



External Release Notes 11.4.01

Purpose

The scheduled date for the Integrated Cargo System (ICS) release 11.4.01 is 23 November 2011. These notes are designed to provide plain English descriptions of the changes. This will provide clients with a better understanding of what has been fixed and how it might relate to their business.

C126749 – Amendment to an Ocean Bill discharge port reverts the Freight Forwarder Indicator from Yes to No, where there are lower level Bills.

When House Bills are reported under an Ocean Bill the ICS automatically sets the Freight Forwarder Indicator (FFI) on the Ocean Bill from “NO” to “YES”. Previously when the discharge port on the Ocean Bill was amended, the Freight Forwarder Indicator (FFI) reverted from “YES” to “NO” despite the existence of lower level House Bills.

This resulted in the status remaining HELD instead of changing to SUBUBMOV (Subject to Underbond Movement). This has been causing some confusion among our communicators.

This change will ensure that any amendments to the discharge port on the Ocean Bill will generate the correct status of SUBUBMOV instead of HELD after the screening period of the amendment has expired.

C129687 – Changes to Ocean Bill of Lading (OBOL) status is not updating the House Bill of Lading (HBOL) status.

Similarly, when the discharge port on an Ocean Bill was amended and a lower level House Bill had a CLEAR status, this status has **not** been reverting back to HELD.

This change will ensure that when the discharge port on any sea cargo report is amended, that all sea bills in the reporting hierarchy will have the correct status and that this status is accurately reflected in the ICS.

C207383 – Ocean Bill with Overseas Destination and Freight Forwarder Indicator ticked creates "TRANSHIP" status, but Tranship status is NOT sent to the Stevedore.

When an Ocean Bill is lodged with an Australian discharge port and an overseas destination port, the cargo has a status of “Tranship”. If the Freight Forwarder indicator (FFI) is set to “YES” but no lower level bills are reported then a Tranship status is only sent to the communicator of the Ocean Bill cargo report. A tranship status is not transmitted to the Stevedore resulting in the cargo status remaining as HELD in the Stevedore’s system.

In future, if a Transshipment Ocean Bill is reported with the FFI set to “YES” and no lower house bills are reported then the cargo report will be rejected. The communicator will receive the following error message for both EDI and CI:

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C207383 – Ocean Bill with Overseas Destination and Freight Forwarder Indicator ticked creates "TRANSHIP" status, but Tranship status is NOT sent to the Stevedore (continued)

"NO LOWER LEVEL BILLS EXIST FOR THIS TRANSHIPMENT"

It is recommended that communicators lodging Ocean Bill cargo reports for Transhipment cargo should not set the FFI indicator to "YES".

C154274 – Deconsolidation (DCL) Underbond is approved where no lower level LCL cargo is reported.

Currently when a "Full Container Load" (FCL) Ocean Bill is lodged with the FFI indicator set to "YES", a deconsolidation (DCL) underbond can be lodged and approved (after the screening period) even though there are no lower level "Less than Container Load" (LCL) House Bills reported.

This change will align both Sea and Air Underbond functionality. A sea container will not be approved to move underbond for deconsolidation unless lower level LCL House Bills have been reported.

C127905 – Lodging a Full Import Declaration (FID) or Self Assessed Clearance (SAC) using a cancelled client.

Prior to this change, when lodging a FID or SAC via Electronic Data Interchange (EDI) messaging with a Supplier Identifier and/or an Importer Identifier (ABN or CCID) that does not have an "active" ICS client record i.e. client's status = "Cancelled", then the message would fail to process and the Document owner did not receive any error response from the ICS.

This change will generate the following error messages to the communicator when using a cancelled client:

If the communicator is using EDI;

EDI Error when invalid Importer *supplied* (XML format)

<ERRORDESCR>IMPORTER IDENTIFIER IS NOT CURRENT OR DOES NOT EXIST
IMPORTER ID=AAA7636349E</ERRORDESCR>

EDI Error when invalid Supplier *supplied* (XML format)

<ERRORDESCR>SUPPLIER IDENTIFIER IS NOT CURRENT OR DOES NOT EXIST
SUPPLIER ID=AAA7636344F</ERRORDESCR>

If the communicator is using the Customs Interactive (CI);

Error when invalid Importer supplied =
IMPORTER IDENTIFIER IS NOT CURRENT OR DOES NOT EXIST

Error when invalid Supplier supplied =
SUPPLIER IDENTIFIER IS NOT CURRENT OR DOES NOT EXIST

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C193763 – Application of a tolerance for Securities.

Currently, all security requirements must be processed through the ICS regardless of the value of the goods.

With this change, Customs and Border Protection will be applying a tolerance level to certain types of securities (those aligned to Treatment Codes 351, 352 and 354). This means those goods subject to security that fall under the tolerance amount may not have to apply for a security, as is the case today. This is consistent with Customs and Border Protection's risk based approach.

Initially the tolerance will be set at \$50,000, effective from 1 February 2012. The Industry Test start date will be set to 8 November 2011 which will provide industry with the opportunity to conduct before and after testing of the tolerance changes.

An Australian Customs Cargo Advice (ACCA) will be published providing more details.

At this stage, this change will only apply to securities relating to temporary imports. For all other securities such as dumping/countervailing securities the current security process will remain.