



ALDEC AIR MANIFEST TRAINING FOR PENANG

Dagang Net Technologies Sdn. Bhd.

AGENDA



01

INTRODUCTION

02

CURRENT IMPLEMENTATION UPDATES / BRIEFING

03

ALDEC Air Manifest System (AMS) Training

04

Q & A

05

PROGRAM END

A large cargo plane is parked on a tarmac at sunset. The sun is low on the horizon, creating a warm, golden glow. In the foreground, a yellow cargo trailer is loaded with several large, rectangular cargo units secured with black straps. A yellow scissor lift is positioned next to the trailer. The plane's tail fin is visible, and the overall scene is a busy airport environment.

01

INTRODUCTION



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4

WHY eMANIFEST IS NEEDED



SECTION 52 & 56 OF THE CUSTOMS ACT 1967

1. All players to comply to all requirements under various sections of Customs Act 1967 with regards to:
 - Arriving and departing aircrafts with regards to the manifest
 - Declarations of goods on arriving or departing.



Border and Security Control

1. Validation of the cargo for importation/exportation against the manifest submitted
2. To avoid the illegal importation/exportation of prohibited goods



Economic Transformation Program (ETP)

1. Encouragement by the government of Malaysia on the electronic declarations (eGovernment, financial payments etc.).



Benefits to the users

1. One Stop Information Centre – All information pertaining on flight info and manifest
2. Efficiency – Faster turn around time. Operational uniformity for airports and ports.

A hand is shown interacting with a futuristic, glowing blue digital interface. The interface features a grid of lines and various data points, with a prominent glowing blue cube and other geometric shapes. The background is dark, emphasizing the bright blue light of the interface.

