



FREQUENTLY ASKED QUESTIONS & RESPONSES - CARGO REPORTING

This document represents all questions and issues raised to the CMR Cargo Reporting Team from Customs officers and industry.

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Abbreviations

ACR	Air Cargo Report
AAR	Actual Arrival Report
CAN	Customs Authority Number
CR	Cargo Report
DCL	Deconsolidation
EOI	Evidence of Identity
IAR	Impending Arrival Report
SCR	Sea Cargo Reporting
SDG	Software Developers Guide
UMBR	Underbond Movement Request
UPE	Unaccompanied Personal Effects

1. IMPENDING ARRIVAL REPORTS

1.1. Question: How is the N – S or E – W voyage scenario dealt with in the ICS, when a vessel calls at same port twice on one voyage, with new rules specifying exact voyage number matching between IAR and other reports?

Response: Ships are required to make two impending arrival reports separately covering each leg of the voyage. Both reports should be lodged at the same time. The timing for cargo reports on the second leg will be covered by the "short voyage" regulations. At this stage a cascading effect where voyages less than 96 hours must reported at 48 hours, voyages less than 48 hours must be reported at 24 hours. This will still require improved communication between higher and lower level cargo reporters.

1.2. Question: Why and where is the slot charterer question asked? Is it a mandatory field?

Response: The Slot Charterer ID is an optional field on the Impending Arrival Report (IAR) and does not exist on the Sea Cargo Reporting (SCR). It is only required if there are slot charterers for that vessel (s64AAB).

1.3. Question: If Establishment changes, what should be done and are the statuses re-sent?

Response: Impending Arrival Report (IAR) should be replaced. Status will revert to 'held' and then return to original status once the new IAR is linked.

1.4. Question: Can an IAR be amended after an AAR has been submitted?

Response: Yes

1.5. Question: For last overseas port, are refuelling stops considered the last port of overseas departure?

Response: Yes

1.6. Question: Is there a limit to the number of slot charterers allowed on an IAR?

Response: Yes, the ICS will allow only 9.

1.7. Question: Must an impending arrival be lodged for each port in Australia 48 hours prior to arrival in the first port?

Response: The Sea Impending Arrival Report (IAR) must be lodged 96 hrs before arrival at the first Australian port and it should list all ports of call within Australia.

1.8. Question: A vessel loads in Singapore then travels to Melbourne, Auckland, Sydney and Brisbane off loading and loading as it goes. How many voyage numbers will Customs require as two IARs must be submitted?

Response: The shipping company must report, at Ocean Bill level, all the Cargo on first voyage before the first Australian port (in this case Melbourne). The cargo to be discharged in Sydney and Brisbane should be reported as transit cargo on this voyage (using Auckland as destination). The Cargo for Sydney and Brisbane is then reported again on the second voyage. House bills will only be required to be reported for the second voyage when the cargo will be discharged.

1.9. Question: Can multiple actual and impending arrivals be done for one port? (NB: ships may move between berths and/or establishments).

Response: Yes. This can be done by way of an Actual Arrival Report (AAR) with multiple lines so long as stevedore IDs are different.

1.10. Question: If ports of call change, must IAR be Withdrawn and re-submitted?

Response: The IAR can be amended at line level (delete and insert). Status will revert to 'held' and then return to original status once the amended IAR is linked.

2. ACTUAL ARRIVAL REPORTS

2.1. Question: When does clock start ticking for the AAR to be submitted? What is the definition for arrival?

Response: Actual arrival report for ships must be made by the end of 24 hours after the ship is secured in a section 15 port. This period does not include Sundays or Public Holidays. "At anchor" berth codes have been provided for each port for ships that stop in a section 15 away from a berth for more than 24 hours. Should the ship then come to a berth, a second arrival report will have to be provided. New rules for actual arrivals are being developed and there will only be one arrival, which will be versioned if the ship goes to several 'berths'.

3. CARGO REPORTS

3.1. Question: Industry does not have access to Gross, Net and Volume of cargo. They are only likely to have two of the three and feel that these fields should be conditional/optional.

