



## CARGO LIST REPORT (CLR) Helpful Hints

This document is designed to provide helpful information for external users of the Integrated Cargo System (ICS) in completing a successful Cargo List Report (CLR).

### WHAT IS A CARGO LIST REPORT (CLR)

A Cargo List Report (CLR) is a statement by a shipping company about certain types of cargo being discharged from a vessel that originated on an international voyage to Australia.

**Note:** A Cargo List Report (CLR) is never applicable for airfreight.

The types of cargo reported on a CLR are

- Empty shipping containers owned by a shipping company;
- Cabotage;
- Export cargo being repositioned prior to export

A CLR is required to obtain release of cargo where that cargo will not have an associated import declaration or other form of clearance (UPE) or movement (underbond).

Cargo under Customs control and subject to an underbond mode of movement of "IVS" (International Voyage Sea) is not to be included on a CLR. This is because the release message to the destination wharf will not be against the movement vessel.

### WHAT IS THE REPORTING TIMEFRAME FOR CARGO LIST?

For overseas originating containers, a CLR must be lodged for all applicable Australian discharge ports prior to arrival at first port. A CLR must be lodged not less than 48 hours before arrival at the first Australian port of discharge. If the journey from the last overseas port is less than 48 hours, a CLR must be submitted before the estimated time of arrival at the first Australian port of discharge..

For cargo loaded within Australia or movement within Australia (with the exception of underbond cargo) a CLR is to be submitted before the estimated time of arrival of the vessel at the next Australian port of discharge. Failure to do so will impede the release of the cargo by the responsible stevedore.

### WHAT CODES USED FOR THE APPLICABLE CARGO?

- **E** (Empty containers) indicating that the containers belong to a shipping company and are being moved or repositioned for commercial purposes
- **C** (Cabotage) indicating that the cargo is domestic cargo only - i.e. the cargo is loaded in Australia and is to be discharged at another Australian port Australian origin
- **X** (Export cargo) indicating that the cargo is being repositioned prior to export.  
**Note:** Such cargo must be covered by a valid Customs Authority Number (CAN) and has been gate received by a Cargo Terminal Operator (CTO).

## DOCUMENT STATUS

CLRs are not subject to any screening periods, although CLRs are risk assessed.

After lodgement, CLRs are validated within the ICS. A CLR that fails validation will be rejected and will not be stored in the ICS. These documents must be corrected and re-lodged.

After lodgement and validation a CLR will be risk assessed and messages regarding the status of the goods described on the CLR will be sent to the reporting party.

Unless a validated Impending Arrival Report links to a CLR, advice about the status of the cargo on the CLR will not be sent.

CLRs that pass validation and are stored in the ICS are assigned a document status. The status of a CLR can be determined by checking the ICS.

The possible status for a CLR is:

- **Clear** – the CLR has been validated without error. This is the default status and is implied by the acceptance and storage of the report.
- **Withdrawn** – the CLR has been withdrawn. This is indicated by the 'withdrawn' indicator displayed across the top of the screen in red.

### Reasons why a CLR may not be 'clear' at the place of discharge

- The wrong port of discharge has been quoted on the CLR;
- The stevedore quoted on the CLR has not been quoted on the Sea Impending Arrival Report

## FOR MORE INFORMATION

go to: [www.customs.gov.au](http://www.customs.gov.au)

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