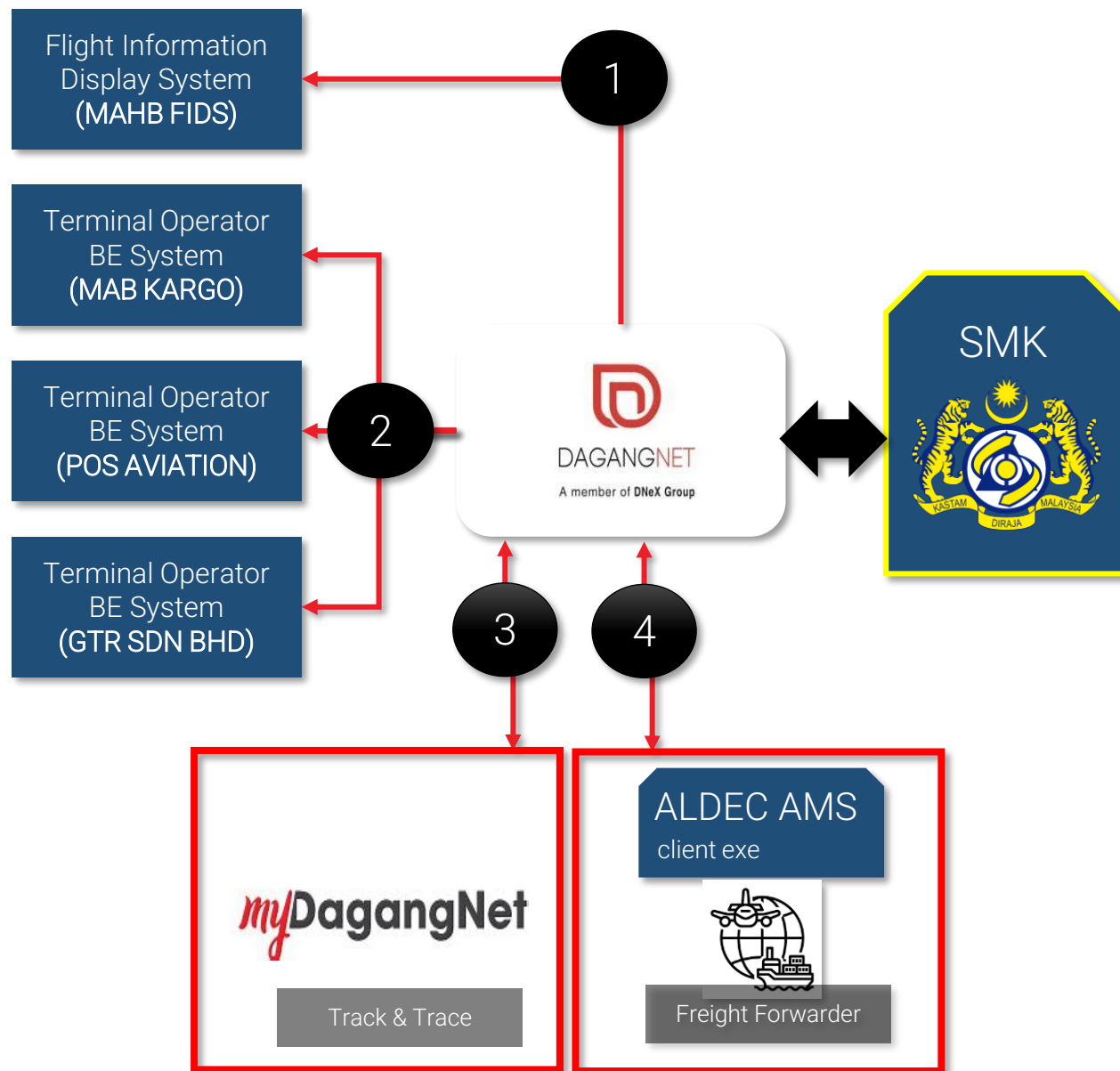
02

**CURRENT
IMPLEMENTATION
UPDATES**



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AIR MANIFEST SYSTEM FLOW



1. MAHB's Flight Information Display System (FIDS) provides flight schedules and daily updates to the Air Manifest System (AMS) for submission to SMK
2. The Cargo Terminal Operator (CTO) submits the corresponding Master Air Waybill (MAWB) to the Air Manifest System (AMS) via system integration for registration in SMK.
3. Once the Master Air Waybill (MAWB) has been registered in SMK, the Freight Forwarder will proceed to submit the House Air Waybill (HAWB). The status of the

