*Исходник:* [*https://www.youtube.com/watch?v=i9EJDniwkzg*](https://www.youtube.com/watch?v=i9EJDniwkzg)

If their names, each one of them, will be mentioned on the commercial invoice, so in such case you have to create multiple accounts on CargoX. 00:33:57 Because the verification will go one by one.

**Amir Rashad:** But, Mai, is it true that this depends only on who is the seller?

**Mai Taha:** 00:34:07 It-- it dep-- it depends who is the seller, exactly. Which is his name on the commercial invoice. Because the main issue, the main document, that rel-- that Egyptian authorities are relying on is the commercial invoice.

**Amir Rashad:** 00:34:22OK, so essentially this means then that depending on your organization, if it's centralized or decentralized selling, you need to take a decision on if you want to continue that, or if you would like to centralize, basically.

**Mai Taha:** 00:34:40 Exactly.But it is good to-- to mention that it is under discussion now with authorities in Egypt, because we are in continuous contact with them. 00:34:53 We-- they advised that they are now discussing the fact that they will allow to-- for the ACI filing, to be shared with different entries, 00:35:07 like if I have a factory in UK, and I'm shipping from Sweden, and the documents are coming from somewhere else, the three of them can join the CargoX on the same ACI number, 00:35:20 and they can submit and make an ACI filing. But this lis-- is still under discussion, it is not finalized by any mean, not yet.

**Amir Rashad:** 00:35:29 And this is also something which we want to highlight very, very much. So, we have been working on the ACI research and functionality over the past four months, full-time essentially. 00:35:43 And what's important to note is that the rules are updated regularly. And some-- some day-- sometimes, you know, twice per week. 00:35:53 So, we work very, very hard to keep up-to-date with all the latest rules, so in order to update our clients on the latest developments.

00:36:04 Let's move on to the next question. “Can we upload the Draft BL on CargoX or an OBL which has a ‘copy’ watermark on it? So that the goods cannot be released with this BL.” 00:36:20 Mai, what do you think about that?

**Mai Taha:** Of course, it is absolutely fine to-- to-- to upload the B/L draft, no problem at all. 00:36:30 And by any chance no-- release of the cargo will be issued until the presentation of the documents because up till-- 00:36:40 up till the moment the authori-- the authorities in Egypt did not make a final confirm about submission the electronic documents which means that original documents has to be presented. 00:36:55 So, no worries at all, and the Draft B/L is absolutely fine.

**Amir Rashad:** 00:37:05 “What exact documents must be submitted and before the vessel sail and by how many hours?”

**Mai Taha:** 00:37:13 The exact documents are B/L draft, commercial invoice, packing list, indicated on them the three elements that we mentioned: ACID number, importer taxation number, exporter registration number. 00:37:29 Those are the main-- main documents that need to be sent by the vessel sailing from the port of load. 00:37:40 The question arises here about the certificate of origin, phytosanitary, for example, for timber industry. All these documents, it can be submitted as a later stage. 00:37:54 It doesn't really need to be done upon the vessel sail, it can-- They have-- the authorities give a bit of window. 00:38:04 No problem to be a little bit later because those certificates can take a little bit longer to be issued. So, it can be submitted again on the CargoX because you-- you-- **<unintelligible>** 00:38:17 The ACI filing, it will not stop if you submit one or two. No, you can submit the-- for example, the first three that we mentioned, then you can make an addition to the ACI filing. So, no problem.

**Amir Rashad:** 00:38:31 So, it's possible to submit multiple times throughout the ACI cycle, basically?

**Mai Taha:** Yes, yes, it is. No **<unintelligible>** 00:38:40 at all.

**Amir Rashad:** But for these two last documents which are very important for the timber industry, of course, as you know, certificate of origin or **<unintelligible>** 00:38:49 and phyto. They need to be submitted to Nafeza before the vessel arrives, correct? Or is it OK after the vessel arrives in Alexandria--

**Mai Taha:** 00:39:01 No.

**Amir Rashad:** --for example?

**Mai Taha:** No. When-- of course, when we mentioned-- Let us clear it here again. 00:39:08 We said that the three documents are-- it-- it will be sent by the vessel sails from port of load. And they allow a bit of window, so it means-- we are talking about a little bit later stage, 00:39:21 so it doesn't mean that we-- we will wait until the vessel arrive. It means it can be a little bit later stage. And to be clear about adding the three numbers on these-- 00:39:34 those certificates, authorities allowed them to be added on the draft of those documents by any electronic mean. 00:39:45 So, it is-- it make it easier to add it by any electronic way, any software allowed to be add on those numbers on .pdf drafts and then you can upload them and make the ACI filing. 00:39:59

**Amir Rashad:** Then we have a question number four. 00:40:07 “Functionality, capabilities of the system, experience in providing services to exporters of sawn timber.” 00:40:19It's a good question.

So, the capabilities of the system you can see here, we cover everything from managing the deal pipeline, the shipments, negotiations, etc. 00:40:32 Booking and managing the freight. Tracking responsibilities, tasks. Issuing, drafting, and approving all the documents. 00:40:43 Tracking all the goods and shipments. We're integrated, actually, to 18,000 bulk vessels in the world, 60 container lines, and all major carrier delivery services: DHL, UPS, FedEx, etc. 00:40:59 And we publish also a lot of industry or market data, let's call it, which covers industry news, trade statistics, production data, inventory data, container line reliability data, 00:41:13 and also analytics on how your business and supply chain is performing. And this is available for the seller, his customer, and the nominated freight forwarder. 00:41:25 And what's very important to clarify, is that only the approved staff and the chosen counterparties can see the data. Nobody else can see it.

00:41:37 And the experience-- Let's go back. And the experience… Today we're a company of 30 staff, actually, and quite a lot of the higher management have experience in both forestry industry and in technology. 00:41:55 So, some of the Comp people have been presidents of forestry associations, worked as sales directors for sawmills, worked in IBM and different IT companies. 00:42:09 So, it's a unique combination and that is why we’ve worked so hard to create this. Because it's basically something that we wish that we would have when we were active in the industry. 00:42:20 But that is a story for a different time, on why it started and all that.

So, the-- also to answer the question on the what is the support available. 00:42:32 So, clients, they will have access to expert support and company specific advice. Not 24/7, but during working hours, let's say. 00:42:43 And the tools, of course, which we went through will automate the ACID process, it will generate all the shipping documents, it will also add the three data elements to the shipping documents for freight forwarders, 00:42:57 it will be possible to verify the ACID validity numbers. We're also working on a feature to get the reports to create the manifests, but this is not completed yet. 00:43:07 But it is something we are working on. Of course, all the counterparties will see the milestones, is the number requested, is it added, has the-- have the documents been sent. 00:43:22 And finally, of course, to submit the documents. And not immediately now, but in the future, there is some idea to offer actually back-office support services. 00:43:39 For those that are interested on or if you have more questions, you can write to me personally, amir@centersource.io or info@timber.exchange.

00:43:50 Let's move on in the FAQ. Mai, is it mandatory to use the Nafeza application as part of the ACI rule?

**Mai Taha:** 00:43:59 Yes, of course. It is for importer. It is not for the exporter; it is for the importer. **<unintelligible> 00:44:06.**

**Amir Rashad:** But it's mandatory for him. He cannot avoid it somehow.