



Changes to Sea Cargo Reporting (Ocean Bill of Lading) Phase 1

Background

Customs has re-examined the way in which ocean bills of lading (OBOL) numbers are used to create associations between reports in the Integrated Cargo System (ICS).

The ICS requires shipping companies to lodge cargo reports based on OBOL for all space leased on a vessel carrying import cargo into Australia. Where shipping companies lease space to freight forwarders; these freight forwarders submit cargo reports based on house bill of lading (HBOL) information. The freight forwarder may issue HBOLs to the final recipient of the goods, or further sub-let space to other freight forwarders.

HBOL cargo reports are linked to OBOL cargo reports by the matching of key identifiers contained within both types of reports. These identifiers need to be identical to achieve a match. These are Vessel Id, Voyage Number, Container Number (where applicable) and OBOL. Failure to achieve a match results in cargo being impeded or the rejection of the cargo report by the ICS.

CHANGES

The need to provide an identical matching OBOL number when reporting lower level bills as criteria for obtaining clearance for containerised cargo has been removed.

The changes will only apply for containerised cargo reported as a full container load (FCL) at the OBOL level. Where a lower level cargo report is submitted and the quoted OBOL cargo report cannot be found in the system, the ICS will attempt to match and link the lower level bill to an OBOL using the container number and vessel Id/voyage number details provided within the HBOL cargo report. As part of this process, the ICS will change the OBOL number on the HBOL cargo report.

For the first phase of the change, to be implemented on 15 May 2006, this process will only occur when the OBOL cargo report has been submitted by the relevant shipping line, prior to the submission of the HBOL cargo report by the freight forwarder. If an OBOL cargo report is received subsequent to a HBOL cargo report, the two reports will only be associated if the OBOL numbers quoted match.

Subsequent releases will cater for scenarios where the HBOL is lodged prior to the OBOL and the implementation of these will be announced in the near future.

Importantly, for this phase, if an original OBOL cargo report is withdrawn, that had previously linked to a HBOL cargo report (with OBOL number derived) the derived OBOL number on the HBOL cargo report will remain. This means that a new OBOL cargo report, quoting a different OBOL number, will be rejected by the ICS unless all HBOL cargo reports for the container are withdrawn.

CONTAINERISED SEA CARGO REPORTING

Where an OBOL has been reported to Customs the ICS will associate any subsequently lodged lower level cargo reports to that OBOL based on matching vessel Id, voyage number and container number details.

Industry will be required to continue to report the OBOL number to the best of their knowledge.

If a HBOL cargo report is received and the ICS cannot identify an OBOL cargo report quoting the same OBOL number, the ICS will check for an OBOL cargo report that quotes the same vessel Id, voyage number and container number details. If the ICS identifies such a report it will derive the OBOL number from the OBOL cargo report and apply it to the HBOL cargo report.

Cargo reports may be amended or withdrawn, however, unique cargo identifiers such as vessel Id, voyage number, OBOL number and HBOL number cannot be amended. If any unique cargo identifiers are required to be amended, the cargo report must be withdrawn and a new report submitted.

Amendments to, or withdrawals of, HBOL cargo reports via EDI will be accepted only if the reported or derived OBOL number is quoted within the message.

Scenarios

There are scenarios for the above processes attached within this document.

Scenario 1 is attached [here](#) and shows the system behaviour when:

- The shipping company issues one OBOL for an FCL container consigned to a freight forwarder.
- The freight forwarder reports one HBOL for the FCL container using an inaccurate OBOL number.
- There is no underbond move required as the container is to be delivered from the wharf.

Scenario 2 is attached [here](#) and shows the system behaviour when:

- The shipping company issues two OBOL for a container consigned to a freight forwarder. These are reported to ICS as LCL or FCX cargo reports.
- The freight forwarder reports two LCL or FCX reports for the container using an OBOL number that has not been reported to ICS.
- The shipping company later submits an additional cargo report for the same container quoting the OBOL number reported by the freight forwarder.

Scenario 3 is attached [here](#) and shows the system behaviour when:

- The shipping company issues one OBOL for an FCL container consigned to a freight forwarder.
- The freight forwarder reports one HBOL for the FCL container using an inaccurate OBOL number.
- There is no underbond move required as the container is to be delivered from the wharf.
- The shipping company subsequently withdraws the OBOL cargo report.