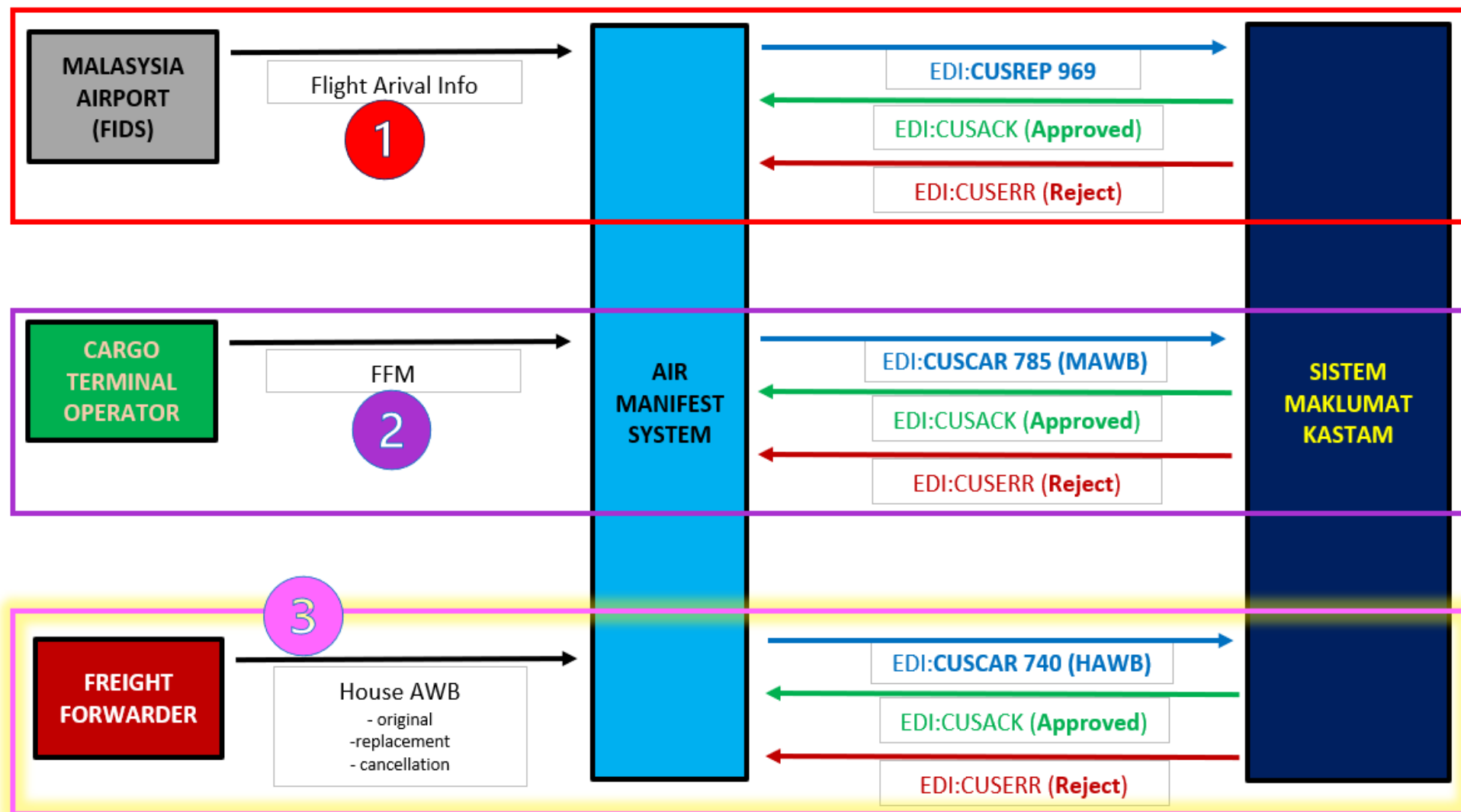


03

**AIR MANIFEST
MESSAGE &
PROCESS FLOW**

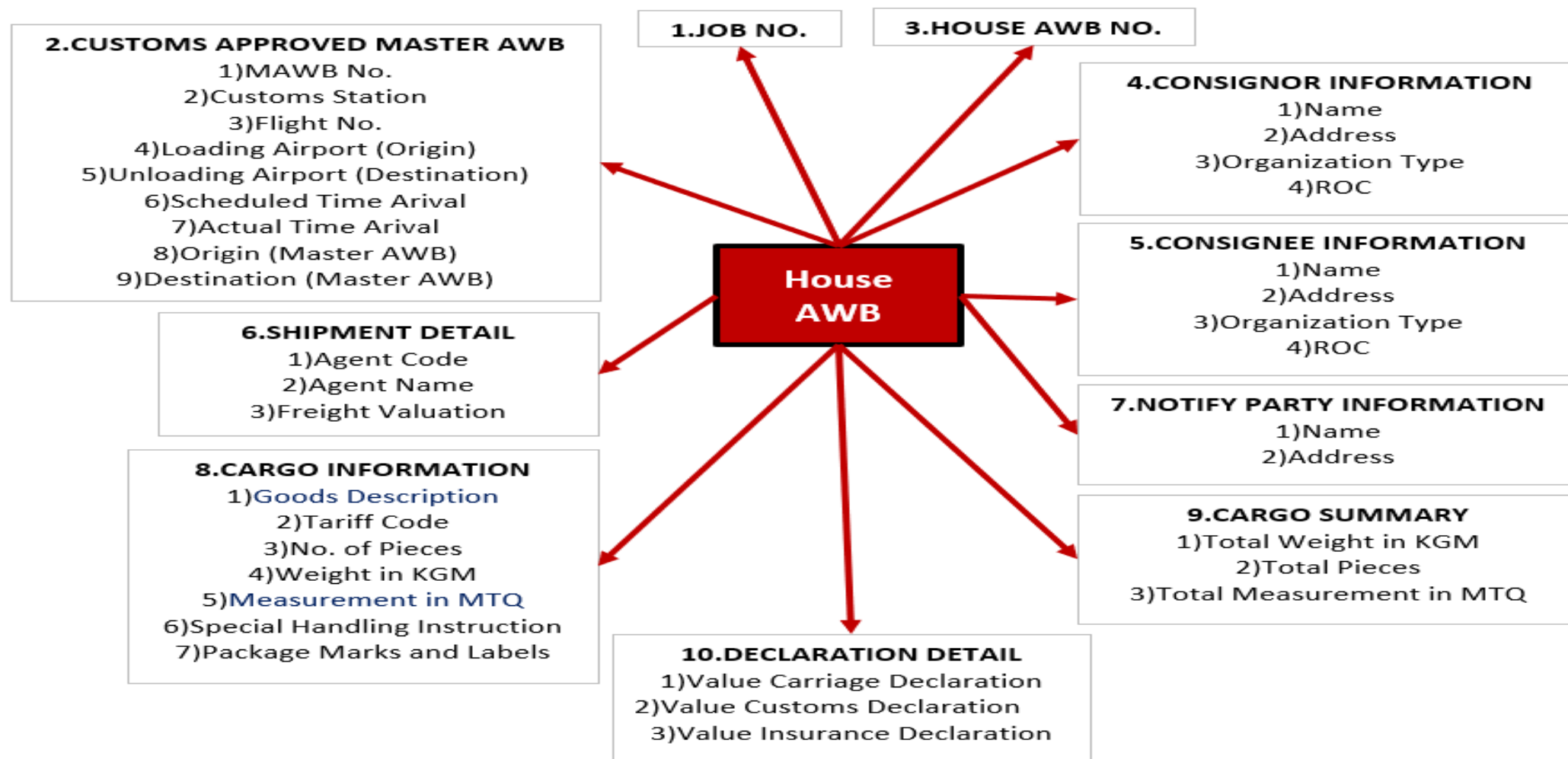


AIR MANIFEST MESSAGE FLOW

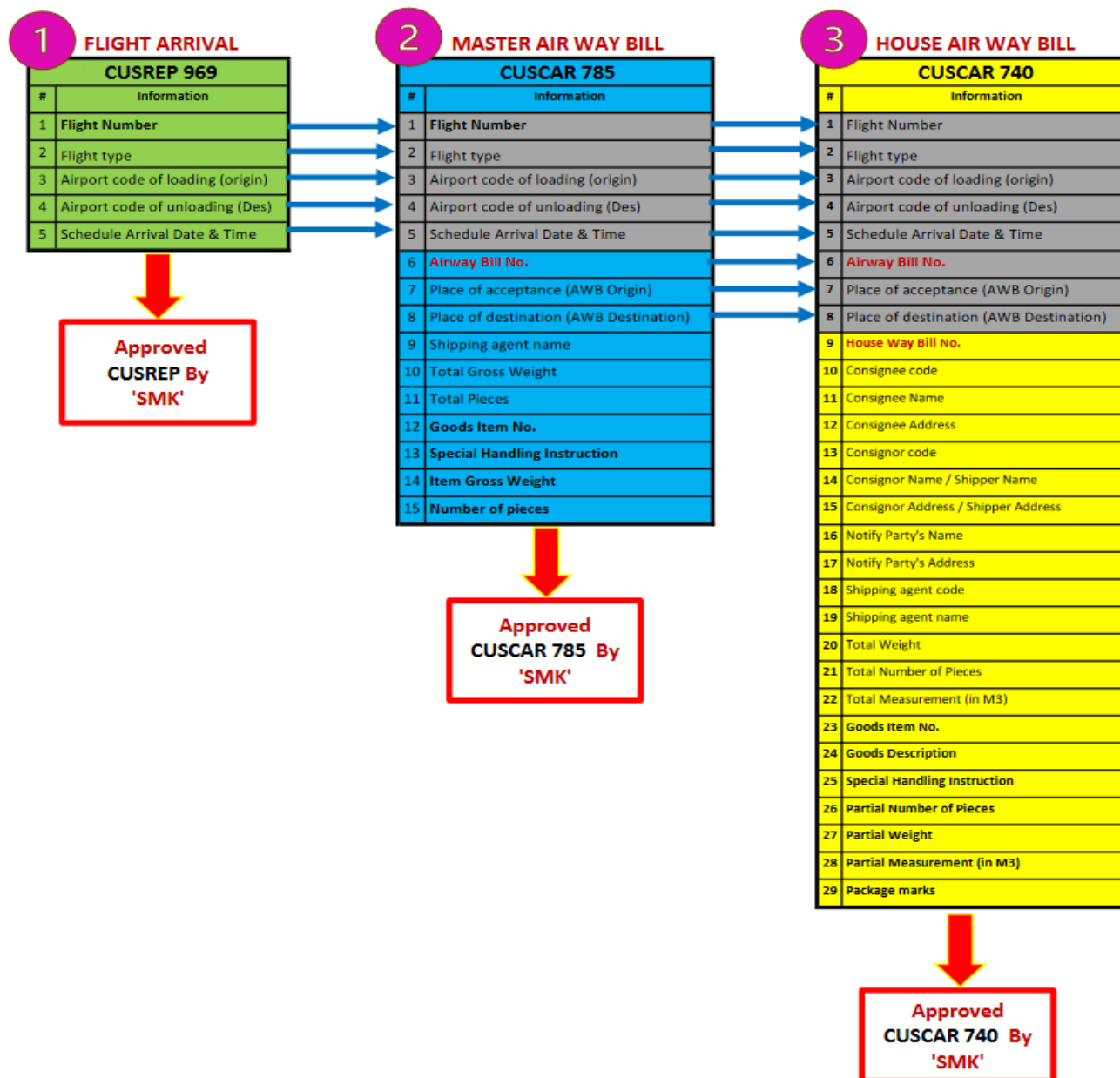




AIR MANIFEST PROCESS FLOW - HAWB



AIR MANIFEST PROCESS FLOW



1. CUSREP 969 is a prerequisite for the submission of the Master Air Waybill (MAWB) to SMK.
2. CUSCAR 785 contains MAWB information, which is currently submitted by the Cargo Terminal Operator (CTO) to the Air Manifest System (AMS) via the National Single Window (NSW).
3. CUSCAR 740 contains House Air Waybill (HAWB) information, which is submitted by the Freight Forwarder.

04

IMPLEMENTATION ACTIVITIES







05

**RESPONSIBILITIES
OF KEY PLAYER &
CRITICAL SUCCESS FACTOR**

01 CUSTOMS OFFICERS

1. Registration of agent codes in SMK
2. Enforcement of electronic submission after LIVE implementation date

02 CARGO TERMINAL OPERATOR & FIDS

1. Providing the flight info (Schedule & Non schedule)
2. Submission of electronic MAWB to the authority.
Note : Ensure data quality for the submission

03 FREIGHT FORWARDES

1. Submission of HAWB via AMS system

04 DAGANG NET TECHNOLOGIES

1. Users and flight registration.
2. Technical support
3. Awareness and Training of the users



06

Q&A





Thank You

PRESENTED BY



DAGANGNET

Members of DNeX Group



SealNet

IQAC

GENAXIS



SILTERRA®



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