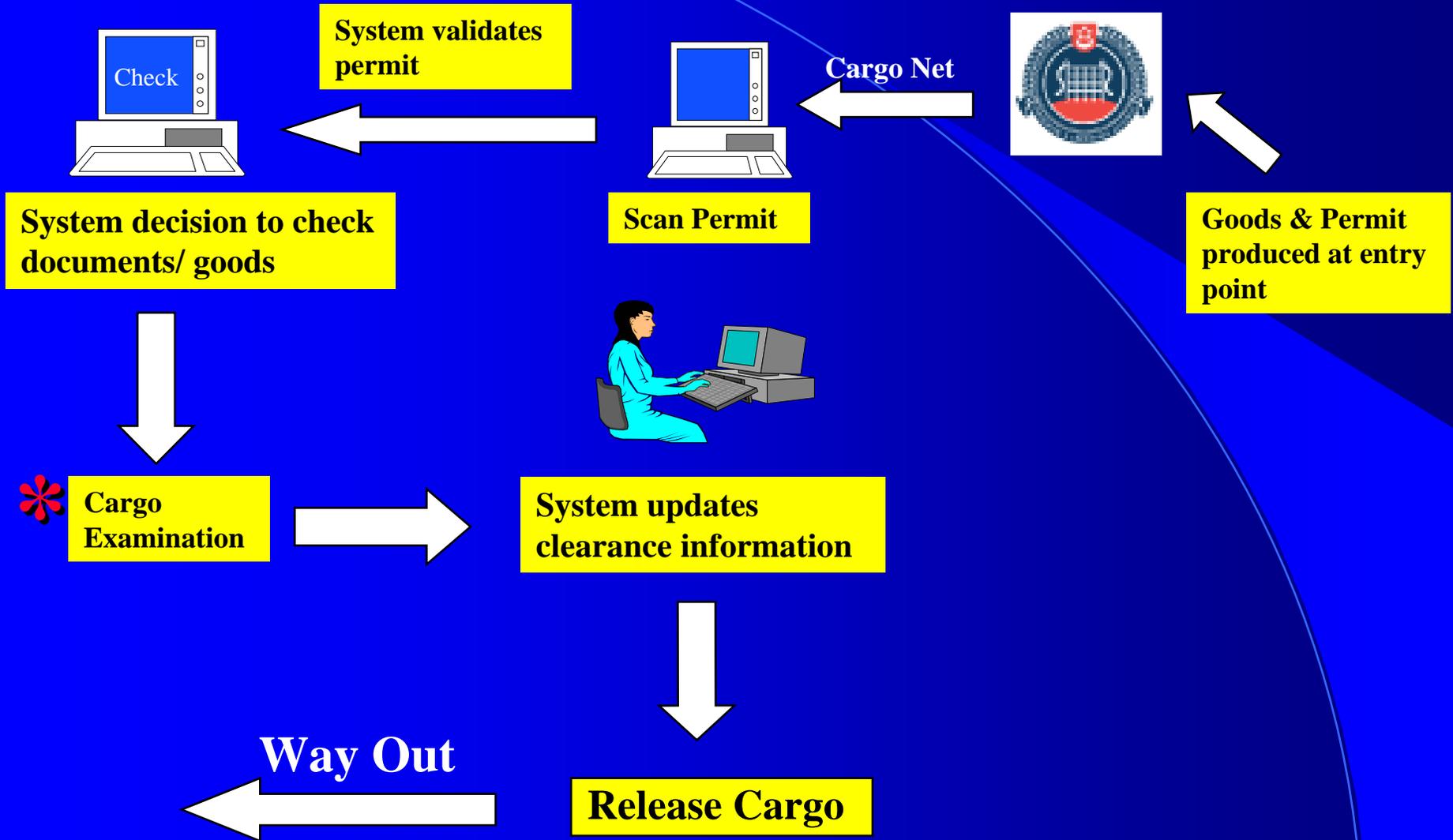


PAPERLESS CLEARANCE SYSTEM (Containerized Cargo)

- Haulier produces container at Customs Checkpoint
- Officer retrieves clearance decision by keying-in container no. into the Cargo Net
- Update clearance information into Cargo Net
- Print “Notice” & issue to Haulier
- Release container



IMPORTS (CONVENTIONAL CARGO) CLEARANCE PROCEDURES



CONVENTIONAL CARGO CLEARANCE PROCEDURES

- **Cargo and permit produced at entry point**
- **Scan permit into Cargo Net**
- **System validates permit**
- **System decision to check documents / cargo**
- **Verify documents or cargo examination**
- **Investigations (discrepancy detected)**
- **System updates clearance information**
- **Release cargo**

BENEFITS OF COMPUTERISED Cargo Net

- (i) Selective targeting of cargo for checking**
- (ii) Auto-selection of cargo to be sealed or examined**
- (iii) Keeping track of sealed containers**
- (iv) Accurate reports and up-to-date on-line enquiries on cargo clearance information**
- (v) Reduced cargo clearance time at checkpoints**



THANK YOU