CONTAINERISED UNDERBOND MOVE

Requests to move goods underbond at the HBOL level must quote either the OBOL number reported within the HBOL cargo report or the OBOL number that was derived from the OBOL cargo report. The ICS will recognise either of these OBOL numbers if quoted on an Underbond Movement Request and will process as normal.

Amendments to Underbond Movement Requests will be allowed using either the reported or derived OBOL number.

Scenario

Scenario 4 is attached [here](#) and shows the system behaviour when:

- The shipping company issues one OBOL for an FCL container consigned to a freight forwarder.
- The freight forwarder reports two LCL or FCX reports for the container using an inaccurate OBOL number.
- The freight forwarder moves one HBOL from Depot A to interstate Depot B for delivery quoting an inaccurate OBOL number in the underbond movement request.

OUTBOUND MESSAGES

All outbound messages will include the reported OBOL number that was quoted in the message submitted to Customs to which the outbound message relates. This means the Cargo Status Advice (CARST) message for HBOL cargo will always contain the OBOL number quoted within the HBOL cargo report. Underbond approval and advice messages will contain the OBOL number quoted within the Underbond Movement Request.

Where the ICS derives the OBOL number for a HBOL cargo report an information message will be returned to the user advising of this.

“QUOTED OBOL NOT FOUND. ICS HAS DERIVED DERIVED=(*derived bill here*) USING VESSEL VOYAGE AND CONTAINER”

The message will be returned on screen to CI users or via the Cargo Report Response message for EDI users.

ICS SCREEN CHANGES

As a result of these changes there will be a number of changes to screens within the ICS. These changes are detailed below and have also been included in the relevant ICS manuals.

QUERY SEA CARGO REPORT

The ICS allows authorised users to query and view details associated with containerised sea cargo consignments. Customs Interactive users will notice some changes to the following screens:

- Sea Cargo Report List

Vessel ID	Voyage No	Discharge Port Code	Ocean	House
7374400	TEST01	AUSYD	TEST BILL ONE	
7374400	WTC1	AUSYD	S2 (*)	S2H1
7374400	WTC1	AUSYD	S5 (*)	S5H1
7374400	VYG1	AUSYD	S9C (*)	S2H2
7374400	VYG3	AUSYD	S5 (*)	S2H1
7374400	VYG3	AUSYD	S3A	S1H1
7374400	VYG3	AUSYD	S2 (*)	S2H1
7374400	VYG3	AUSYD	S1 (*)	S1H1
7374400	VYG4	AUSYD	S5A	S5H1
7374400	VYG4	AUSYD	S3A	S3H1
7374400	VYG4	AUSYD	S1A	S1H1
7374400	VYG4	AUSYD	S2	S2H1
7374400	VYG2	AUSYD	S2	S2H1
7374400	VYG1	AUSYD	S2	

The Sea Cargo List screen will show an asterisk (*) against the sea cargo report where a HBOL cargo report quotes an OBOL number that is different to the OBOL number that has been derived from the OBOL cargo report.

The Ocean Bill of Lading column on this screen shows the derived number. When the cursor 'hovers' over the derived number with an asterisk, a pop-up text message will appear against it, displaying the reported OBOL number.

Users are advised not to use OBOL number when searching for HBOL cargo reports, as reported OBOL numbers will not provide a match where the OBOL number has been derived.

It is recommended that searches are conducted either by container number or HBOLnumber.

- Sea Cargo Report View

Sea Cargo Report View

View EDI details Version 1

Vessel 7374400 FALCON ARROW Voyage No VYG3
 Discharge Destination AUSYD AUSYD
 Port Code AUSYD AUSYD
 Original Loading Port Code SGSIN
 Bill Of Lading Origin Port Code SGSIN
 First Australian Port Code
 Ocean Bill Of Lading S1
 House Bill Of Lading S1H1
 Reported Ocean Bill Of Lading S1A
 Parent Bill Of Lading
 Country Of Origin Of Goods SINGAPORE
 Reported By 16007286160 CENTRAL CITY SIGNS PTY. LTD.
 Responsible Party 16007286160 CENTRAL CITY SIGNS PTY. LTD.
 Principal Agent 16007286160 CENTRAL CITY SIGNS PTY. LTD.
 Consignee HARRY 20 STURT ST
 Consignor MICK 1 BIG JOHN ST
 Notify Party JOHN 18 QINTEX PL
 Freight Forward Indicator YES
 Freight Method Of Payment AB - COD CONSIGNEE
 Transit Indicator NO

Overseas Routing Port Code(s)

Line Summary Details
 Line 1 - 1 of 1 Go To Container No [] Prev Page Next

Cargo Type	Container No	Goods Description	Status	Show Hyperlink
FCL	CONT1	OVENS	SUBBUMOV	C

Sea Impending Arrival

Prev Report Next Amend Withdraw Add Line(s)

The Sea Cargo Report View screen will show an additional field, called 'Reported Ocean Bill of Lading'.

