



## Australian Customs Cargo Advice

Number 08/01

### Export Cargo Repositioned By Sea

Export Cargo Repositioned by Sea refers to cargo that is received for export and is subsequently diverted from its original export course. The export cargo may have its route interrupted due to unexpected circumstances such as break down in a refrigeration system, or be pre-determined by the Shipping Industry when it proves more economical to move the cargo from one export vessel to the next where the voyage lends itself to the movement of the cargo more efficiently. Customs and Industry have agreed on an interim solution to deal with cargo that falls under this category.

It is proposed that all cargo for export (including that cargo that will be repositioned by sea) be reported at the first port under its original Customs Authority Number (CAN).

When the Cargo is repositioned by seas and subsequently required to be received at a second Cargo Terminal Operator, it would be reported on the Cargo List Report as 'x' indicating export cargo and the cargo is being repositioned prior to export.

Subsequent movement of the goods to a third CTO from the second CTO would be reported under the Integrated Cargo System (ICS) exemption code EXDC.

In order to (electronically) link the CTO Receival notices (to be communicated to Customs in accordance with s.114F of the *Customs Act 1901*) clients are to utilise the Container No/Non-Containerised ID field to record the Container ID. The Non-Containerised ID should be the Shipping Line Booking Reference Number but if this is not available the bill number or another internal identifier is acceptable. This will communicate to Customs the movement of the Cargo whether or not the CTO's are located at the same port. This reporting mechanism would be most relevant where goods are required to be transported by road or rail in order to be repositioned at the appropriate CTO.

The final reference to the goods would be reflected on the exporting vessel's Main Manifest where they would continue to be classified under the ICS code EXDC and identified to Customs through the Container No/Non-Containerised ID field.

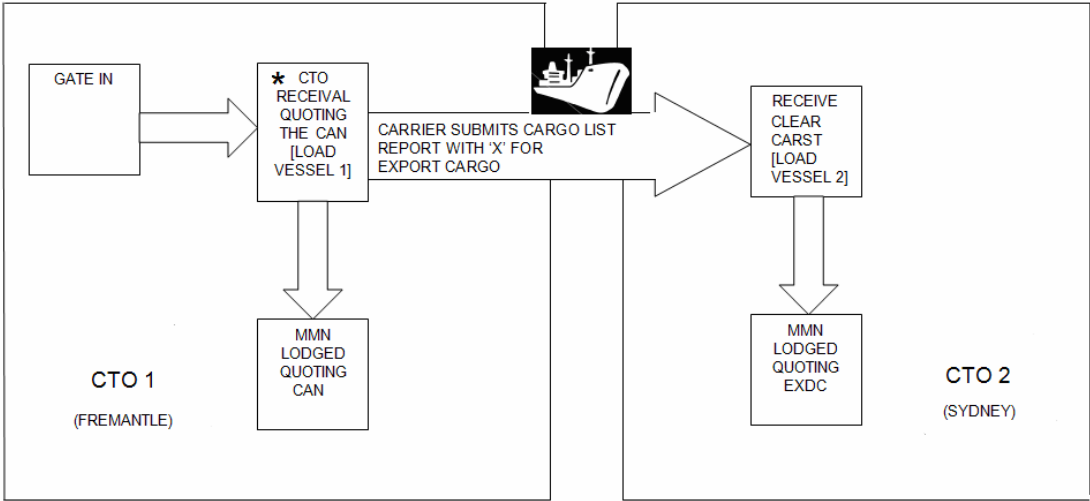
#### Further Information

Further information can be obtained by contacting the Manager, Export Policy on (02) 6275 6063 or write to [export.policy.act@customs.gov.au](mailto:export.policy.act@customs.gov.au).

Australian Customs Service  
Industry Engagement and User Services  
CANBERRA  
7<sup>th</sup> February 2008

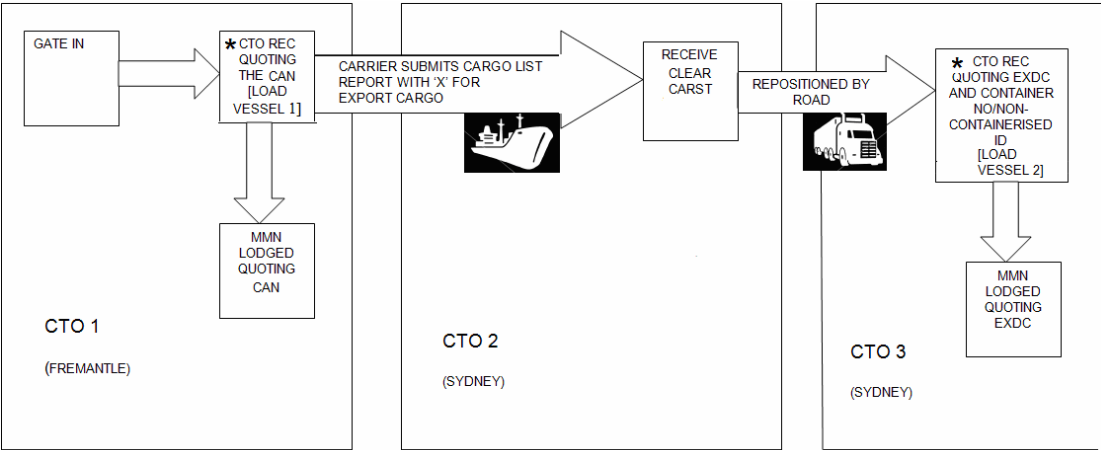
Example of these processes are outlined in the following attachment to this ACCA

