



UNDERBOND MOVEMENT REQUESTS (UBMR) Helpful Hints

This document is designed to provide helpful hints for external users of the Integrated Cargo System (ICS) in completing a successful Underbond Movement Request (UBMR).

WHAT ARE UNDERBOND MOVEMENT REQUESTS (UBMRS)

An UBMR is a request to move import cargo still under Customs control between licensed establishments. It is important that Customs controls this movement as there may still be revenue owed on these goods and/or security requirements to be met.

A UBMR may be required if:

- An air consolidation is to be moved from a cargo terminal operator (CTO) to a depot (section 77G premises) for deconsolidation
- A container that has arrived via sea with multiple consignees and various cargo types and is to be unpacked at a depot (section 77G premise)
- Inter and intra state moves (for example, cargo placed on a vessel for the purpose of moving to a different state or port) are necessary
- The import cargo is destined for an overseas port (transshipment) and needs to move from one cargo terminal to another for loading onto the export vessel (for example, moving to another CTO or stevedore to be loaded for export)
- Time-up cargo
- Cargo to be moved again after deconsolidation
- Cargo moved from section 15 wharves to Section 77g Container Parks to alleviate congestion on the waterfront.
- Customs and/or AQIS issue directives.

REQUEST REASONS

- **MOV** (Movement Other) This movement reason is used when cargo is initially being moved between licensed establishments but not for unpack. Cargo with multiple stage underbond moves or interstate moves will generally use this reason.
- **DEL** (Delivery) This movement reason may be used if the cargo is moving to a place for final delivery. However, it should be noted that if the request reason is DEL the cargo can only be moved once. No subsequent moves can be made. **It is recommended that if in doubt, use the request reason of MOV.**
- **DCL** (Deconsolidation) This movement reason is used to denote that the cargo is to be moved to a section 77G establishment to deconsolidate individual consignments for delivery to their respective owners. This request reason cannot be used where the cargo report is the lowest level bill. When a House Bill is the lowest level bill, it **cannot** be moved underbond for deconsolidation. Once a consolidation or a container has been moved for DCL, it cannot be moved again but lower level bills can be moved underbond as required.

- **TSH** (Transshipment) This movement reason is used when imported cargo is being moved between Air and Sea CTO's for subsequent movement out of Australia. In cases where the corresponding cargo report has not nominated an overseas destination port, a TSH UBMR will generate a Transshipment number. This in-turn will be quoted on the export manifest. If the request reason is TSH, then the overseas transshipment port must be quoted on the UBMR. Once the UBMR is approved, the cargo report will have a status of TRANSHIP and a Transshipment number will be displayed accordingly.
- **AQS** (AQIS) This movement reason is used in situations where cargo has been directed to a licensed AQIS establishment.
- **TUW** (Time Up Warehouse) This movement reason is to be used when cargo has not been delivered or claimed for a specified period of time. If the request reason is TUW (Time Up Cargo) then:
 - i. The destination establishment must be a Section 79 warehouse in the same destination port as quoted on the cargo report.
 - ii. The originating establishment must either be in the port of discharge, or have acquitted underbond moves to move the cargo to that port.
 - iii. No other UBMR should exist apart from acquitted ones.
 - iv. An acquitted UBMR is an approved UBMR that has been outturned. Lodging an outturn for an approved UBMR changes the state to 'acquitted'.
 - v. An actual arrival report must exist for the vessel or aircraft.

MODE OF MOVEMENT

- **IVS** (International Voyage Sea) This mode of movement is used when cargo is moving underbond by sea on a vessel engaged on an international voyage. If the mode of movement is IVS, then the discharge, originating and destination establishments must be Section 15 wharfs. The movement vessel details also need to be supplied (used for Sea Cargo only).
- **DVS** (Domestic Voyage Sea) This mode of movement is used when cargo is moving underbond on a domestic vessel. If the mode of movement is DVS (domestic vessel sea) the discharge, originating and destination establishments should be Section 15 wharfs. Movement vessel details are NOT required.
- **ROA** (Road), **RAI** (Rail) and **AIR** (AIR) moves are self-explanatory.

NOTE: Sea Cargo that is moving underbond from one port to another, on an international vessel, is not to be included on a Cargo List Report.

In the event that sea cargo is moved underbond from a Customs wharf to a domestic terminal (eg Tasmanian cargo) for unpack at a depot, only one underbond movement is required for the entire journey. The reason being that the domestic terminal will not be able to receive Customs status messages.

SEA MOVES

When a container is being moved, **ONLY** the Vessel Id, Voyage Number and Container number need to be quoted. Bill of Lading Numbers must never be quoted when moving a container.

To move a container, the Cargo type must be either FCL (even if the container is LCL) or FCX and the number and type of packages must be quoted.

In the case of a consignment move (after the container has been unpacked / deconsolidated) the Vessel Id, Voyage Number, Container Number, Ocean and House Bill must be quoted. Cargo type quoted is LCL.