This new field will only be displayed when the reported OBOL number is different to the derived OBOL number. The derived OBOL number is shown against the existing 'Ocean Bill of Lading' field.

- Sea Cargo Manifest List

Search Criteria

Container No: SP20060112CON001

Ocean Bill: Vessel ID: Vessel Name: USE FIND OPTION--> Find

House Bill: Voyage No: Reported Between: 10 / JAN / 2006 And 10 / FEB / 2006

Search Results

Vessel ID	Voyage No	Container No	Ocean Bill	House Bill	Disch Type	Frt Port	Fwd Ind	U/B	Dec	Status
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001		FCL	AUSYD	Y	Y		SUBMOV
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001 (*)	DCSPN20060112OHB001	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001							HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001							HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001 (*)	DCSPN20060112OHB005	LCL	AUSYD	Y	Y		CLEAR
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB006	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB007	LCL	AUSYD	Y	Y		CLEAR
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001 (*)	DCSPN20060112OHB008	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001 (*)	DCSPN20060112OHB009	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB010	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB011	LCL	AUSYD	Y	Y		CLEAR
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB012	LCL	AUSYD	Y	Y		CLEAR
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB013	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB014	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB015	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB016	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB017	LCL	AUSYD	Y	Y		HELD
7800588	SP027	SP20060112CON001	DCSPN20060112OBL001	DCSPN20060112OHB018	LCL	AUSYD	Y	Y		HELD

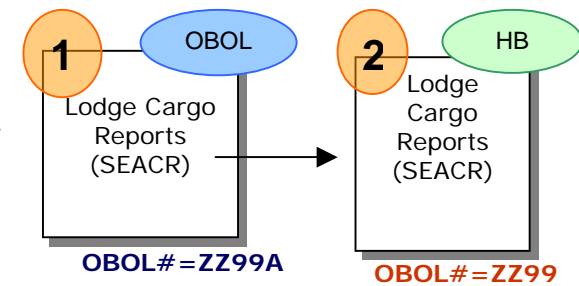
The Sea Cargo Manifest List screen will show an asterisk (*) against the sea cargo report where the reported OBOL number is different to the derived OBOL number.

The Ocean Bill column on this screen shows the derived number. When the cursor 'hovers' over the derived number with an asterisk, a pop-up text message will appear against it, showing the reported OBOL number.

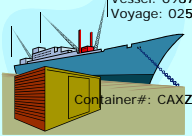
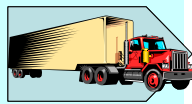
For more information on the changes to Sea Cargo Reporting (Ocean Bill of Lading) Phase 1:

Email cargosupport@customs.gov.au or phone 1300 558 099.

Shipping Company reports Ocean Bills before Freight Forwarder bills are reported to ICS, and there are no Customs or AQIS interventions.

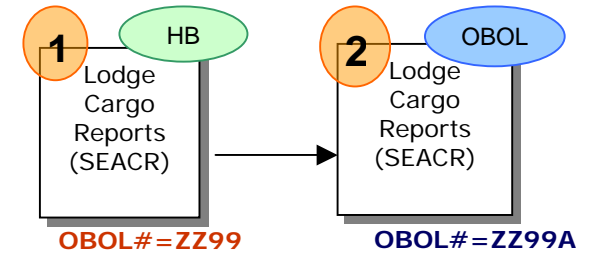


Scenario 01 :