Response: Policy has advised that business rules can be amended to only require one of Net or Gross weight and Volume is optional.

3.2. Question: Voyage number accuracy is a problem for shipping companies with ICS cascade reporting relying on it. Will voyage numbers need to be identical in ICS to match?

Response: Yes. Voyage number is a key matching field for all reports in the cargo reporting chain and cannot be amended. Industry MUST get the Voyage number correct in order for matching and release to occur.

3.3. Question: Is the time frame for reporting cargo from arrival at port of Discharge or first port of arrival?

Response: The time frame for Cargo Reporting is prior to arrival in the first port of arrival. An Air Cargo Report must be lodged not less two hours before the ETA at first Australian port, if the flight from the overseas port is less than 2 hours air cargo report must be lodged 1 hour before ETA. A Sea Cargo Report must be lodged not less than 48 hours before vessels ETA at its first Australian port, if the voyage is less than 48 hours reports must be lodged in accordance with shorter periods as prescribed in the regulations.

3.4. Question: Where there are multiple delivery addresses for a single consignment, i.e. Company X imports a number of items for several companies - what should be supplied to Customs?

Response: If a situation arises where there are multiple delivery addresses then the main company or entity importing the goods needs to supply the address where the goods are to be broken down for domestic distribution, i.e. where the goods will clear Customs control.

3.5. Question: What level of detail will be required for transit cargo given that the lower level reporters are situated in the destination country? Is master ocean/AWL level only acceptable in this circumstance?

Response:

For air cargo – An electronic report of in-transit cargo must be reported at the MAWB level. A manual report would consist of a Customs in-transit cargo report cover sheet (the approved form) with copies of all MAWBs relating to in-transit cargo on board and where those MAWBs represented consolidations an attached HAWB manifest. (ACN 2002/69 refers)

For sea cargo – Ocean level, but if the Ocean is a consolidation, a copy of the house bill manifest must also be attached to the relevant ocean level bill. (ACN 2002/72 refers).

3.6. Question: How are non-shipping owned empty containers on a cargo report cleared? Are they subject to s68?

Response: They are Subject to section 68(g) making them good that should be imported and included on the cargo report.

3.7. Question: If the freight forwarder (F/F) indicator in a straightline MAWB is mistakenly ticked will the DEC covering the MAWB be cleared if there is no impediment?

Response: The Cargo status is HELD until either the FF Indicator is removed or (in this case) the SAC declaration is removed. The F/F indicator however does not stop payment of a declaration.

4. OUTTURN REPORTS

4.1. Question: Will surplus packages be reported back to the reporter?

Response: No. Only details of cargo reported to Customs will be provided per the Cargo Status Advice message.

4.2. Question: The reporting timeframe for non-containerised sea cargo outturns is stated as 5 days. Are these calendar days or working days?

Response: Working days - not including Sundays and Public Holidays.

5. UNDERBOND MOVEMENT REQUESTS

5.1. Question: Who does Customs expect to lodge underbond requests, the cargo reporter or the cargo receiver (77G or 79 operator)?

Response: The cargo reporter or the cargo receiver may lodge underbond movement requests. In terms of the cargo receiver, this is in reference to the question above means the section 77G depot operator. Underbond movement requests do not apply to goods destined for a warehouse.

5.2. Question: When an UBMR is approved, will the receiving premise get some form of electronic message to let them know that cargo is coming?

Response: Yes. The ICS sends an unsolicited message to the receiving establishment notifying it of the underbond movement request (UMBR). The details of the cargo being moved will be obtained from the Cargo Report

6. CARGO LIST REPORT

6.1. Question: Do shipping company owned empty containers in transit get reported on a cargo list report or a cargo report?

Response: Cargo List Report.

7. TRANSHIPMENT / TRANSIT

7.1. Question: If transhipped cargo is moved underbond does the CTO Receival acquit the underbond or is a separate Outturn required?

Response: For every underbond movement an outturn is required to acquit.

7.2. Question: With the issue of transhipments, what is required when the import vessel is at Port Botany, export vessel is at Darling Harbour.

Response: An underbond movement request will be required to move the transhipped cargo.