

The *FREIGHT &* Transport MAGAZINE

OCTOBER 2021

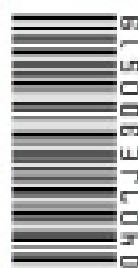
ISSUE

\$10

MANICA
REBRANDS

SFAAZ
CHAIRMAN ON
TRADE STANDARDS

TAX COMPLIANCE
HIGHLIGHTS





A company of **ceva** 
LOGISTICS



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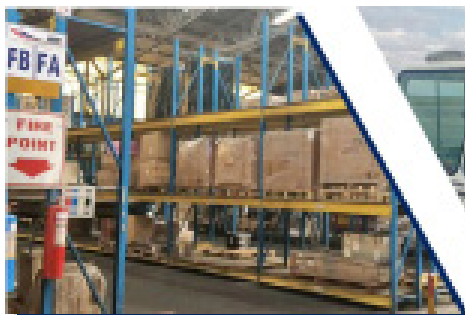
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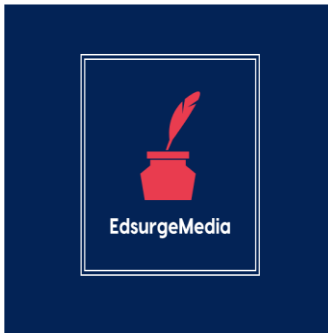


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NOTE FROM THE EDITOR



Culturally, our nation places trust in family members, friends, workmates, associates and familiar service providers, a culture accelerating complacency in the face of **COVID-19**.

Masks are not worn as it is perceived as a sign of disrespect to the parties we know, social distancing is not adhered to and there is high physical contact without sanitizing hands. This has been the super-spreader of the virus lately and a major threat in the future now that the government has relaxed lock-down measures.

Once one is infected, it has a chain reaction infecting those who also trust you. Health guidelines have no exception. That person close to you may lead to your death and that of family members. **Be warned.** No one is worth risking life for. Mask up, observe social distancing and sanitize every time for all individual and business associates. The transport business is at risk as it is involved in handling consignments across the borders and business transaction have been super spreader of the virus in Zimbabwe. Daily transac-

tions which seem justified have resulted in the deaths of many people.

Money exchange in banks, supermarkets and the informal sector has also aggravated transmission of **COVID-19**. The ballpoint pen, bankcards and paper receipts carry the virus as contact exchange is immediate.

Disinfect your work places weekly and wipe-off all potential contaminated surfaces before handling or avoid exchange all together. Commuter travel is a confirmed death trap. Cars and buses have a high concentration of transmission risk especially this approaching rainseason.

As a responsible nation, let's all try to be honest about what we see and to act responsibly than to be ignorant, especially if it means our collective action can save lives. Relaxing of lock-downs does not mean the pandemic is over yet. **ACT RESPONSIBLY!!**

Currently on the government's side, the much hyped NDS1 has given priority to the building of value chains that were disrupted when the pandemic hit economies and still, there are deep challenges that require attention to kickstart. The manufacturing sector

has already escalated its push for state assisted bail-out package to stem out a blazing crisis perpetuated by the pandemic and the deteriorating foreign currency crisis.

It is advisable that the 2022 budget should begin to commit resources to industrialisation by coming up with a resource package which value chains can tap into to pursue industrialisation. This can be achieved if proper mechanisms are put in place to ensure that such resources are accessible only for ring fenced uses without any diversions.

In 2020, the government's ability to raise re-industrialisation lifelines was thrown into question when it undertook to provide but failed to deliver US\$18 billion for companies thrown off balance by Covid-19.

A combined effort between the government and its citizens is what is required to recover from the pandemic.

His Excellency President Emmerson Dambudzo Mnangagwa on vision 2030

**“A commitment
towards making
Zimbabwe an
upper middle
class income
economy”**



*Creating opportunities through
infrastructure development*



Transforming Zimbabwe into an upper middle income economy by 2030

Transitional Stabilisation Programme National Development Strategy 1 ERRP1 and ERRP 2



MINISTRY OF TRANSPORT AND INFRASTRUCTURAL DEVELOPMENT



Honourable Felix Mhona
Minister of Transport and Infrastructural
Development



Honourable Mike Madiro
Deputy Minister of Transport and
Infrastructural Development



Engineer TK Chinyanga, Permanent
Secretary, Ministry of Transport and
Infrastructural Development

INVESTING IN POTENTIAL TOWARDS VISION 2030





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LOGISTICS**



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- **TRUCKS**
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- **EARTHMOVING EQUIPMENT**
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COMPACTORS, BULLDOZERS etc)

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IN PICTURES-HARARE



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Ceva Logistics acquires Manica Zimbabwe



Manica House now rebranding to Ceva Logistics

The rebranding exercise by CEVA Logistics of AMI World-wide and Manica branches in 42 African countries is set to complete following a successful acquisition in June 2020 in which the French organization acquired a majority stake in the giant logistics and freight forwarding company.