Description of business scenarios	When ocean bill number reported in freight forwarder cargo report does not match with ocean bill number reported in the shipping company ocean bill,	
	The <u>current</u> system behaviour and result is:	The <u>changed</u> system behaviour and result is:
<ul style="list-style-type: none"> Shipping Company issues one Ocean Bill of Lading for a FCL Container consigned to a Freight Forwarder. Freight Forwarder reports one Housebill for the FCL Container using an inaccurate OBOL number. There is no underbond move as Container is delivered from the wharf. <div data-bbox="129 805 1070 845" style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <p>Scenario description: All documents relate to the same vessel, voyage and container. Freight Forwarder quotes OB#=ZZ99. Shipping Line OBOL#=ZZ99A. Consignment delivered to owner from wharf. FCL Cargo Type.</p> </div> <div data-bbox="129 853 1070 1141" style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="border: 1px solid black; padding: 5px; width: 45%;">  <p>Vessel: 098765 Voyage: 025</p> <p>Container#: CAXZ123456</p> <p>OBOL Shipping Line Z OB#: ZZ99A Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Sydney</p> <p>1. Shipping Line Z reports OBOL for container CAXZ123456, arriving in Sydney on vessel 098765 voyage 025</p> </div> <div style="border: 1px solid black; padding: 5px; width: 45%;">  <p>House Bill Freight Forwarder W HB#: H123 OB#: ZZ99 Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Sydney</p> <p>2. Freight Forwarder W reports House Bill for container CAXZ123456, arriving in Sydney on vessel 098765 voyage 025 for delivery from wharf.</p> </div> </div>	<ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill will be rejected, quoting an Error Message = "Container already reported by another OB# " Freight Forwarder has to check accuracy of OBOL number provided and if so, uses ICS to search for the OBOL number of the Shipping Company cargo report to find the right OBOL number to use. Freight Forwarder has to adjust the OBOL number in the Housebill cargo report before re-sending to ICS. 	<ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill is accepted by ICS, even though an inaccurate OBOL number is provided to ICS. Relevant parties will receive the CARST referencing the OBOL number reported in the corresponding lowest level cargo reports.

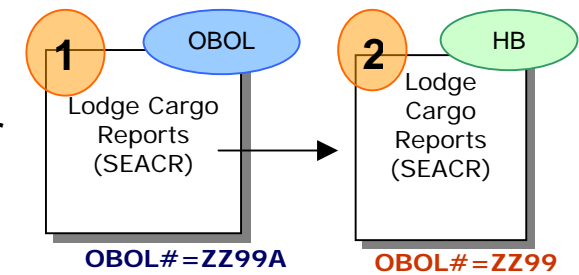
Shipping Company reports Ocean Bills before Freight Forwarder bills are reported to ICS, and there are no Customs or AQIS interventions.

Scenario O2 :

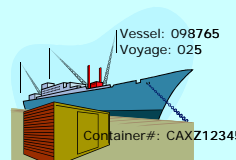
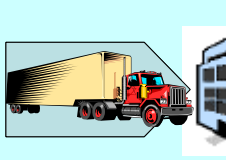


Description of business scenarios	When ocean bill number reported in freight forwarder cargo report does not match with ocean bill number reported in the shipping company ocean bill,	
	The <u>current</u> system behaviour and result is:	The <u>changed</u> system behaviour and result is:
<ul style="list-style-type: none"> Shipping Company issues two Ocean Bills of Lading for a Container consigned to a Freight Forwarder. These are reported to ICS as LCL or FCX Ocean Bills cargo reports. Freight Forwarder reports two LCL or FCX Housebills for the Container using an OBOL number that has not been reported to ICS yet. Shipping Company later issues one additional Ocean Bill of Lading for the same container quoting the OBOL number reported by the Freight Forwarder. <p>Scenario description: All documents relate to the same vessel, voyage and container. Freight Forwarder quotes OB#=ZZ99. Shipping Line OBOL#=ZZ99A. Assumes one underbond move from wharf to depot. Consignment delivered to owner from depot. LCL Cargo Type.</p> <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <p>1. Shipping Line Z reports two OBOLs for container CAXZ123456, arriving in Sydney on vessel 098765 voyage 025</p> </div> <div style="width: 50%;"> <p>2. Freight Forwarder W reports two House Bills for container CAXZ123456 on vessel 098765 voyage 025. One Housebill refers to a reported OB#, the other refers to an unreported OB# (ZZ99C).</p> </div> <div style="width: 50%;"> <p>3. Freight Forwarder moves cargo for housebill H124 underbond by road to Depot ADL890.</p> </div> <div style="width: 50%;"> <p>OBOL3 Shipping Line Z OB#: ZZ99C Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Sydney</p> </div> </div>	<p>Prior to the 3rd OBOL being reported by the shipping company:</p> <ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill quoting the 3rd OBOL number will be accepted, but cannot be cleared because the OBOL has not been reported yet. Underbond movement requests for the 3rd OBOL number can be reported and is accepted into ICS but will not be approved because the OBOL has not been reported yet. <p>When the 3rd OBOL is reported to ICS by the shipping company:</p> <ul style="list-style-type: none"> Underbond movement requests will be approved (subject to all other impediments being cleared) Freight Forwarder's cargo report for the Housebill will be cleared (subject to import declaration). 	<p>There is no change to system behaviours under this scenario for any of the House Bill cargo reports, irrespective of when Ocean Bill cargo reports are submitted to ICS.</p>

