



# *National Single Window & Freight Forwarders Role*

*Presented to:*



Presented by:



*Pakistan International  
Freight Forwarders Association*

# Freight Forwarder's ASSOCIATION IN PAKISTAN

## PAKISTAN INTERNATIONAL FREIGHT FORWARDERS ASSOCIATION





# Freight Forwarders - in PAKISTAN

- Currently over 550 registered (with PIFFA) and over 1500 non-registered freight forwarding companies.



2005 PIFFA established

1980's

Industry emerged in 1980s

1960's

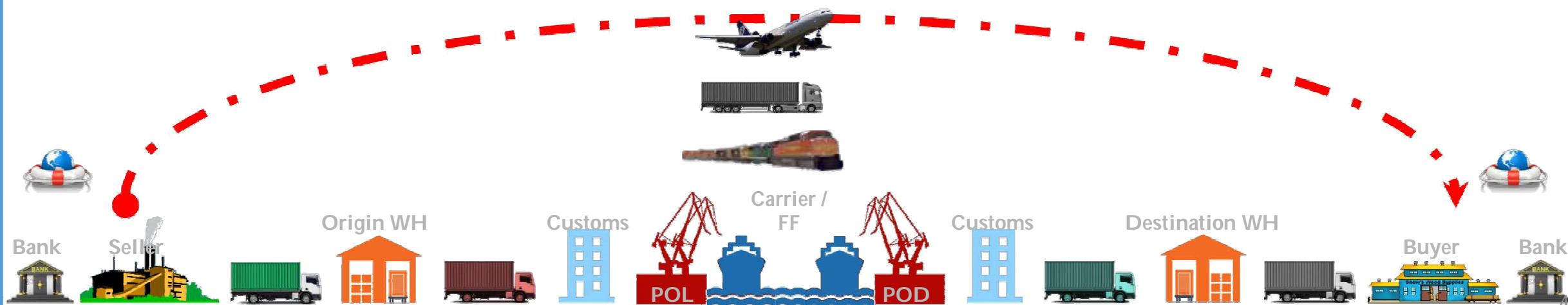
Earliest company's were established in late 60's

- Industry is determined for integrated intermodal / multimodal services where currently predominantly serving in segmented service areas.

