



Australian Customs Cargo Advice

Number 2010/07

Re-use of Master Air Waybill Numbers

Concerns have been raised by industry in relation to the implications that the re-use and re-reporting of Master Air Waybill numbers (MAWB) by airlines is causing with cargo reporting and cargo clearance within the Integrated Cargo System (ICS).

Customs and Border Protection is currently addressing this issue and is progressing towards the implementation of a system change within the ICS in the first half of 2011.

This document has been compiled to provide a brief outline of the issue and concerns as well as a guide to assist in identifying if a consignment is the subject of MAWB re-use. It also provides a link to a more detailed document relating to a workaround for this issue. If there are still issues that require clarification then the matter should be referred to the CI&SC for assistance.

MAWB Reporting

The reporting of air cargo by airlines to Customs and Border Protection is provided at the MAWB level. MAWBs are primarily the unique identifiers for cargo consignments carried by an airline and are a prime identifier utilised in Customs' assessment processes.

The MAWB is also one of the unique identifiers that allow industry to accurately report and clear air cargo arriving in Australia.

There are only a finite number of valid MAWBs for an airline to issue and after a period of time the same MAWB number may be reported again in the ICS. The timeframe for re-cycling of MAWB numbers depends solely on the size of the airlines cargo operation and the specific controls they have over re-use of their MAWBs. IATA specifies a re-issuance period of 12 months for the possible re-use of a MAWB.

As a consequence of the airlines' need to re-use their MAWBs, there are situations occurring where consignments are being linked at the MAWB level to earlier reported, unrelated consignments, which have previously quoted the same MAWB. These unrelated MAWBs may be years apart.

The linking to an earlier unrelated MAWB results in the ICS creating partshipment scenarios between these MAWBs. Partshipment occurs when a single consignment identified at the MAWB level arrives over two or more flights.

This linkage and partshipment functionality is further complicated and aggravated with consolidation consignments that require further reporting and identification of the cargo at the lower level, ie at the house airway bill (HAWB) level.

The partshipment process involves the “ghosting” (copying) of all associated air waybills with each re-report of the MAWB. A genuine partshipment may occur more than once, however the complete shipment is usually received within a short period of time.

The partshipment process within the ICS was designed to facilitate legitimate occurrences where airlines were not able to transport a complete MAWB shipment on one flight and subsequently arrives over two or more flights.

The process of the ICS calculating part-shipments for these unrelated, re-reported MAWBs can cause unintended status issues and may result in delays with the release of legitimate cargo.

How do I check my shipment?

If you have concerns that your consignment may be affected by a re-use of a MAWB, you can check the details of your shipment with the details that have been reported to Customs and Border Protection.

This can be done from the ICS “Home Page” via “Imports”; “Diagnostics” and then selecting the “Air Cargo Manifest List” display and inputting the MAWB details.

If the initial comparison of the details of each MAWB report reveals a difference between the “Reported Dates” or the “Arrival Dates” to be more than a month then it is likely that this is an instance of MAWB re-use.

There are a number of indicators that provide assistance in deciding whether your shipment is affected by a re-used MAWB.

As mentioned the prime indicators are the date fields however any uncertainty may be further checked when coupled with the information provided with the destination and discharge port fields – these can be confirmed from your documentation.

The following two examples may assist in the identification - in both these examples the MAWB report indicated by the star is the most recent and as seen from the discrepancy in the dates these shipments would be affected by a re-used MAWB.

- Shipments involving the reporting of consignments at the straight line MAWB ie no HAWBs

ICS_A
EXT_TEST

Air Cargo Manifest List

Australian Government
Australian Customs and Border Protection Service

HOME HELP

+ Reference
+ Client
+ Reports
+ Exports
- Imports
+ Sea Arrivals
+ Sea Cargo Report
+ Cargo List
+ Progressive Discharge
+ Vessel Summary

Search Criteria

Master Air WayBill No 014 - 01010101

House Air WayBill No

Flight No

Arrival Date 31 MAY 2010

Discharge Port Code Find

Search Clear

Search Results

MAWB	S	M	HAWB	Reported Date	Flight No	Arrival Date	Disc Port	Dest Port	Ver No	F	Dec	U	P	Status
01401010101				08 JAN 15:28	AC01	08 JAN	AUSYD	AUMEL	1			Y	Y	HELD
01401010101				★ 31 MAY 09:21	KB311	30 MAY	AUSYD	AUSYD	1			C	Y	HELD

Note: If either or both of the MAWBs involved is a straight line master, a manual “Customs Override Release” CORS clearance ([ACCA 0621](#)) may be required from the CI&SC.

- Shipments involving the reporting of consignments being consolidations ie involving HAWBs

ICS_A
EXT_TEST

Air Cargo Manifest List

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HOME HELP

+ Reference
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- Imports
+ Sea Arrivals
+ Sea Cargo Report
+ Cargo List
+ Progressive Discharge
+ Vessel Summary
+ Sea Cargo Outturn
+ Underbond
+ Air Arrivals
+ Air Cargo Report
+ Air Waybill Outturn

Search Criteria

Master Air WayBill No 014 - 10001817

House Air WayBill No

Flight No

Arrival Date 31 MAY 2010

Discharge Port Code Find

Search Clear

Search Results

MAWB	S	M	HAWB	Reported Date	Flight No	Arrival Date	Disc Port	Dest Port	Ver No	F	Dec	U	P	Status
01410001817				10 JAN 10:40	AC1817	09 JAN	AUSYD	AUSYD	1	Y		Y	Y	SUBBMOV
01410001817				31 MAY 09:35	KB961	28 MAY	AUSYD	AUSYD	1	Y			Y	HELD
01410001817			HAWB1	★ 31 MAY 09:36	AC1817	09 JAN	AUSYD	AUSYD	1			C	Y	HELD
01410001817			HAWB2	31 MAY 09:37	AC1817	09 JAN	AUSYD	AUSYD	1			C	Y	HELD
01410001817			HOUSE1	10 JAN 10:40	AC1817	09 JAN	AUSYD	AUSYD	1				Y	HELD
01410001817			HOUSE2	10 JAN 10:40	AC1817	09 JAN	AUSYD	AUSYD	1				Y	HELD

Workaround details

After checking the MAWB as above, and if you consider that your shipment may be affected by the re-use of a MAWB refer, you can access further instructions at the [MAWB re-use workaround document](#).

If there are still issues that require clarification then the matter should be referred to the CI&SC on **1300 558 099** for assistance and guidance.