The acquisition has been viewed and described by the industry as a game-changer.

Work is still in progress for the rebranding of Manica, a company of CEVA Logistics in Zimbabwe, Malawi and a few other African countries which is expected to be complete by January, 2022. The gradual change-over process is ideal when rebranding to allow a smooth transition, consolidation of aims, visions and modification of images to reflect changes.

“In June 2020 AMI Group (where Manica pays homage) was bought by CEVA Logistics and we are in a process of changing the name”,

“The fact that Manica has over the years built a powerful house-hold name locally, we intend to maintain it, carefully applying gradual changes so that our customers get to understand the process realizing that we are now part of CEVA Logistics”, said Paul Mudiwa, Managing Director of Manica, a company of CEVA Logistics in Zimbabwe.

CEVA Logistics, headquartered in Marseille, France, is identified as one of the top freight forwarders world-wide capable of providing global end-to-end logistics solutions. It is a fully-owned subsidiary of CMA CGM Group, a world leader in shipping and logistics whose operations are

global, covering more than 160 countries in approximately 1,000 locations with a staff complement exceeding 78,000.

In addition to the 78,000 group staff complement, an additional 1,300 employees of the acquisition have joined the CEVA Logistics Global network with the objective of offering customers a seamless network, facilitating cargo movement within Africa and strengthening ties with the rest of the world.

“Customers will see a seamless transition as the locations become fully part of the CEVA Logistics network in Africa”,

“Our Customers will recognise our strong global network alongside our best-in-class services and unmatched expertise”, said Bruno Plantaz, Managing Director of India, Middle East and Africa.



Inside a warehouse at CEVA Logistics

Integrated Supply Chain Solutions



Freight Solutions

- Air Freight
- Ocean Freight
- Ground transportation
- Additional services, incl. customs brokerage

FS
50%



Contract Logistics

- Warehousing
- Value Added Services
- Transportation and Distribution
- Supply Chain Solutions

CL
50%

Integrated Supply Chain Solutions (SCS)

“The CEVA Logistics global network will enable Manica, to attract quality customers and be in a position to offer multinational corporations truly innovative and complex end to end logistics solutions in-house” said Paul Mudiwa, Managing Director.

CEVA Logistics Africa acquisition strategy has been a game-changer in the sense that instead of employees losing

their jobs as a result of massive restructuring, the exercise turned to be a job-creation engine where demand for new posts increased. Country-wide Manica, in Zimbabwe employs more than 300 employees nation-wide and none of them has so far faced the chop instead demand for their services is on the upward edge. Manica is excited about the future as it hopes to leverage on the cutting edge solutions through CEVA Logistics.

Freight Solutions

Comprehensive Portfolio across Air Freight, Ocean Freight, Ground Freight and Other Services

AIR FREIGHT	OCEAN FREIGHT	ROAD & RAIL FREIGHT	ADDITIONAL SERVICE
 <ul style="list-style-type: none"> ▶ Air Freight Services ▶ Standard expedited service ▶ Shipment with transit time 48 – 96 hours ▶ Consolidation through CFS ▶ Air Charter and On-board Courier 	 <ul style="list-style-type: none"> ▶ Full Container Load ▶ Less than Container Load ▶ Freight Management Services ▶ Ocean Charter and Project Solutions 	 <ul style="list-style-type: none"> ▶ Global network of FTL & LTL presence ▶ Fully controlled network in Americas, Turkey, China, UK ▶ Asset-light model ▶ Sophisticated technology platform and solution suite, including Transport Management System ▶ Rail Freight offerings (between Asia – Europe) 	 <ul style="list-style-type: none"> ▶ Value Added Service (VAS) complementing services to support forwarding and ground e.g., storage in FM stations ▶ Customs Brokerage with extensive network to support forwarding globally

Contract Logistics

Full Spectrum of Services and Integrated Solutions

WAREHOUSING & VALUE ADDED SERVICES	TRANSPORTATION & DISTRIBUTION	SUPPLY CHAIN SOLUTIONS
 <ul style="list-style-type: none"> ▶ Central & regional distribution centers ▶ Light manufacturing / customization and other value added services ▶ Returns and reverse logistics ▶ Quality control and export services ▶ Dedicated & Multi-User facilities ▶ Omni channel operations: Integration of B2B and B2C warehouses 	 <ul style="list-style-type: none"> ▶ Just-In-Time transportation & sequencing ▶ Outbound / store delivery incl. mission-critical spares ▶ White Glove delivery and installation 	 <ul style="list-style-type: none"> ▶ Supply chain design and execution over multiple modes & geographies ▶ Controlling and monitoring solutions ▶ 4PL service offering integration and management of other 3PL providers

HOW COVID-19 HAS TRANSFORMED SHIPPING INDUSTRY'S DIGITALIZATION DRIVE WORLD-WIDE

...The story of Mediterranean Shipping Company's Wave eBL

Mediterranean Shipping Company (MSC), a global leader in container shipping and logistics, introduces the electronic bill of lading (eBL) for its customers around the world changing the shipping landscape across the globe.