Shipping Company reports Ocean Bills before Freight Forwarder bills are reported to ICS, and there are no Customs or AQIS interventions.

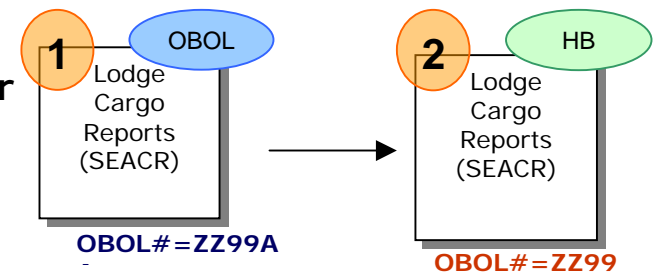


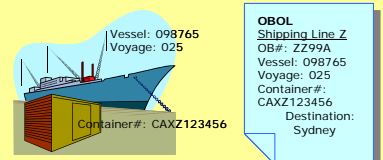
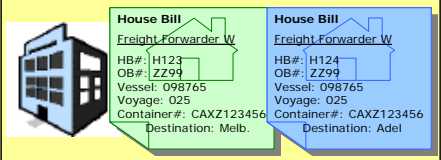
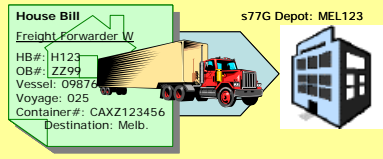
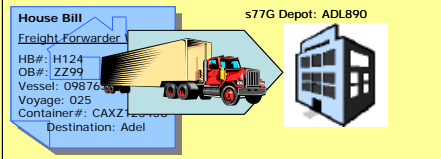
Scenario O3 :

Description of business scenarios	When ocean bill number reported in freight forwarder cargo report does not match with ocean bill number reported in the shipping company ocean bill,	
	The <u>current</u> system behaviour and result is:	The <u>changed</u> system behaviour and result is:
<ul style="list-style-type: none"> Shipping Company issues one Ocean Bill of Lading for a FCL Container consigned to a Freight Forwarder. Freight Forwarder reports one Housebill for the FCL Container using an inaccurate OBOL number. There is no underbond move as Container is delivered from the wharf. Shipping Company withdraws the Cargo Report for the OBOL. <div data-bbox="168 831 1108 874" style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Scenario description: All documents relate to the same vessel, voyage and container. Freight Forwarder quotes OB# = ZZ99. Shipping Line OBOL# = ZZ99A. Consignment delivered to owner from wharf. FCL Cargo Type.</p> </div> <div data-bbox="159 882 1108 1166" style="display: flex; justify-content: space-between;"> <div data-bbox="159 882 604 1166" style="border: 1px solid black; padding: 5px;">  <p>Vessel: 098765 Voyage: 025 Container#: CAXZ123456</p> <p>OBOL Shipping Line: Z OB#: ZZ99A Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Sydney</p> <p>1. Shipping Line Z reports OBOL for container CAXZ123456, arriving in Sydney on vessel 098765 voyage 025</p> </div> <div data-bbox="616 882 1108 1166" style="border: 1px solid black; padding: 5px;">  <p>House Bill Freight Forwarder: W HB#: H123 OB#: ZZ99 Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Sydney</p> <p>2. Freight Forwarder W reports House Bill for container CAXZ123456, arriving in Sydney on vessel 098765 voyage 025 for delivery from wharf.</p> </div> </div>	<ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill will be rejected, quoting an Error Message = "Container already reported by another OB#" Freight Forwarder has to check accuracy of OBOL number provided and if so, uses ICS to search for the OBOL number of the Shipping Company cargo report to find the right OBOL number to use. Freight Forwarder has to adjust the OBOL number in the Housebill cargo report before re-sending to ICS. 	<ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill is accepted by ICS, even though an inaccurate OBOL number is provided to ICS. Relevant parties will receive the CARST referencing the OBOL number reported in the corresponding lowest level cargo reports. When the Cargo report for the OBOL is Withdrawn the link between that report and the Housebill report is broken. The status of 'OBOL exists' is set to 'NO' on the reported Housebill..