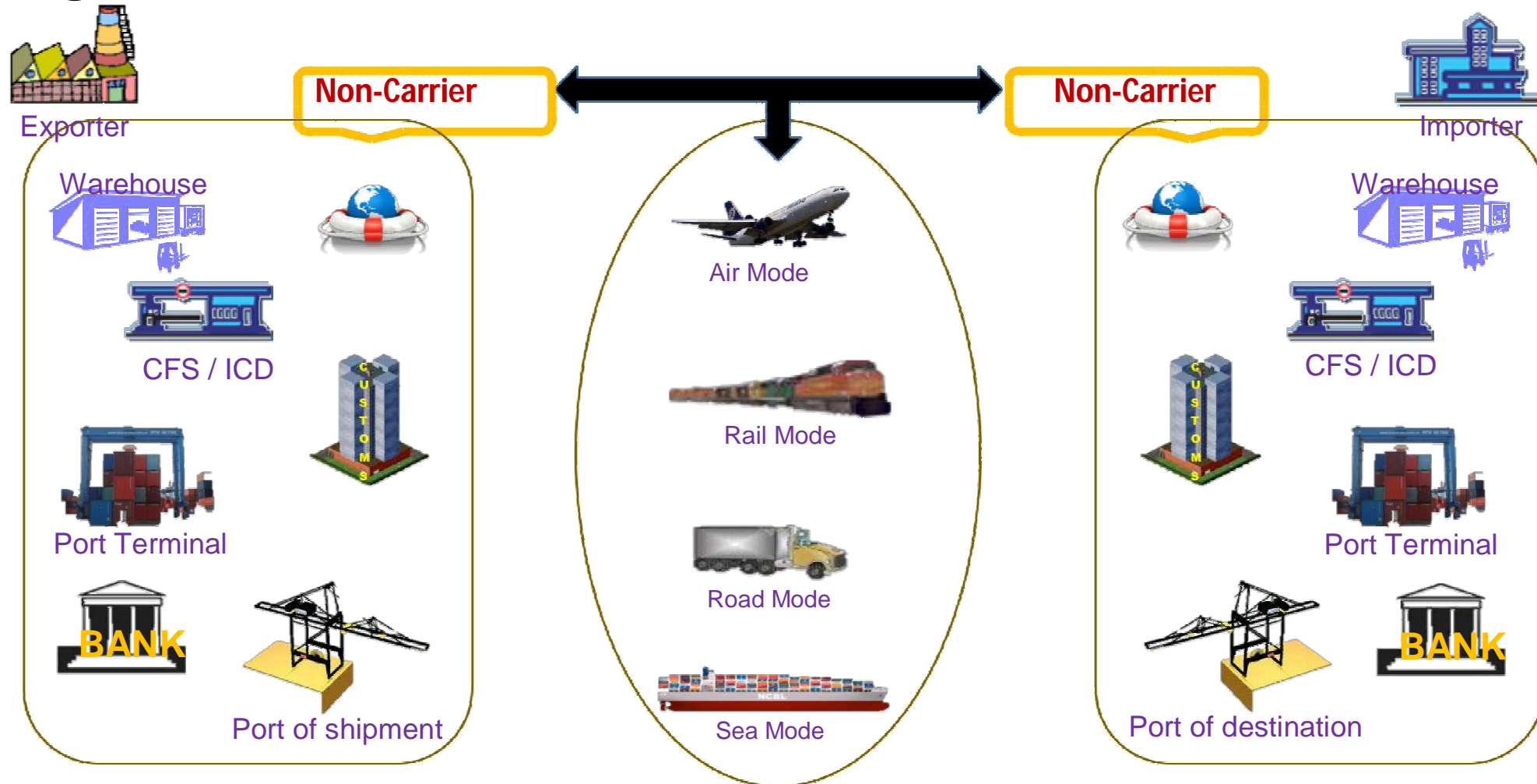
# International Trade Facilitation

Freight Forwarders, an important player in facilitating international trade through out value-chain

1. Exporter (Seller) 2. Freight Forwarder (FF) 3. Carrier 4. Importer (Buyer)

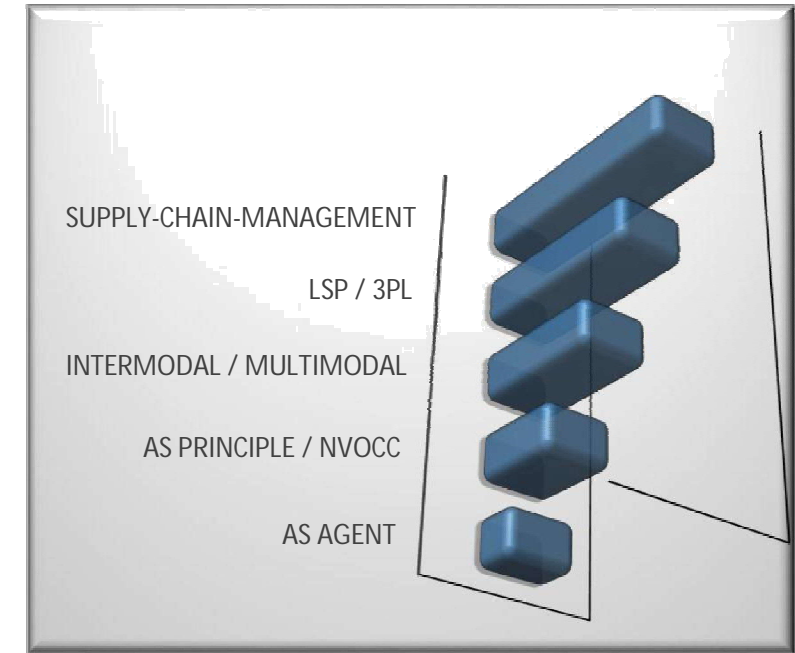
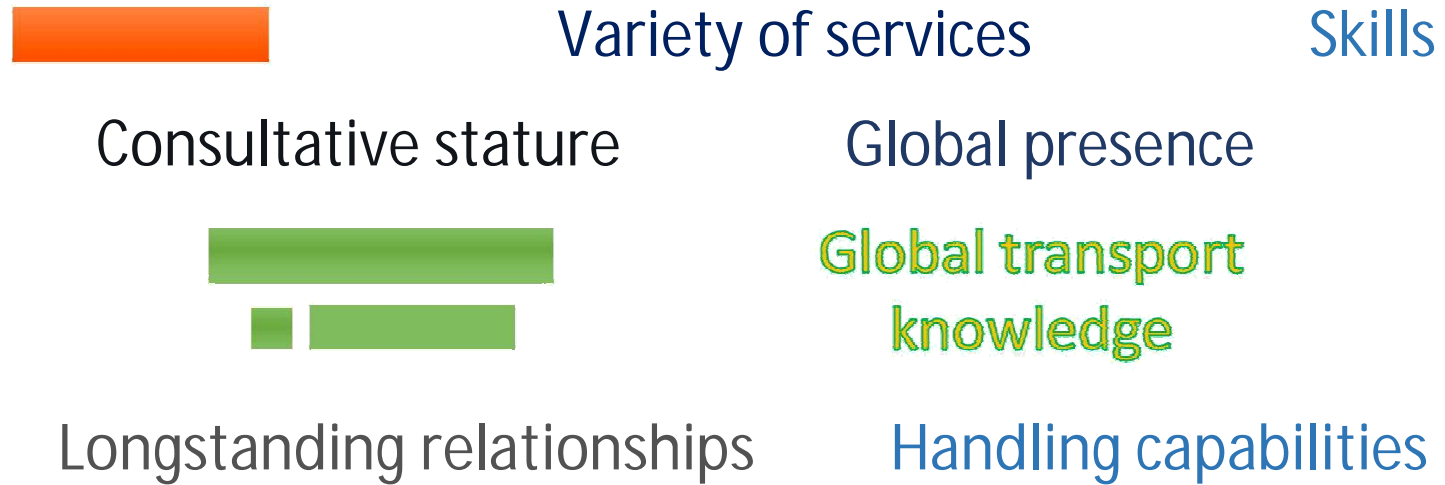