The eBL enables shippers and other key supply chain stakeholders to receive and transmit the bill of lading document electronically, without any change mitigating the impact of trade disruptions on cargo flows during COVID-19.



WAVE BL is a block chain-based system that uses distributed ledger technology to ensure that all parties involved in a cargo shipment booking can issue, transfer, endorse and manage documents through a secure, decentralized network. Users can issue all originals, negotiable or non-negotiable, and exchange them via a direct, encrypted, peer-to-peer transmission. It is also possible for users to amend documents. WAVE BL's communication protocol is approved by the International Group of Protection & Indemnity Clubs, and meets the highest industry standards for security and privacy.

"MSC has chosen WAVE BL because it is the only solution that mirrors the traditional paper-based process that the shipping and cargo transportation industry is used to,"

"It provides a digital alternative to all the possibilities available with traditional print documents, just much

faster and more secure," said Andre Simha, the Global Chief Digital and Information Officer at MSC.

The WAVE BL platform can be used free of charge throughout 2021 for exporters, importers and traders. Users only pay for issuing the original documents, and they do not need to invest in any IT infrastructure or make operational changes in order to use the service. All what they need is to sign up via MSC website, a great development welcomed by the Shipping and Freight Forwarding Agents Association of Zimbabwe (SFAAZ).

MSC has long recognized the importance of digitalization across the shipping industry and has been one of the pioneers behind the industry's digital transformation. As a founding member of the Digital Container Shipping Association (DCSA), MSC has participated in a number of initiatives focused on driving standardization, digitalization and interoperability in container shipping.

Introducing an eBL solution is a critical step in the overall digitalization of the industry. Traditionally, the shipping industry has relied quite heavily on physical paper documents. And among these, the BL is the most important transport document in international trade.

"While there have been attempts to create an eBL solution in the past, we are now in a position to introduce a solution that can pave the way to mass eBL adoption, which will mean significant savings for the shipping industry" Andre Simha said.



DCSA research indicates that by achieving just 50% eBL adoption by 2030, the industry could potentially



Transport & Logistics



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One on one with Godfrey Muswere, SFAAZ chairman

Recently, the Freight and Transport Magazine had an interview with Godfrey Muswere, the chairman of SFAAZ (Shipping and Freight Agents Association of Zimbabwe)

In brief, tell us who Godfrey Muswere is and his background

GM-I am a 55 year old man. I am the managing director of Jugo Freight, a Freight Forwarding, Customs Clearing and Trucking company headquartered in Mutare. We also have branches at Forbes, Harare and Beitbridge.

I joined this industry 35 years ago when I joined the then Customs & Exercise as a Cadet. I left quite early after then to join the private sector. so I have worked for companies like Mitchell Cotts, Allen Wack among others in Management and senior management positions. I have also had a stint in the UK in the industry. It is all the above that led the SFAAZ constituency to decide to select me on to the board in 2012 and to be their chairman in December 2020.

FTM-As Board Chairman of one of the powerful industries in the country, there are times where you are responsible for handling difficult situations



Godfrey Muswere, SFAAZ chairman

faced by the industry you represent, how well do you manage to handle these situations?.

GM-I have learnt over-time that big decisions always require level headedness. So I always endeavour to avoid dictatorial tendencies and try to use the arbitration method as much as possible. By the way, I am just a chairman of the board, so in all decisions that have to

be made, I always seek the consensus of the board so that they are always board decisions and never my own decisions. I also stand guided by the Association constitution. I think that way, errors will be fewer. **FTM-Can you describe a difficult period you have overcome since you got into office as the SFAAZ Board Chairperson sharing how your efforts resulted in a positive impact?**

The Covid pandemic comes to mind. I have had to juggle and continue with necessary meetings virtually. This includes meetings with government, Zimra, other stakeholders and even our own board meetings. It has not been easy but it came with some significant cost savings which is a positive probably worth noting.

FTM-Freight business is now faced with falling standards, corruption and regarded by importers and exporters as an industry managed by unscrupulous and bogus players swindling importers of their hard-earned duties when paid in advance. What strategies have you put at place or you have designed to ensure the 1980s and early 90s' standards are revived to bring back sanity in the Freight Industry?

GM-At the moment, we have somewhat blunt teeth and very limited in terms of delays with all the vices you refer to above. It is for that reason that the association continue to push for statutory regulations of the industry in order to eliminate unqualified practitioners and to have a framework of charging that reduced undercutting. With statutory regulation all the other

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NDS 1 IN PICTURES WITH FOSSIL



Fossil Kuzolunga is one of the companies contracted by the government to rehabilitate part of the Harare-Beitbridge highway. The company has a proven record in road infrastructure rehabilitation and development in Zimbabwe.

The company has done a lot of road infrastructure development in Zimbabwe resulting in the government putting trust in the company. Fossil is an Iso certified organisation.