Shipping Company reports Ocean Bills before Freight Forwarder bills are reported to ICS, and there are no Customs or AQIS interventions.

Scenario O4:



Description of business scenarios	When ocean bill number reported in freight forwarder cargo report does not match with ocean bill number reported in the shipping company ocean bill,	
	The <u>current</u> system behaviour and result is:	The <u>changed</u> system behaviour and result is:
<ul style="list-style-type: none"> Shipping Company issues one Ocean Bill of Lading for a FCL Container consigned to a Freight Forwarder. Freight Forwarder reports two LCL or FCX Housebills for the Container using an inaccurate OBOL number. Freight Forwarder moves one Housebill from DepotA to interstate DepotB for delivery quoting an inaccurate OBOL number in the underbond movement request. <div data-bbox="123 786 965 821" style="border: 1px solid black; padding: 2px; margin-top: 10px;"> <p>Scenario description: All documents relate to the same vessel, voyage and container. Freight Forwarder quotes OB# = ZZ99. Shipping Line OBOL# = ZZ99A. Assumes one underbond move from wharf to depot. Consignment discharged to owner from depot. LCL Cargo Type.</p> </div> <div style="display: flex; flex-wrap: wrap; margin-top: 10px;"> <div style="width: 50%; border: 1px solid black; padding: 5px; margin-bottom: 5px;">  <p>OBOL Shipping Line Z OB#: ZZ99A Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Sydney</p> </div> <div style="width: 50%; border: 1px solid black; padding: 5px; margin-bottom: 5px;">  <p>House Bill Freight Forwarder W HB#: H123 OB#: ZZ99 Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Melb.</p> <p>House Bill Freight Forwarder W HB#: H124 OB#: ZZ99 Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Adel</p> </div> <div style="width: 50%; border: 1px solid black; padding: 5px; margin-bottom: 5px;">  <p>House Bill Freight Forwarder W HB#: H123 OB#: ZZ99 Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Melb.</p> <p>s77G Depot: MEL123</p> </div> <div style="width: 50%; border: 1px solid black; padding: 5px;">  <p>House Bill Freight Forwarder W HB#: H124 OB#: ZZ99 Vessel: 098765 Voyage: 025 Container#: CAXZ123456 Destination: Adel</p> <p>s77G Depot: ADL890</p> </div> </div> <p>1. Shipping Line Z reports OBOL for container CAXZ123456, arriving in Sydney on vessel 098765 voyage 025</p> <p>2. Freight Forwarder W reports two House Bills for container CAXZ123456 on vessel 098765 voyage 025. Housebill H123 is discharging in depot MEL123 for delivery. Housebill H124 is discharging in depot ADL890</p> <p>3. Freight Forwarder moves cargo for housebill H123 underbond by road to Depot MEL123.</p> <p>4. Freight Forwarder moves cargo for housebill H124 underbond by road to Depot ADL890.</p>	<ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill will be rejected, quoting an Error Message = "Container already reported by another OB# " Freight Forwarder has to check accuracy of OBOL number provided and if so, uses ICS to search for the OBOL number of the Shipping Company cargo report to find the right OBOL number to use. Freight Forwarder has to adjust the OBOL number in the Housebill cargo report before re-sending to ICS. Freight Forwarder must use matching key fields (vessel, voyage, container number, ocean bill and house bill) to lodge underbond movement request for subsequent LCL underbond moves. 	<ul style="list-style-type: none"> Freight Forwarder's sea cargo report for the Housebill is accepted by ICS, even though an inaccurate OBOL number is provided to ICS. Freight Forwarder's underbond movement request for the Housebill is accepted and approved by ICS, as long as the OBOL number quoted in the underbond movement request is either the one reported in the Housebill cargo report or the one reported by the Ocean bill. Relevant parties will receive the CARST referencing the OBOL number reported in the corresponding lowest level cargo reports. Relevant parties entitled to receive underbond movement notices will receive the UBMREQR referencing the OBOL number reported in the corresponding underbond movement request. Unsolicited messages will quote OBOL number of the corresponding lower level cargo report.