THE COMPUTER SYSTEM PROVIDES A SIMPLER QUALITY SERVICES IN THE CUSTOMS PROCEDURE

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Abstract: With Slovenia joining the EU the need for higher quality and faster transit transport of goods through customs procedures has increased. This paper presents the recent logistics approach, which allows a better link between transportation and freight forwarding. Modern computer programs used by forwarding companies have contributed to this. Forwarder companies may have a role of organizer or a place using the transport services of customs clearance of goods at the entry / exit to / from the European Union. Each type of transport has a role to play, but gets even stronger when combined under one category. This is a multimodal transport. As an example we use logistic work in a logistic company. Here the work is divided in to transit of goods, customs clearance of goods, but also touching the law and the ranking of goods by tariff codes.

Keywords: *Logistics, Shipping, multimodal transport, transit, customs clearance, a computer program.*

1 INTRODUCTION

There has always been a need for travel, movement of ourselves or different commodities, which are necessary for our survival. All types of transport are important as well as it is important that the formal boundaries that divide states do not constitute a major obstacle time. When Slovenia joined the European Union we took a lot of responsibility for the safe passage of goods through the Schengen border, but also the responsibility for the transport to be carried out as quickly as possible. This applies to each type of transport, as well as to their communities, forming a multi-modal transport type (Zelenika, 1995, 1996).

Due to the need for faster and easier movement of goods modern computer programs are being used. In this article we will learn about a computer program which is used to combine the declarations and control of shipments, customs or transit. Workers use the tariff classification of goods, which is of particular importance for the country, and computer programs and applications that are available to them, to make their work easier. Some forwarding companies can use their software version of TRINET Company - Trinet Logistics Management, through which they carry out transit, import and export of goods (Kršlin, 2009).

2 CONVENTIONAL AND COMBINED TRANSPORT SYSTEMS

Conventional or unimodal transport is transfer of transportable items from one place to another by only one specific means of transport from one branches of transport (eg ship, or car, or truck, or plane). Conventional transportation is a national and international (Ogorelc, 2004). With the appearance and rapid development of modern transportation technologies, such as palletizing, containerization, RO-RO, LO-LO FO-FO, Huckepack and BIMODAL transport technology, the conventional transport of goods began to lose its importance and its several decades' long dominance to combined and multimodal transport. Without reference to common technical, technological, organizational, economic and legal advantages of combined and multimodal transport, the conventional transport of goods will be necessarily present in the transport and economic system in the future. The appearance of intermodal transport actually originates from the needs of users who demand ever better quality transport services. This is expressed mainly in: (1) higher speed transport, (2) the continuity of transport, (3) greater flexibility in transport, and (4) the quality of manipulation (5) moderation transportation costs. This kind of transport provides for greater vertical and

horizontal direction. Broader term than intermodal transport is logistics, which includes all the elements of overcoming space and time: the external and internal transport, handling of storage and inventory policy (Jakomin, 2002).

3 FORWARDER AGENCIES - CUSTOMS PROCEDURE

The essence of the customs procedures is that in identifies who and where is charged tax. In Figure 1 shows the designation of the declaration in the process 42. This is about import of goods in another European Union country. In this case, we have to have the authorization of a registered taxpayer in the country of destination (recipient country), which provides us with its legitimacy. Thus, we enter in the annex the taxpayer identification number from the EU country. In this case, to avoid paying taxes on the entrance in to EU and is later self-taxed in the tax office (Kršlin, 2009).

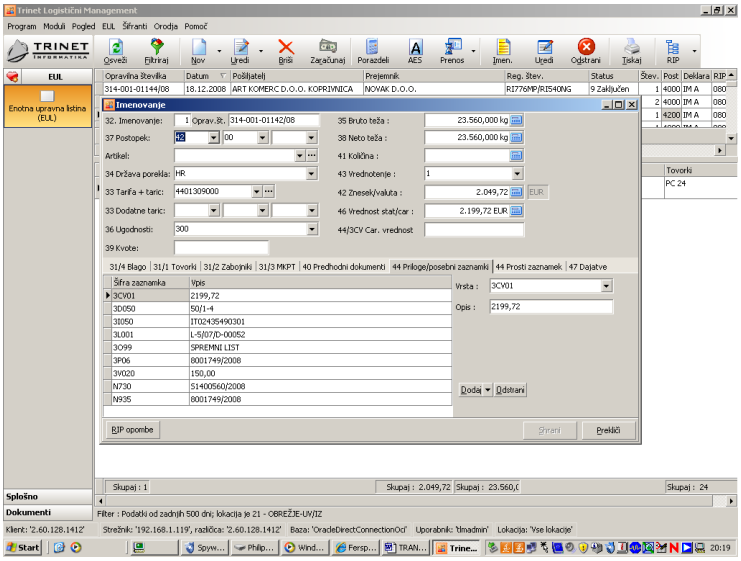

Figure 1: Designation of the declaration in the process 42.00. (Source: Trinet, 2008)