# Freight Forwarders – Unmatched Position

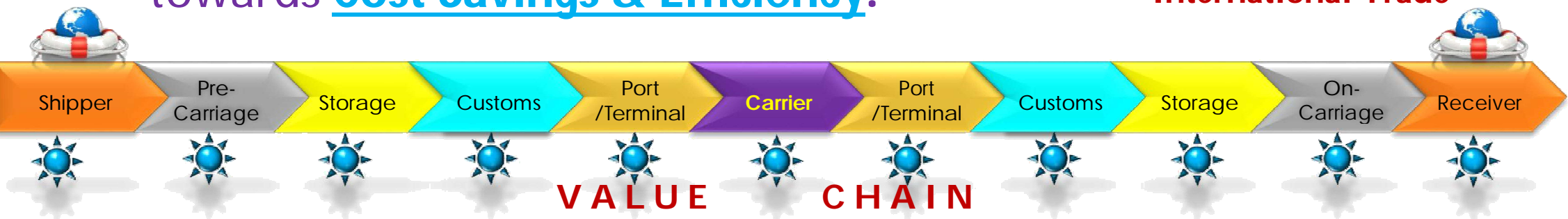


**Freight Forwarder** is the only party in Int'l Trade who has the knowledge and skills to consolidate carrier and non-carrier operations into one voyage.

# Freight Forwarders – Services Levels

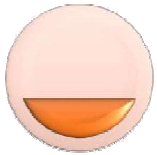


**Freight forwarder is an important partner to promote/ support International Trade**





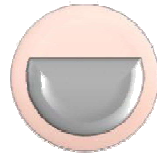
# National Single Window – Data Source



## E-Form / I-Form

First data confirming international trade transaction initiated

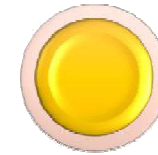
(State Bank,  
Commercial Banks)



## Customs Manifest

The data comes out of the transport document (B/L, AWB, Consignment Note, FCR, etc.)

(Shipping Lines, Air Lines and Freight Forwarders)