# Scenario 1



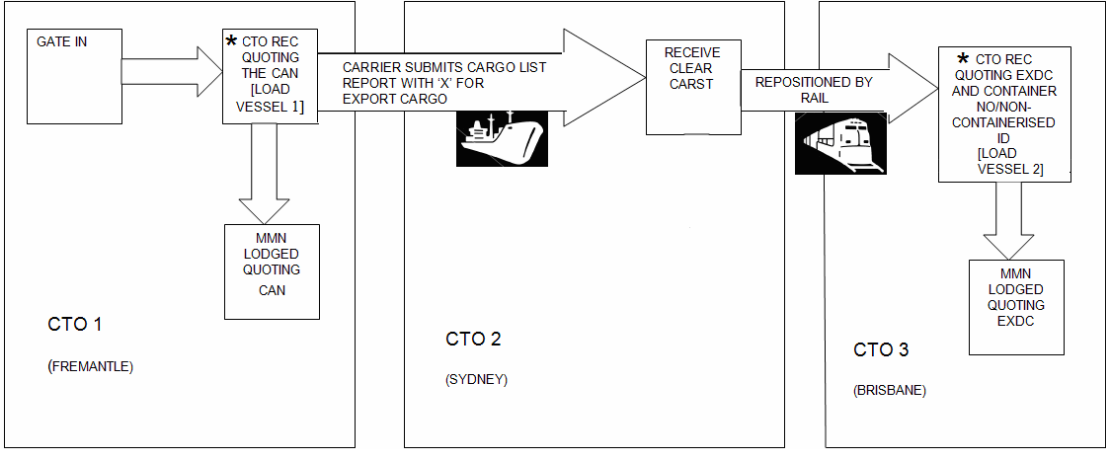
\* PRA/ERA for CTO 1 should reflect the CAN.

# Scenario 2



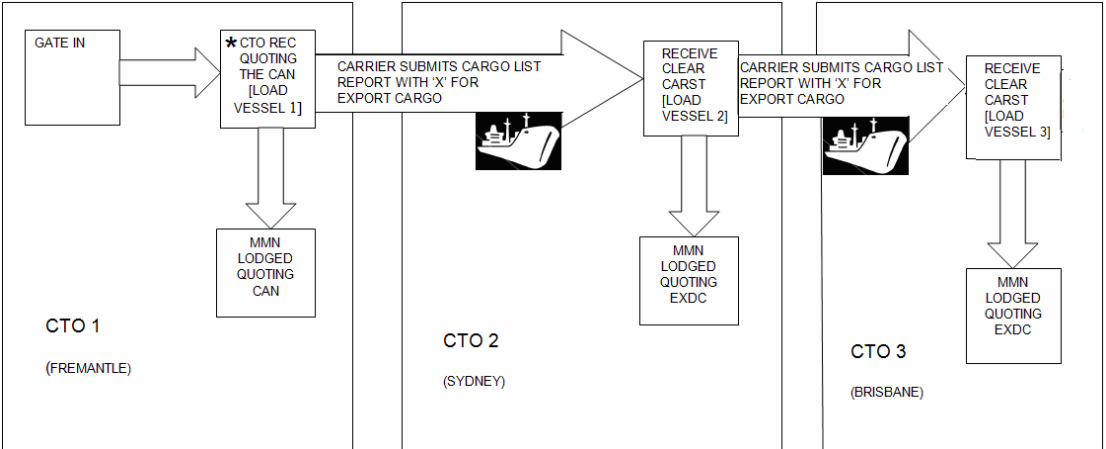
\* PRA/ERA for CTO 1 should reflect the CAN and the PRA/ERA for CTO 3 should reflect EXDC.

### Scenario 3



\* PRA/ERA for CTO 1 should reflect the EDN and the PRA/ERA for CTO 3 should reflect EXDC.

### Scenario 4



\* PRA/ERA for CTO 1 should reflect the CAN.

**NOTE: Customs does not have a role in managing the PRA/ERA system.**