

ediEnterprise Tips & Shortcuts

Moving Between Tabs

Use Ctrl + Shift + Tab to move backward between tabs within the current record

Entering Dates

Use F5 to insert the current date in a date field

Open a New Window

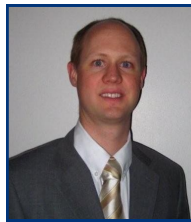
Use your mouse to right click on a module subheading to open in a new window i.e Admin>Reference Files> Organisation, right click to open Organisation in a new screen



For more information contact:

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The Clarke Report: GB Customs Update



The Clarke Report, authored by Daniel Clarke, Senior Developer EMEA Products for CargoWise edi, informs interested parties of developments with the ediBrokerGB product, a key element for all British international forwarders. Its aim is to present recent and forthcoming changes in the product in a succinct form, which will be more easily digested than our comprehensive Update Notes.

Recent Releases

As promised last month, ediEnterprise now supports bulk entries, in which you can declare importers and suppliers at the line level, not at the header level. This will allow you to make one entry for several different pairs of clients, saving time and money.

[MUCR management functions](#) no longer need be performed outside of ediEnterprise. You can now close, associate and disassociate your MUCRs and DUCRs directly from the brokerage job. You'll find this option in the 'brokerage' menu, near the familiar 'transfer to customs' button. The ADS document also shows the MUCR properly, so this too can be generated from right within your job.

Customs Exchange Rate Loading

You'll no doubt be familiar with the [Word documents](#) that HMRC publish fortnightly to keep traders abreast of the prevailing customs currency exchange rates. Until now, these Word documents had to be read manually and the UK rates in ediEnterprise updated by hand. As of this month you will be able to load these Word documents directly into ediEnterprise and your list of rates and currencies will be updated automatically. You'll find the button in the *Admin > Reference files > Currencies > Actions* drop-down.

Talking of currencies, the JCCC have released their paper on the pending CIP on the currency changes, number [09/60](#).

ECS Debrief

I met with Jim Sigley, head of the ECS project at HMRC, who debriefed AFSS members on how the first three months went. He raised a few points:

- An EAD should *not* be sent to HMRC for direct exports. They're not needed and cause the NCH unnecessary work. If you need one for commercial reasons, you may print what they call a pseudo-EAD for direct exports but you should write "NOT IN ECS" across it. ediEnterprise will shortly be doing this for you.
- It is only the presence of a value in box 29, or lack of, that Chief uses to determine whether an export is direct or indirect. Chief only sends data to ECS when box 29 has a value.
- If you do not know the expected office of exit, but you know that an export is indirect, you should select *any* office in the country of exit. The ECS system will handle your data. This will prevent attempted exits when the movement is not in ECS.
- There is a clash between Chief and ECS, in that the former demands no tariff code for personal effects while the latter does. A suitable code is being selected.

Did you know that no entries of the new EXS type have been done in the UK? This is probably because the business circumstances under which one is necessary are very rare. Will you be the first?



Optimising Performance Levels to Achieve ROI

In today's global economic environment, logistics service providers (LSPs) are finding it more challenging to maintain their performance levels, increase business opportunities and improve bottom line profits. In large part, this is due to the changing global business models of their client base, increased operational overheads, rising costs and advanced IT-based reporting demands throughout the supply chain process.

The solution for international LSPs to optimise performance levels in order to meet shipper demands is to implement innovative technology into their operating platforms to enhance communications with customers, better understand the nature of changing business requirements within the marketplaces and improve supply chain visibility. As business models change and pricing pressure continues, LSPs are competing to recover ahead of the market. The need for strong, reliable and innovative business partners is increasing. Those LSPs that have, or will implement, advanced software systems to offer increased technological capabilities will undoubtedly have an advantage in providing improved service levels for their customers. *Read the complete article [here](#).*

Successful LSPs must proactively think ahead and adjust to evolving business models with flexible operating procedures through solid and creative logistics strategies that achieve both short- and long-term growth goals.



-Andrea Robinson,
Business Development
Manager UK

Update Notes

'Assembly Master' Shipment Type ediEnterprise has been enhanced with the addition of 'Assembly Master' as a shipment type. The four shipment types now supported for forwarding shipment registrations are: Standard, Co-Load Master, Buyer's Consol Lead, Assembly Master. *To read the Update Note [click here](#)*



Road Freight FTL Rates ediEnterprise has been enhanced to allow easier and more consistent management of Road Freight FTL (Full Truck Load) rates. Previously, these rates were grouped with FCL (Full Container Load) rates. These have now been separated and both Road LTL and Road FTL rates should be entered on the "LCL/FTL/LTL Freight" tab on all rating screens. This change will allow the correct auto-rating and auto-costing of FTL and LTL jobs. All existing FTL rates have been automatically migrated to the new tab. *To read the Update Note [click here](#)*

Attaching Documents in ediWebTracker ediWebTracker users are now able to attach documents to any job that has an eDocs grid. Two new security items control whether a web user has access to view or add documents. Email notifications have been modified to include information about attached files. *To read the Update Note [click here](#)*

David Rollason Joins CargoWise edi as Senior VP Business Growth, Optimisation and Performance

David Rollason has joined CargoWise edi as Senior VP Business Growth, Optimisation and Performance. He will be responsible for managing technical and process integration of new components, applications and architectures throughout all major business units globally. Mr. Rollason has more than 17 years of experience in software development, product design, team management and IT infrastructure, including supply chain and ERP applications. *To contact David Rollason email david.rollason@cargowise.com.*

