

# AEOUruguay

## With the presence of Chinese delegation it advanced MRA between Customs



Last September 11 of 2015, Mr. Andres Mendez received a delegation from China for the negotiation of an MRA between Customs. The delegation was integrated by Mr. LI Ming, Deputy General Manager of International Cooperation Department, Mr. GAO Xiang, Deputy General Manager from the Bilateral Division of the International Cooperation Department and Mrs. CHEN Yue, from the Bilateral Relation's Division.

To start with the meeting, there was an institutional presentation of the main aspects of the modernization process and the AEO program. Followed by a Chinese customs presentation highlighting their future projects. The delegation also visited the monitoring center of Uruguayan Customs, where they were explained how the electronic seal works and its main benefits.

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## Succesfull experience of the AEO benefits

The 24th of September of 2015 it was held the first experience of releasing goods by making use of the AEO benefits, by the first AEO trucking company.



Ardoino S.A. started getting benefits with the advantages of being an authorized partner of National Customs, accomplishing an agile process of liberation of merchandise with the AEO system in the import cargoes from Brazil to the Chuy Customs in Uruguay.

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## NEW CERTIFIED COMPANIES

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## TRAINING

### Security Seals

On October 7th., 2015, it took place, in the Webinar training mode, dictated by Mr. Ramon (Ray) Fernandez, Global Sales Consultant, Vice President SEALOCK SECURITY SYSTEMS, INC.

In that instance, the training was attended by customs officials and staff of certified companies linked to seals and container inspections in their daily work.

The training was aimed to provide information on the inefficiencies and vulnerabilities that exist with seals of cargo containers and sea containers widely used worldwide.

It also allowed participants to have an overview how criminals are exploiting not only the seals and conventional equipment used in transport processes and supply chain today, but also demonstrate how the supply chain can be protected in order to proactively prevent these non-common methods and, above all, avoid an attack by the covert violation of maritime container traffic.

*Again, thank Ray Fernandez and Carlos Ochoa for giving us this instance of learning.*