Fossil has the following bouquet of services Civil works, Contract mining, Road construction, Earthworks, Building and structural works, Asphalt production and plant



KUZOLUNGA-HARARE -BEITBRIDGE HIGHWAY



hire.

Fossil is a Category A ranked member of ZBCA, Category A ranked member of CIFOZ and Category A ranked member of the Ministry of Local Government, Public Works and National Housing. Some of Fossil Contracting's clients are Zimplats, Nyaradzo, Econet, Zinara, Unki Group, Government and Local Authorities.



Department of inland water control regulating water transport in Zimbabwe



George Honzeri

The department of Inland Waters Control is an arm of the Ministry of Transport and Infrastructural Development mandated to regulate water transportation. The department also enforces the safety oversight functions with regards to water transportation.

Water Transport Legislation was introduced in 1971 and the purpose was to enhance safety and reduce water pollution from transport related activities.

The concept is being practiced on all Declared Inland Water bodies but the busiest centre is Kariba. This is because of the sheer size of the water body and also the level of boating activities in the area.

The concept of Lake Navigation promotes safe tourism and safe fishing by all commercial boats, thereby contributing the Gross Domestic Product (GDP).

The link with tourism lies in that tourists use boats for cruises and those boats are regulated by Inland Waters Control (Lake Navigation) as you call it.

By having safe navigation, we have promoted the growth of tourism and also the Kapenta fishing Industry which is a source of employment and livelihood to many families.

The concept is well embraced as owners of house boats and boat building companies such as G.D.I,

Turbo Glass, Fibre craft, Chase Marine, Truemark Marine, Ruffnek (Pvt) Ltd, Marine Centre to mention a few, all work very closely with the Department of Inland Waters Control.

The Department is currently having staff at Kariba, Binga, Victoria Falls, Lake Chivero, Tugwi Mukosi and soon will be having personnel at Kanyemba in lower Zambezi.

Kariba Dam is the epicentre of lake navigation activities in Zimbabwe and the industry can be a major employer and contributor of revenue to the government if proper publicity is provided.

Victoria Falls is another area where the concept of lake navigation is popular and as a tourist destination, the resort has dual importance to the Zimbabwean economy.



Inland Waters Control Department is primarily mandated through the Inland Waters Shipping Act [Chapter 13:06] and Inland Waters Shipping Regulations, 1971 to register all boats that operate in Zimbabwe, inspects all commercial boats annually for certificate of seaworthiness, test and licence all prospective boat drivers, issue shipping service permits for all commercial boats and provide ship to shore radio communication for house boats operating in Kariba and Binga.



Zim-Namibia bilateral engagement

Zimbabwe - Namibia's bilateral engagements is based on a true historic ties that dates back to the liberation struggles of the two countries .The two countries are now in the second struggle of economic development, creation of jobs and wealth for the people of the two nations .The role of commercial diplomacy is now needed to enhance the economic development by expanding the mandates of our economic strategies through trade and investment.

“Our economic diplomacy combines the Zimbabwe National Development Strategy 1(NDS1) 2021-2025 and the Namibia Harambee Prosperity Plan (HPP11)2021-2025 where both strategies emphasise on prosperity and empowered upper and middle class income society by 2030 and action plan on economic recovery and inclusive growth.

“This therefore calls upon us to identify sectors that can be developed in our two countries to bring the envisaged growth and economic development that will enhance the standard of living and create jobs for our nationals.”

The Walvis Bay Corridor Group road show came at the right time where as we battle with the Covid 19 pandemic, we need to look beyond the challenges of the pandemic.

The expansion of the Walvis Bay Port and the operation of the Zimbabwe Dry Port in Walvis Bay requires that we identify sectors that can use the two strategic assets Walvis Bay Port

and Zimbabwe Dry Port at a corporative advantage.

In addition I want to re-emphasise the importance of promotion of trade facilitation and enhancement of transport logistics between Zimbabwe and Namibia to increase exports and imports through commercial diplomacy.

I want to thank the Ministries of Foreign Affairs and International Trade, International Relations and Cooperation, Transport and Infrastructural Development, Works and Transport, Walvis Bay Corridor Group ,NAMP-ORT,Zimbabwe Dry Port,ZIMTRADE,ZIDA and all the stakeholders in Namibia and Zimbabwe who worked tirelessly to make this roadshow possible.

H.E.Rofina N.Chikava

Ambassador of the Republic of Zimbabwe to the Republic of Namibia

**Benefits of the
WALVIS BAY
CORRIDORS**

- TIME SAVINGS DUE TO EFFICIENCIES
- HIGH SAFETY AND SECURITY
- RELIABLE ROUTES
- SOUND FINANCIAL ENVIRONMENT

H.E. Rofina N. Chikava

Recommendations for the Shipping and Freight Forwarders Agents Association of Zimbabwe (SFAAZ)

George Honzeri

An array of clearing and freight forwarding companies visited recently by a team from the Freight and Transport magazine proffered a variety of recommendations for SFAAZ to implement if success is to be achieved.