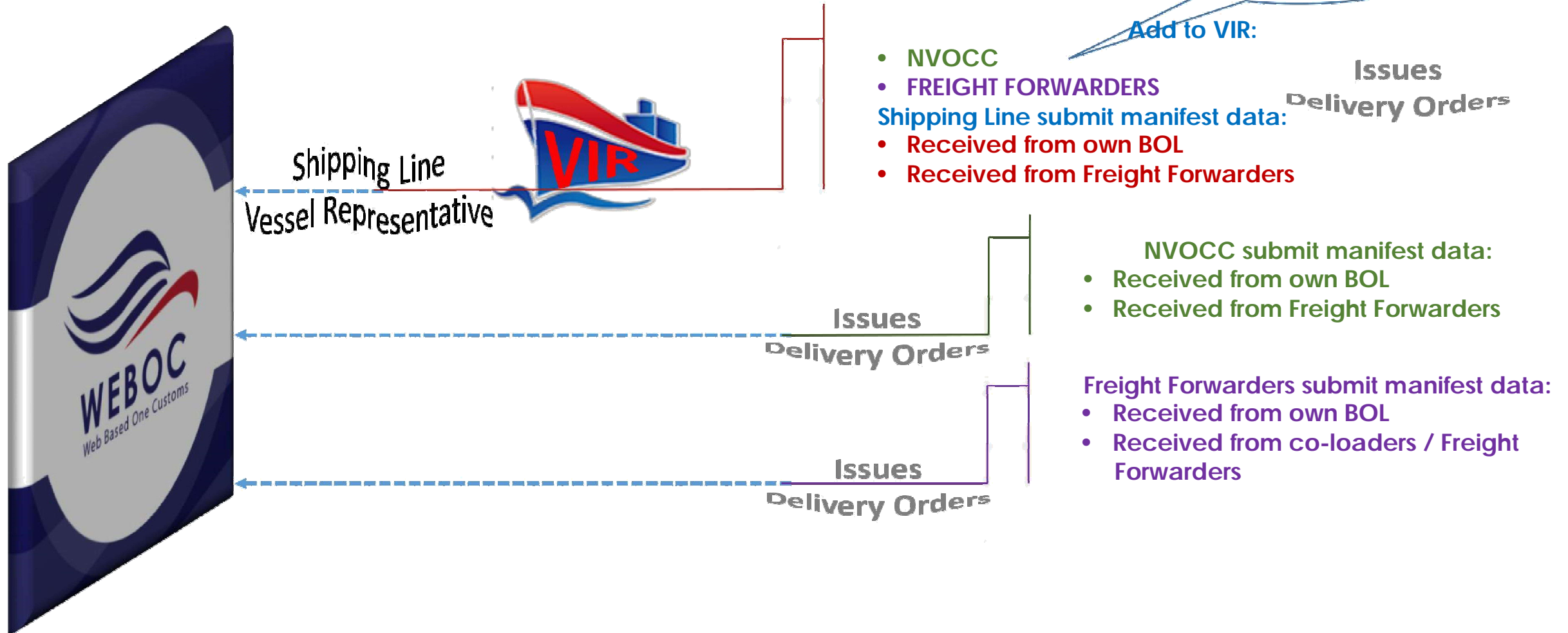
## GD- Goods Declaration

Official Declaration source for national revenue

(Merchants)



# IGM-Import General Manifest



## Manifest Related Facilitation Issues

- **Import Manifest:** amendment withdrawal cause enormous aggravation and cost impact to trade.
  - One-time online amendment should be allowed
- **Export Manifest:** vessel amendment specially for upcountry shipments is an annoying difficulty

## Mobility Related Facilitation Issues

- **LCL Transshipment:** currently LCL transshipment is not permitted via Pakistan ports whereas it is permitted for FCL movements.
  - Provisions for LCL transshipment should be incorporated to generate new revenue source in national economy.

# Afghan Transit Related Facilitation Issues

- 1. Non-Commercial Cargo (diplomatic / military):** Unlike commercial shipments non-commercial shipments are not yet incorporated with WeBOC hence done manually that causes two weeks in processing before movement.
  - Online GD with WeBOC need to be incorporated
- 2. Grounding & Scanning** should be done upon request from custom agent to save time.

# Afghan Transit Related Facilitation Issues

3. **Delivery Order:** Shipping lines need to issue D/O (release order) to forwarder upon request as transport document in case of non-commercial cargo is always non-negotiable instrument.
4. **Tax Exemption Certificate:** Exemption certificate takes significantly long time due to slow mode of verification through courier. Hence reliable online verification with Afghan Customs/Consulate will ease operations and ensure faster delivery of goods. By the way, Afghan Customs and Merchants are already incorporated/interfaced with WeBOC.



## Other Facilitation Issues

- **Frustrated Cargo:** Unclaimed import cargo are required to be disposed or auctioned asap upon procedural notices to trade.
  - Timely action will improve port congestion, demurrage / detention cost impact on doing business.
- **ANF & Monitoring Cell:** The procedures are not swift and time defined hence creates hurdles & long delay in trade facilitation.



It is strongly proposed to include Freight Forwarders in deliberations committee finalizing procedures for NATIONAL SINGLE WINDOW.



**THANK**  
*You*  
**SO VERY**  
**much**