4 THE COMPUTER SYSTEM USED IN THE CUSTOMS - FORWARDING PROCESS IN THE FORWARDING AGENCY

In order for processes for preparing documents in the forwarding agency and forwarding them to the customs office for examination and overview to run smoothly, it is first of all necessary to enter all items in the computerized application TRINET. This is a tool/electronic exchange through which allows the customs office an insight of the customs declaration, as it is yet to be physically delivered to the mailroom of the customs office. They enter all necessary information and/or items relating to the goods into the software application, which is then transmitted to customs. With the help of an electronic data exchange system the customs are promptly informed of the current status, without having to make physical movement (Kršlin, 2009).

Customs procedure starts at the request of a proceeding party by submitting written application or disposition. This is a form containing data on ownership, the carrier vehicle, a commodity code, or incoterms clauses/parity clauses and terms of insurance payment.

The importer must provide the shipper or send him by fax import disposition, showing the cost of transport to the border and from the border to the destination, unless there is a CPT or DDU parity , which means that the transport costs are already included in the invoice price of the goods. The real transport costs are added to the final value of the goods for the purposes of the Ministry of Finance, which is responsible for the verification of declared value. The importer can also provide commodity codes for the goods. Commodity codes were previously published in the publication of the Official Journal by a tree structure. Now shippers tariff with the help of an electronic application TARIC (on the Internet or

module in the program) where you can check the commodity codes through the tree structure or by the name of the goods (Figure 2). Tariff also gives other measures such as excise duty, which amount is automatically calculated into the statistics - the total value which is reported to the customs. The program TARIC offers a variety of options: nomenclature, import / export ... Assuming that they are looking for an import tariff the import option is selected. They can search by the name of goods or the tree structure. They can help themselves with chapters or sections in which tariffs are classified. They are related to the known goods. They are earlier notified by fax or E-Mail about what kind of goods is involved. However, that is not always the case. Sometimes it does occure that the contracting carrier comes to the forwarding agency and does not have the commodity codes on the invoice. It means that they do not know under which measures (Figure3) or excise duty the goods fall. In this case, they use the tariff system from which they can gather all the information. This is of the utmost importance, as with this the country protects its' products against much cheaper and often of inferior quality imported products. In Figure 2, we see chapters in which the tariff numbers are situated. When you select a chapter by the name of the goods, it is broken down into tariff numbers which have their own characteristics (Kršlin, 2009).

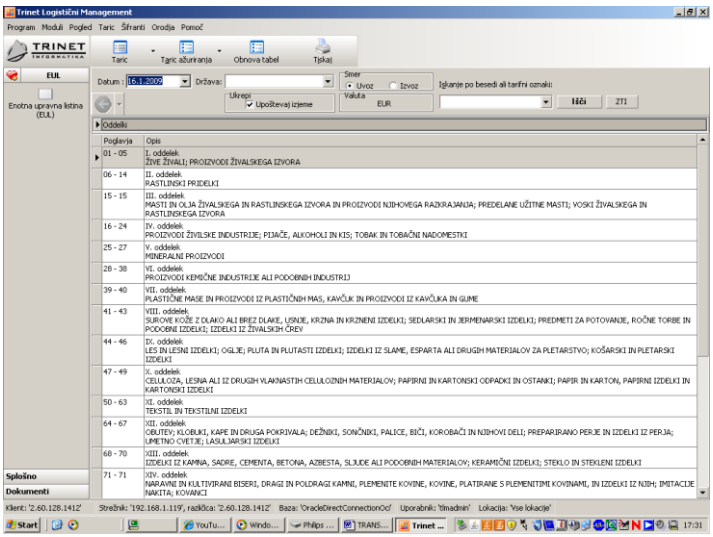

Figure 2: Illustration of the commodity code module
(Source: Trinet, 2008)

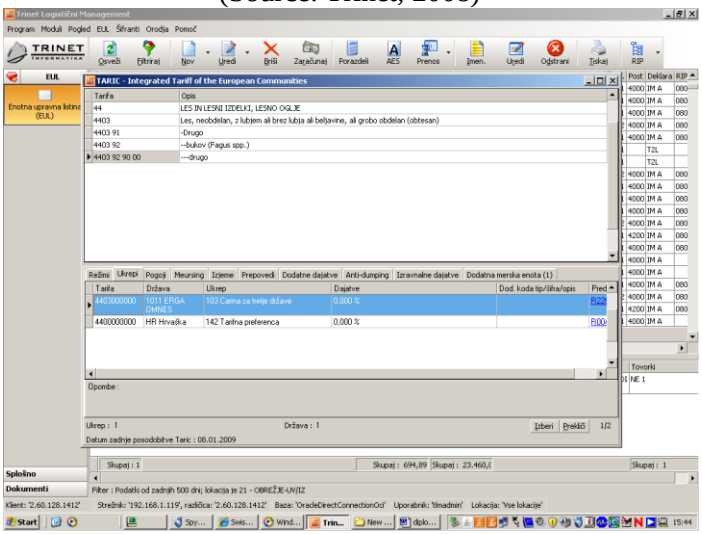

Figure 3: Show code rates and overlapping action
(Source: Trinet, 2008)

Once all the parameters are entered in the TRINET APPLICATION EUL, the declaration is submitted (electronic and physical) customs and they wait for the customs inspector to reviews the declaration and possibly identify any errors that could prejudice the freight forwarder, importer or country.