Quite a number of members of SFAAZ in Harare and border towns raised the same recommendations that they feel SFAAZ need to attend to and act on so that it remains relevant and keep its membership and even attract new members.

SFAAZ is a voluntary body which represent businesses that are into clearing and forwarding.

Some of the recommendations were

.SFAAZ should have a laid out code of conduct that binds all its members.

.SFAAZ secretariat should have adequate staff so that it fully services its mandate

.SFAAZ should attract increased membership which also translate to beefing up its coffers

.SFAAZ should increase its subscriptions rates from the current \$80 000 ZIM dollars to stay afloat or even cross over to the United States dollar.

.SFAAZ should also increase in its publicity drive in order to improve in membership so that viability and relevance are maintained.

.SFAAZ should improve in stakeholder consultations when dealing with government agencies so as to satisfy its members' needs.

Zimbabwe (SFAAZ) is a voluntary association of shipping lines, freight forwarders, customs clearing agents, bonded warehouse operators and in-house clearing importers and exporters.

It was founded around 1955 with a mandate to represent the interests of its member companies. Estimates are that members of the association handle in excess of 95 percent of the country's commercial imports and exports.

The customs clearing members of the association

play a very significant role in import revenue collection on behalf of government.

The association also has a mandate from its membership and an expectation from its stakeholders, including government, to be the vanguard of a very high level of professionalism and to provide competent and relevant training programmes for the industry.



Godfrey Muswere ,SFAAZ Chairman



Joseph Musariri, CEO

LICENSING PROCEDURES FOR CLEARING AGENT IN ZIMBABWE

A clearing agent is defined as any person who for gain, acts for or holds himself out as carrying on the business of acting for an importer, exporter, manufacturer or the holder of a licence in performing any function under, or complying with any requirements of the Customs and Excise Act [Chapter 23:02].

Any person (being a company or partnership only) who wishes to be licensed as a clearing agent shall:

- Submit to any port of entry, an application in Form No. 64 available on ZIMRA website: www.zimra.co.zw

The following documents and particulars should be submitted;

- the name under which the clearing agent will operate and the address of its principal office in Zimbabwe {Submit copy of lease agreement or proof of ownership of premises};



- where the applicant is a company, certified copies of the Certificate of Incorporation, Memorandum and Articles of Association, plus names of all shareholders and directors of the company;
- where the applicant is a partnership, a certified copy of the partnership agreement, together with names of all the partners;

- copy of Statement of Financial Position (Balance Sheet) and detailed Asset Register for previous financial year and any other evidence that the clearing agent has the necessary resources to conduct Customs business;
- bank confirmation and current bank statement for the previous three months prior to application for registration;
- details of the Agent's countrywide office network and/or Agent-to-Agent agreements for the ports you do not have offices;



- the names and addresses of employees of the clearing agent who will be authorized to act on behalf of the clearing agent together with details of their qualifications and experience in the field of Customs Law and procedure and their specimen signatures. This should be contained in detailed curriculum vitae. {*NB: Employees should have received formal customs clearance training and have a minimum of one (1) year experience};
- fingerprints and valid Police clearance for employees and Directors {to be submitted once every three years};
- Proof in the form of a confirmation letter on a letterhead that the Agent is a member of a recognized professional shipping association for Year 2013. This however, does not apply to companies with in-house clearing services;
- proof of registration with ZIMRA in

the form of a Business Partner Number; and

- evidence of non-indebtedness from the Domestic Taxes Division, no arrears of duty as well as proof that all outstanding removals in bond or transit are accounted for or acquitted;
- current Tax Clearance Certificate

If the application is approved, the applicant shall be called upon to enter into a bond with sufficient surety (bond value has been revised to \$15, 000.00) in Form No. 129 and where the clearing agent intends to engage in removal in bond or transit, a Removal and Transit Bond Form No. 121 shall be submitted in addition and the minimum bond limit is \$250, 000.00. A cover note from the surety or guarantor, who is either a registered insurance company or a registered commercial bank, should be submitted.

The license shall be issued after payment of a license fee of \$100.

A clearing agent's license shall expire on the 31st of December of the year in which it was issued and may be renewed when necessary. Application for renewal shall be made not later than the **31st of October**, in respect of the following year.



Obligations of clearing agents

A clearing agent shall—

- not permit its license, the name under which it is licensed or its Customs Assigned Number to be used by any person other than a director, manager, partner or authorized employee of the clearing agent;
- not permit its security bonds to be used as security for the fulfillment of any obligation of

any other clearing agent under the Customs and Excise Act;

MEBS
GLOBAL LOGISTIX
PROCUREMENT AND LOGISTICS SOLUTIONS

A member of (SFAAZ) The Shipping and Forwarding Agent Association of Zimbabwe.
SFAAZ is a member of the Federation of Clearing and Forwarding Associations of Southern Africa and the International Federation of Freight.

