



**DRAFT AGENDA FOR THE MEETING BETWEEN CARGO CONSOLIDATORS, CLEARING & FORWARDING AND TRADERS WITH UGANDA REVENUE AUTHORITY 7<sup>TH</sup> AUGUST 2025:**

1. Opening Prayer
2. Introductions
3. Communication from the Chairman
4. Presentation of the current processes and issues
5. Reactions and Way Forward
6. AoB & closure

**Members Present**

S/N	NAME	ORGANISATION	DESIGNATION
1.	Keneth Ayebare	PSFU	Board member
2.	Miir Enoch	URA	Ag. Manager Warehousing
3.	Simon Esunget	URA	Manager DPC
4.	Wasswa Allan Lulanga	UCCA	Member
5.	Karugaba Emmanuel	UCCA	Member
6.	Lubega Luqman	United Attire Traders Assoc (KACITA)	Member
7.	Mwesigye Abel	KACITA	CEO
8.	Baker Bahasha	KACITA	Research, Policy and Advocacy Officer
9.	Ronny Mulongo	PSFU	Manager membership
10.	Katari John	UCCA	Coordinator
11.	Murungi Rukundo Rhoda	UFFA	Committee member
12.	Joyce Kobugabe	UCCA	Mobiliser
13.	Kezekia Bwire	UCIFA	National Vice Chairman
14.	Charles Ekweu	FUCAFF	Director General
15.	Joseph Mukasa	KACITA	Member
16.	Kayesu Gloria	UCCA	CEO
17.	Agaba Collins	PSFU	Sector coordinator

<b>Action by</b>	
<b>Agenda Items</b>	
<b>Min. 1/03/2025</b>	
The agenda was adopted by all members without amendments	All to note
<b>Min. 2/05/2025 - Prayer</b>	
The opening prayer was made by Ms Joyce Kobugabe	
<b>Min. 3/05/2025 Communication from the chair</b>	
The chair welcomed all the members of the private sector and also from URA and appealed to them to contribute towards the agenda for the sanity of the whole sector and the benefit of the economy. He appealed to the members to dialogue and not to attack anyone	All to note.
<b>Min. 4/05/2025 Presentation of the current processes and issues</b>	
The presentation was made by Mr Collins Agaba, the sector coordinator for Trade, Transport and Logistics and noted the following:  <b>The purpose of the meeting was:</b>  1. Harmonisation between stakeholders in the consolidation and deconsolidation process.  2. Reviewing the current challenges of the Consolidation and Deconsolidation Process.  3. Proposing Possible solutions for the mentioned problems.  4. Listing our action points and an action plan to resolve our challenges  <b>The following challenges were presented:</b>  <ul style="list-style-type: none"> <li>• The House bill of lading that is titled to the ownership of the goods is considered last and serves no purpose, as it should.</li> <li>• While Full Container Loads can handle customs clearance in 1-2 days, the process of customs clearance for consolidated cargo loads takes more than 10 days.</li> <li>• Conflict with clearing Agents; Customs Clearing agents have expressed concerns that consolidators are handling their roles, while consolidators are being forced into the responsibilities of clearing agents, such as valuation.</li> <li>• Mounting Storage charges in ICDs due to a lengthy process of clearing customs of consolidated cargo.</li> <li>• Importers, through the current process of consolidation, have no independence over their cargo. One importer's liability is faced by another, which again makes the issuing of a house bill irrelevant.</li> </ul>	All to note for reactions.
<b>Min. 5/05/2025 Reactions and Way Forward</b>	
a. <b>Clarify and codify roles:</b> There is a need to enact a Legal framework to govern the consolidation and establish a formal licensing regime for consolidators. This will resolve the issue of overlapping responsibilities and identify the specific responsibilities of each actor across the value chain, and also legalise the House bill as a document used by consolidators.	

<ul style="list-style-type: none"> <li>b. <b>Pilot system improvements:</b> in the interim, explore and option by the consolidators of splitting one WT8 into multiple T1 entries per container to allow individual IM7 workflows and deconsolidation on arrival. this will improve efficiency, but also the cargo owners (importers/traders) will be responsible for any queries arising.</li> <li>c. Explore the option of having both a consolidation centre from the point of importations and at the point of destination (Uganda), and investigate dedicated Customs-supervised consolidation warehouses (inland ports) for streamlined deconsolidation</li> <li>d. <b>Structured policy engagement:</b> Convene a focused policy session with URA CCD; present consolidated proposals and prioritise them against timelines, and then escalate unresolved items to the Commissioner General, Ministry of Finance, East African Community Council</li> <li>e. <b>Sector-specific sensitisation:</b> Partner with associations (KACITA, UCCA, PSFU sectors) to deliver tailored training on declaration methods, valuation rules, and appeal procedures by Leverage URA Tax Academy and digital channels (radio, video tutorials, online FAQs) for continuous stakeholder education</li> <li>f. <b>Regularised stakeholder forum:</b> Establish a quarterly calendar for technical working group meetings, each with a clear agenda and action-item tracker</li> <li>g. Encourage the traders (importers) to share information whenever needed by the consolidators</li> <li>h. URA should provide a checklist of what is required by the trader while importing.</li> <li>i. URA needs to consider those who are compliant and cease the others who are not other than ceasing the whole container at once.</li> </ul>	
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Secretary

Mr. Collins Agaba

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Chairman, PSFU Transport and Logistics

Mr Keneth Ayebare

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URA representative

Mr. Simon Esunget

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### **Action plan and Next steps**

1. PSFU to draft consolidated meeting report and circulate to all parties
2. URA to confirm availability of the CCD for a policy engagement next week
3. UCCA to review the proposed system pilots and provide feedback on feasibility by Tuesday Next week



*Business growth is our business*