Note: Cargo types FCL, FCX are to be used for container moves and Cargo type LCL for consignment moves after deconsolidation from a container.

If the cargo type is Break Bulk or Bulk, then the Vessel Id, Voyage Number, Ocean Bill and House Bill (where applicable) must be quoted.

CHAINING

The 'chaining' process is initiated when an UBMR is lodged at the Master Air Waybill (MAWB) or Ocean Bill level. The Discharge Establishment must be quoted for the first physical (primary) UBMR. It is required to link to the Impending Arrival Report (IAR).

Any subsequent UBMR will only 'chain' if the originating premises are the same as the destination premises on the last chained UBMR.

If the IAR has not been reported then the primary UBMR and any other subsequent UBMR will be 'stored'. The chaining or linking process cannot commence until an IAR is reported.

APPROVAL

Approval of an UBMR is dependent on:

- i. The existence of a linked Impending Arrival Report (IAR).
- ii. A MAWB or Ocean Bill must be reported for the cargo.
- iii. The screening period for the Cargo Report has expired.
- iv. The vessel or aircraft must have departed its last overseas port
- v. The cargo must be risk assessed by Customs and AQIS
- vi. Amending a Cargo Report with an approved UBMR will cause the UBMR to revert back to 'chained', and send out an underbond rescind notice. A recalculation will take place and the UBMR should go back to 'approved' after screening has been completed.
- vii. Amending an approved UBMR will cause the UBMR to revert back to 'chained', and send out an underbond rescind notice. A recalculation will take place and the UBMR should go back to 'approved' after processing has been completed.
- viii. Withdrawing an approved UBMR will send out an underbond rescind notice. Once withdrawn, the UBMR state will never change. If an underbond move is still required, a new original UBMR must be submitted.

ACQUITTAL

An approved UBMR becomes 'acquitted' when an outturn is lodged for the cargo being moved. In the case of sea cargo, a Progressive Discharge Report (PDR) will acquit a sea UBMR. If an outturn is lodged before UBMR is approved it will never become 'acquitted'.

An acquitted UBMR cannot be withdrawn or amended unless the outturn is withdrawn first.

REASONS WHY A UBMR MAY NOT BE APPROVED NOR THE CARGO MOVED

- i. The UBMR is 'stored'. This means it has not linked to an IAR or any other UBMR relating to that line of cargo that is linked to the IAR.
- ii. The Ocean / Master Bill does not have any lower level bills, (children), and the freight forwarder indicator is ticked (set to 'Yes').
Note: Consolidation or container cannot be moved for DCL, deconsolidation, unless at least one House Bill is reported.
- iii. The primary UBMR will always have the discharge establishment field populated. If the primary UBMR has not been lodged then no other UBMRs can be approved and will remain 'stored' until the primary UBMR is lodged and chained and the subject underbond can be linked (chained) to the primary underbond.

- iv. The MAWB has the freight forwarder indicator ticked (it is a consolidation) and no House Bills have been reported.
- v. UBMR quotes bills reported in a different hierarchy. – Underbond movement request must match the cargo reporting hierarchy.
- vi. The Sea Cargo or Air Cargo Report has been risk assessed, and a movement impediment or an X-Ray advice has been placed on it.
- vii. The Sea or Air IAR has not been reported.
- viii. The Ocean / Master Bill has not been reported.
- ix. The Vessel or Aircraft quoted on the IAR has not left its last Overseas Port of Departure.
- x. The screening period has not expired.
- xi. The IAR, or Cargo Report or UBMR has not been risk assessed.
- xii. The IAR has been risked assessed but has an impediment (i.e. GAS hold in Sea).
- xiii. The cargo has a 'CLEAR' status.
- xiv. The UBMR has been risk assessed but has an impediment
- xv. The UBMR was approved but has reverted backed to 'chained'. This occurs when either the UBMR is amended or details on the Cargo Report are amended. This causes a recalculation of the screening period. Any amendments to Cargo Report will trigger a new screening period.
- xvi. A Movement Impediment exists [on the Ocean / Master Bill](#). [If a movement impediment applies to a subsequent parent or sub master bill, underbonds on lower level bills, although 'chained', cannot be approved.](#)
- xvii. The cargo is Air cargo, and the move is to a Section 77G Container Park.
- xviii. The UBMR is for "transit" cargo. ("Transit cargo" is cargo where the discharge and destination ports have been reported as overseas ports)
- xix. The UBMR has a request reason of 'TUW' and the destination premises are not a Section 79 establishment.
- xx. The incorrect Establishment is quoted in the Originating or Destination Establishments.
- xxi. An outturn has been lodged at the destination establishment prior to the creation of the underbond. If this occurs the outturn must be withdrawn.
- xxii. A previous underbond has a Request Reason of DEL.

FOR MORE INFORMATION

go to: www.customs.gov.au

email: cargosupport@customs.gov.au

phone: 1300 558 099