SFAAZ

- keep proper records such as books of accounts, bills of entry, bills of lading, consignment notes and invoices;
- undertake to institute administrative measures to ensure that—
 - all bills of entry are submitted together with correct payment; and
 - members of its staff conduct their business in accordance with Customs laws and procedures; and
 - a relationship of good faith is maintained by his staff at all times in dealing with ZIMRA; and
 - particulars on all bills of entry are correct in every respect.

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President ED Mnangagwa bringing in a new work ethic of delivery in Zimbabwe



From page 16

ONE ON ONE WITH GODFREY MUSWERE

vices you mention will die a natural death.

FTM-Where do you think your strengths fit in the Chairman's position you have attained expressing how your skills and attributes will impact the turnaround of the Freight Industry?

GM-My ability and willingness to listen to our members concerns and fellow board members is probably my biggest strength. I use some in my dealings with Zimra and other government agencies. It helps me act as a mediary helping achieve solutions and resolutions acceptable on both sides.

FTM-What are the strengths and weaknesses of the current board and does it have the capacity to resuscitate the freight business in the country?

GM-Board members were elected by people who have faith in them. For us to succeed as a team, I would prefer to focus just on the positives. For now, so far so good.

FTM-2020 – 2021 foisted extra ordinary challenges on corporate and boards from Covid-19 to Economic meltdown and recession fears. What assurance as the Board Chairman would you want to share with your industry members going forward?

GM-Members need to adjust to the new way of

doing business especially the positives that have been created by this pandemic. The creation of a paperless environment is the first to come to mind.

Members need to view the pandemic as a temporary setback. Our services will forever be needed and required globally.

FTM-Is SFAAZ living its values in response to the pandemic?

GM-Yes, our values of expertise, integrity and professionalism have not been compromised.

FTM-Any final important words you would want to share with your industry members, government and stakeholders.

GM-I would just like to take this opportunity to thank our main partners Zimra for allowing me unfettered access to their offices. It has enabled us to deal with the most urgent and critical issues timeously.

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- 1.Passport showing the exit stamp and relevant permits.
- 2.Passport endorsed accepted returning resident on entry by Zimbabwe Immigration .
- 3.Bank statements for the last 3 to 6 months.
- 4.Transcript and/or certificate if client was studying.
- 5.For those coming from work
 - (a) Contract of employment
 - (b) Payslips from the last 2 years or more
 - (c) Tax returns for the last 2 years or more (P60 & P45 if coming from UK.
- 6.For motor vehicles-registration book,invoice and proof of payment if recently purchased.
- 7.If motor vehicle is being exported from a SADC country there should be a deregistration certificate (valid SARPPCO certificate).
- 8.Proof of residence in Zimbabwe (eg water,Zesa bills)



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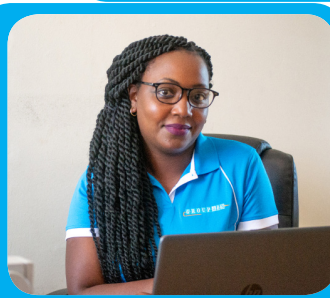
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*Mathius Tinarwo
Managing Director*



Groupair: An epitome of excellence.

Staff Reporter

LIKE the proverbial wine that gets better with the passage of time, globally networked logistics company, GroupAir's efficiency and professionalism in the freight industry continues on an upward trajectory.

Boasting of over 36 years in the sector, the company has shown unrivalled excellence over the years, a virtue engrained in the organisation's culture.

Headquartered in Harare but with a presence in Beit Bridge, Bulawayo, Chirundu and all major entry points across the country's borders, GroupAir has a significant competitive advantage over competitors as it continues to perfect the art of creating convenience to their customers in as far as clearing, forwarding, consolidating and cargo handling services is concerned.



Group Air staff pose for a group photo

Because excellence is within the company's DNA, it has come as no surprise that the entity has received regional recognition in the form of awards for its sterling work in a highly competitive industry.

The company was voted the most trusted freight forwarding firm in Zimbabwe at the recently held African Excellence Awards.

Excellence is grounded in one's ability to adapt to the fluid business environment.

In an interview with this publication the company's

marketing officer Debra Chirisa said GroupAir has mastered the art of adapting to current trends and this has seen the organisation embracing a plethora of ingenuities in the wake of the Covid-19 pandemic.

"COVID-19 has been a wakeup call for us as GroupAir and in order to flourish during and after the pandemic, we have acquired a new set of skills, including social and emotional, advanced cognitive and digital capabilities," said Chirisa.

This is part of GroupAir's long term strategy to grow and expand its clientele base.

The company's youngest director, who also doubles as the organisation's spokesperson Rudo Tinarwo described in graphic detail, GroupAir's professional muscle that makes it a giant in the industry and why clients should opt for the company as their first brand of choice when selecting agents to work with.

Below are some of the major issues raised by Tinarwo.