For export customs clearance procedure is similar to that of import. Declaration is filed with the help of TRINET AES program. This is the export version/export module. Here the procedure is somewhat simplified because there is no need to physically deliver the declaration to the customs office. Exceptionally the declaration must be physically taken to the registry if the nature of the declaration requires additional documentation. These may be: a list of chemical compounds, a movement certificate or EUR1, manufacturer's declarations about the quality of goods and various specifications of the goods. Said forms can be based on type, which means that the corresponding dates are right (they are not obsolete). These may be different specifications of example size of the openings in the mats and the like. Particular attention should be paid to document EUR1, which can at import customs clearance exempt the importer from payment of customs duties. Therefore, the customs inspectors there are specially careful and accurate. In Figure 4 it is clear what is needed to be entered in to the program in order for supervisory authorities to exert an overview of the entry of goods into the European Community. Data is electronically transmitted to the customs authorities or inspectors of the Ministry of Finance. When the goods are released for free circulation (usually shipment proceeds by road), the declaration may be recorded and bill is invoiced to the payer of service. The payment deadline is normally 30 days, but it may be even longer (Kršlin, 2009).

5 SELECT THE TRANSIT PROCEDURE FROM THIRD COUNTRIES

With the entry into the European Union Slovenia took over all obligations of the customs field brought by the new European legislation. Though the legislation in the case of goods in transit was in line with European standards before joining EU, Slovenia released into use the NCTS New Computerised Transit right after first May 2004. NCTS works as a system that does not require any paper documents, except those transit accompanying document. This form does not have any formal legal value, but only serves to identify the items on the basis of MRN numbers listed together with a bar code on that form A. MRN (Manual Reference Number) number is the number of the transit procedure laid down by the system at the departure office. On the basis of these figures it is possible to identify the shipment with the data in the NCTS system, transit and destination, or in the case of special events (accidents, throughput, routing ...) in any midway office, if it is connected to the NCTS. Precondition for the NCTS is an on-line network to connect of all offices for freight transport in the countries that use the NCTS. These countries are EU Member States, EFTA countries and the Visegrad countries (Hungary, Poland, Slovakia and Czech Republic). Of course, it will be compulsory for all of the following countries which will join the EU (Kršlin, 2009).

Information on the start transit are entered at the office of departure. The entry can be manual, or information obtained in electronic form from the principal to the message IE16. If it is a connection between the principal and the office of departure, then the principal in basis receives two more messages, IE28, which represents the number of declarations (MRN) and the message IE29, which allows him the shipping of the consignment. The office of destination shall be send IE01 message, which informes them of the intended arrival of the consignment. If everything in the process is right, transit is thus completed, of which the office of departure shall also inform the principal, with the IE45 message (Kršlin, 2009).

With an optical scanner the shipments is recorded crossing the border on the basis of MRN numbers. This can be done with scanning the BAR code that represents the MRN. In the case of system failure, the code is written by hand in to the system. A very important feature is the tracking of goods.

Forwarding agency has the overview of the shipment the whole travel time to the designated office. Any deviation must be communicated immediately to the customs authorities (Kršlin, 2009).

6 CONCLUSIONS

Forwarding process is intertwined with all sorts of transport. Freight forwarder, who works at the border control, must know the legal requirements which determine how the goods are imported/exported. At the same time freight forwarders are in charge of organizing transport. Here they touch the area of logistics, and with that the whole industry. In logistics modern transportation technology allows developed when it comes to integrated logistics handling of goods.

It is possible to combine the different branches of transport. Particularly preferred attribute bimodal or multimodal transport. Freight forwarder / logistics at work also use knowledge from the fields of law and regulations. And they must be able to tariffy or properly situate goods under commodity code and possibly identify misclassifications, as these are crucial in the calculation of countries basic tax. Commodity code provides other measures related to the import / export of goods. These can be anti-understate nature or determine the amount of customs duties and excise duties. Rates can be checked in the computer program TRINET, module TARIC. The program encompasses other modules. Most frequently used are the modules EUL, which are used in import, module AES (export module) and NCTS module. The latter is used for the transit of goods from entering the EU to the destination customs house, where the whole operation is completed (Kršlin, 2009). You can follow all the goods safely to the destination and significantly reduce the time of transit of goods.

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