



Release 8.4.10 – External Notes

Purpose

This release (release 8.4.10) is scheduled for implementation on 25 June 2008 and contains several changes and incident fixes. These notes are designed to provide plain English descriptions of the changes. This will allow clients a better understanding of what has been fixed and how it might relate to their business.

General Changes / Incidents

C195 – Export Main Manifest change

Previously in the ICS, a CAN could not be quoted on more than one Export Main Manifest. The ICS would reject any message quoting the CAN a second time. Now the ICS will allow a CAN to be quoted more than once on an Export Main Manifest

C8811 / P287897 / i273543 – Amendments to EDNs

Previously, when Confirming Exporters 'confirmed' their EDNs, the Australian Harmonized Export Commodity Classification (AHECC) code was being inappropriately validated which caused errors in certain circumstances. The ICS has been changed to ensure no unnecessary AHECC related error occurs for EDNs to be 'confirmed'.

C28728 – CTO Receival Notice changes

System changes have been made to the application of CTO Receival Notices to ensure unnecessary errors are avoided.

Previously, within the same CTO, certain types of CANs could only have one unique Air Waybill (AWB) Cargo ID assigned to them. Where an AWB Cargo ID had been assigned to a CAN, and a CTO re-reported that CAN but with a different AWB Cargo ID, the CTO would receive a Movement Status of 'DO NOT LOAD'. The ICS has now been changed to allow CTOs to report a CAN under different AWBs.

Import Declaration related Changes / Incidents

C770 / i13303 – Outbound Message for Notice to Produce Documents

The ICS has been enhanced to ensure the correct outbound message is sent where Full Import Declarations (FID) have been amended resulting in a refund to the Importer / Broker. The new outbound message will display as follows:

"If there is no response to this notice within 30 days, the application for a refund may be decided on the basis of the information available to Customs"

C879 / i18764 – Outbound Message for Authority to Deal

The ICS has been enhanced to ensure the correct outbound message is sent where an Authority to Deal (ATD) is suspended, revoked, or cancelled. All references to the *Customs Act 1901* will now reflect the correct legislative references in all outbound messages.

C3530 / 302159 – Wine Equalisation Tax and Luxury Car Tax Quote Indicators

Previously, the Wine Equalisation Tax (WET) and Luxury Car Tax (LCT) quoted indicators on an Import Declaration that could not be amended. These indicators can now be amended after lodgement and prior to finalisation.

C7219 – Exchange Rates

Previously, exchange rate data used for import declaration processing was updated between 16:30-17:30 on the day when the rates were received by Customs, and then applied from that time forward for a 24 hour period. The ICS now updates the exchange rate data from 00:01 on the next working day and will apply that rate for a 24 hour period.

Additional information can be found in the quick reference guide
http://www.customs.gov.au/webdata/resources/files/C7219_QRG_Print_v2.pdf

C8137 / 302733 – Full Import Declaration Goods Description Field

Previously, the FID goods description field contained non-printable characters, such as carriage returns or line feed characters. These characters made it difficult to read data in subsequent reports. The ICS has now been changed to remove non-printable characters prior to saving the document on lodgement.

Sea Cargo Reporting related Changes / Incidents

C8788 / i276406 – Underbond Movement CARST Message

Previously an issue existed where a primary movement underbond was lodged to move a container from a S15 Stevedore to a S77G Depot. Once the Import Declaration was lodged and paid, a CLEAR CARST (Cargo Status) message was sent to the Depot. However the container had not moved from the S15 wharf. The underbond was then subsequently withdrawn as the client wished to pick the container up from the Stevedore and not from the Depot. The CLEAR CARST message was not being transmitted back to the Stevedore once the underbond had been withdrawn.

This change allows a CLEAR, CLEARHRM, TRANSHIPHRM, TRANSHIP or CONDCLEAR cargo status to be transmitted if the cargo status is the same but the release establishment is different. The new cargo status will be transmitted to the Cargo Reporter, Broker and the new Release Premises.

With the implementation of these changes, registered Industry Action Group Issue number 481 has now been closed.

C8824 / i282449 – Sea Cargo Outturn Report

Previously, when submitting the Sea Cargo Outturn Report via EDI, the report was not displaying the correct local date and time. The ICS has now been fixed to reflect the correct date and time.

Air Cargo Reporting related Changes / Incidents

C3003 / i220102 – Air Cargo Outturn Reports

When CTOs created Air Cargo Outturn Reports, the reports could not be created for Master Air Waybills (MAWB) on future dated flights. This impacted on part shipments and resulted in delays for industry in receiving an early status.

Now, CTOs can create Outturn Reports for MAWBs regardless of the estimated date of arrival for the flight. However, it should be noted that if Freight Forwarders try to create outturn reports using a future dated MAWB they will be rejected and will receive an advice message.

C8518 – Reducing Air Cargo Amendment Screening Period

Previously in the ICS, the “Screening Period” timeframe on all amended Air Cargo Reports was 2 hours. This change will reduce that timeframe to 15 minutes. This 15 minute screening period, though, will not apply if the original 2 hour screening period has not expired.

With the implementation of these changes, this Industry Action Group Issue will be closed.

C8795 – Underbond Movement Requests for Air Cargo

Previously, insufficient validation of deconsolidation underbond movement requests resulted in early approval before the master could move to its destination port. This prevented air CTOs moving the consignment to its destination until the deconsolidation underbond request was amended or withdrawn. Additional validation has been added to the ICS to reduce the occurrence of these premature approvals.

Similarly, previous ICS functionality allowed deconsolidation underbond movement requests to be approved from any valid air CTO premise in the discharge port. This resulted in approval messages being sent to a CTO with no interest in the cargo while the CTO in possession of the cargo did not receive any notification of underbond approval.

Validation has been introduced between the Air Impending Arrival Report (AIRIAR) and the deconsolidation underbond movement request to alleviate these cargo movement and clearance delays.

In most instances, the underbond requests failing new validation rules will be accepted in the ICS but will not be approved until they can be correctly processed in the ICS.

An Australian Customs Cargo Advice (ACCA) and a Fact Sheet will be published shortly on these underbond changes.

With the implementation of these changes, registered Industry Action Group Issue numbers 489, 491 and 496 will be closed.

C8870 / P288080 / 301961 / i277215 – Air Impending Arrival Reports

Previously in the ICS, duplicate AIRIARs were possible for the same flight. The ICS only validated the first line and would accept further duplicate lines for establishments and ports in the AIRIAR.

Now, if the combination of Airline Code, Flight number, Port of Arrival and Estimated Arrival Date exists in ICS, any duplicate lines will cause an error and a rejection message sent.

Further Information

Further information can be obtained by contacting CI&SC on 1300 558 099 or email cargosupport@customs.gov.au

Australian Customs Service
Industry Engagement & User Services
CANBERRA
25 June 2008