- **A member of the Shipping and Forwarding Agents' Association of Zimbabwe (SFAAZ) which makes the company remain updated on any developments in the freight forwarding and clearing sector, be it tariff duties, new regulations and policies etc.**
- **ISO 9001:2005 and SAZ certified – Quality service guaranteed**
- **6 branches at all country's points of entry for convenience to our customers**
- **IATA accredited agent- representing Airlines in cutting Airway Bills**
- **Trusted Brand of 36 years of experience- We have become a trusted brand of the**

From page 14

USD 4 billion per year. In addition to the significant cost savings, the eBL offers a wide range of benefits to shippers, including eliminating the 'Document transportation' factor from the supply chain. Shippers can instantly transfer original and negotiable electronic documents across borders. The solution enables faster document transfers, which in turn, leads to a shorter payment cycle. And electronic processes are far less susceptible to forgery, fraud, loss or human error.



Eliminating paper from the shipping transaction by MSC which already has been implemented by ZIM-RA's ASYCUDA paperless system will make every aspect of commercial container shipping better, faster, more effective, more secure and environmentally-friendly

"Our goal from the very start has been to change the way the world trades by digitizing document workflows while ensuring the highest legal, security and privacy standards. MSC is helping to create a new trade norm that will ultimately affect the rest of the market and save the trade industry billions of dollars" said Gadi Rushin, WAVE BL's CEO and Co-founder.

While MSC has worked with WAVE BL on piloting

its eBL solution since 2019, COVID-19 has created an even greater drive towards digitizing the BL.

The global pandemic has restricted human and transport mobility in many places. Countless containers have been stuck at various ports, terminals, depots and warehouses around the world including BAK Logistics Container Terminal, Manica CONDEP because the receiver does not have the original paper BL required to release these goods at collection points which had resulted in storage and demurrage charges owed to port authorities.

"COVID-19 has been a wakeup call for us all as the industry during and after the pandemic. The industry needs a whole new set of skills including social, emotional and advanced cognitive digital capabilities," said Debra Chirisa, GroupAir Marketing Executive

Here the eBL addresses a very current need, enabling stakeholders to overcome border restrictions, interruptions in postal services and other pandemic-related disruptions. Shippers can also allow employees to work remotely by dematerializing the BL and other shipping documents.

After running successful pilot projects in select countries since 2019, MSC is now introducing its digital solutions to all customers worldwide, paving the way for widespread eBL adoption. MSC is also exploring other eBL platforms to adapt to market demands.

"Now we're introducing our eBL solution to our broad customer base to ensure that even more of our customers are able to benefit from the advantages of a digital BL solution. In a matter of a few years, we expect the eBL to become the new norm." André Simha states.



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Security Concerns and Delays faced by Cross-border Transporters and the implementation of one-stop border post initiatives across SADC



The completion of the New Beitbridge terminal will bring efficiency and ease of doing business for exporters and importers

The routes in Mozambique, DRC (Lubumbashi) and Zambia as well as some routes in South Africa have significant concerns to Transporters in the SADC region.

In Mozambique and DRC the concern arises from unscheduled and undesignated stops on the road where it is difficult to determine whether the officials who often issue fines for small offences and expect to receive bribes along with payment are police or civilians.

For some offences, fines of up to \$150 can be imposed, which are disproportionate to the offences committed, if any, foreign trucks are prone to criminals or repeated attentions by police officers. Cases of looting are also rife where locals jump on to slow moving trucks to steal goods or throw them off to the ground. In South Africa there are cases of hijacking of whole vehicles including loaded cargo.

Certain bottlenecks in transit between countries can affect the cost base and rates charged by transporters. Moreover, nature of goods determine the speed of clearance. In the case of perishables and medications, it is extremely important that the transporter gets through the border within a specific time based on the arrangements made by the clearing agent handling such shipments at the border. A delay of one day can cost the significant amount of money per day for

the truck that is stationary.

Clearance between countries and across SADC are not harmonised, for example although Zimbabwe and Zambia both use the ASYCUDA System for customs clearances, Zambia apparently uses an older version of the ASYCUDA System which does not integrate with the Zimbabwean. And the clearance turnaround times are not adhered to by revenue collectors on both sides of the borders especially on the Zimbabwe side where submission of documents to final release is supposed to take a mandatory of 3 hours which ends up to days of clearance.

ASYCUDA is an internet based system through which importers, exporters and clearing agents may submit their clearance papers. In the case of South Africa and Zimbabwe, South Africa uses Easyclear which also does not integrate with ASYCUDA and those in other countries.

Although there are several areas for further improvements on border efficiency, differences in country laws are still a major hindrance. For example, Zambia does not give preference to transporters of time-sensitive goods, whereas at Beitbridge it is possible for those transporters to pass through and bypass the main queues.



Clearance delays always result in loss of shelf-life for perishable goods due to long-waiting transit times. Pre-clearance of goods therefore does not always translate into an advantage for the transporter's as it does between Zimbabwe and South Africa. Where it has been used effectively, there has been benefits to transporters and customers as a cost-saving arrangement.

Border posts such as Chirundu do not operate 24 hours (only up to 10pm) which also has cost implications for parking fees and additional queues regardless the trucks are carrying perishables or not, they have to wait overnight. During the day, trucks carrying food stuffs are also prone to hungry monkeys and baboons if they are left unattended especially at Chirundu border.

Tariff structures also differ between countries, result-

ing in delays in customs clearances. Implementation of one-stop-border posts will make it easier to transport goods between SADC countries if delays are to be resolved. In the case of Beitbridge, goods are effectively required to be cleared twice on the same leg on both the Zimbabwe and South African side. Why authorities delay the implementation of One-Stop-Border Post initiatives on such busiest transit hubs.

The advantage of One-Stop-Border-Post is that it eliminates the need for vehicles, travellers and goods to stop twice to undertake duplicated border-crossing formalities. Also border agencies from both countries that participates at a One-Stop-Border-Post embark on the advanced electronic transmission of data as a matter of preventing duplication of efforts. The agencies therefore undertake joint inspections through mutual arrangements.



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REGISTRATION FOR VALUE ADDED TAX FOR TRADERS

Value Added Tax (VAT) is generally charged by registered traders in respect of a supply of goods or services in the course of engaging in trade. In terms of the VAT Act, trade is defined widely and includes any activity which is carried on continuously by any person in Zimbabwe or partly in Zimbabwe in respect of which goods or services are supplied to another person for a charge/price whether for profit or not.



Vitalis Chakanyuka

There are two types of registration for VAT which are provided for in terms of section 23 of the VAT Act which are Compulsory registration where one is obliged by law to register after meeting certain conditions and Voluntary registration where one may wish to register voluntarily but not being under any obligation.

Compulsory Registration

A person is obliged to register as a registered operator if he carries on trade and the total value of taxable supplies exceeds the prescribed amount (4,800,000.00) during any period of 12 months.

Thus with respect to the above, one is obliged by law to register if that person's trade activities in the first scenario has exceeded the turnover of ZWL4,8

million dollars within a period of 12 months or the other situation is there is a likelihood that one's trade activities is expected to exceed the prescribed amount during the next 12 months projected from that date. This means that one does not need to wait for 12 months to be registered for VAT but person can be registered based on projected sales which are based on one's sales trend.

Where the trader or operator becomes liable to be registered, the application shall be made not later than 30 days after becoming liable to be registered and must be accompanied by any further particulars and any documentation as the Commissioner may require to support such application.

A person who is trading but not registered for VAT should always calculate at the end of each trading month the total value of taxable supplies by all trades, branches or divisions for the past 12 months. Where the total exceeds prescribed amount the person becomes liable to register for VAT purposes. The person is liable for registration at the end of the month in which that person reaches the threshold.

If however, after estimating the total value of taxable supplies for the next 12 months, a person expects to exceed the prescribed amount, such a person has become liable for registration. The person is liable for registration at the beginning of the month in which he establishes liability for registration.

Registration in retrospect

In situations where one had been trading for a period and his /her threshold supplies had already exceeded the registration threshold, the effective date of registration would then be the date when the threshold was exceeded. The Commissioner would then deem that the prices/sales value was inclusive of VAT on his sales values. It is therefore important for all persons who are trading but not registered for VAT to ensure that they apply to register as soon as they reach the prescribed registration threshold of ZWL4.8 million per annum which is about ZWL400,000.00.

Determination of value of supplies

For the purpose of determining the value of registration thresholds, suppliers who supply both



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Taxable supplies and Exempt supplies would therefore have to exclude sales made for exempt supplies to determine whether one has exceeded the registration threshold. Any operator/trader who exclusively supply exempt supplies is not required to register for VAT, for example the exclusive supply of medical services, supply of fuel, supply of vegetables etc.

Voluntary Registration

A person wishing to apply to register voluntarily must satisfy the following conditions:

- . that they are engaged in trade
- .that they intend to engage in trade from a specified date.

Requirements for voluntary registration

- A fixed place for business operations.
- The person should keep proper accounting records.
- The person should have a bank account with any bank or similar institution.

- The person should not have been one who had previously failed to perform his duties in terms of the VAT Act or the previous repealed act

Date of effective registration for VAT

Where a person has applied for registration in terms of the Act, that person will be a registered operator as from the date determined by the Commissioner.

Where a person had failed to apply for registration and was supposed to have applied due to his sales value exceeding the registration thresholds, that a person shall be deemed to be a registered operator as from the date that operator became liable to be registered, or any later date as the Commissioner may consider to be equitable.

Vitalis Chakanyuka is a Tax Director at FRANTANA CONSULTANCY SERVICES. The writer can be contacted via email on vchakanyuka@frantana.co.zw or cvchakanyuka@gmail.com or on App 263773444166

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“Inflation has been a challenge for GroupAir as most customers’ purchasing power was eroded translating to decline of imports,” said Tinarwo.

“Whilst COVID-19 has had an adverse global impact on business development, we thank God that the logistics sector has continued to thrive as Covid-19 also presented an opportunity in imports of Covid related equipment. Times have

been tough but victory comes from finding opportunities in problems. We will continue to deliver what we promise,” added Tinarwo.

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