



External Release Notes 14.4.02

Purpose

The scheduled date for Integrated Cargo System (ICS) release 14.4.02 (c402966) is 9th July 2014.

These notes are designed to provide plain English descriptions of the changes with the aim of providing a better understanding of what has been fixed and how it might relate to ICS business processes.

c249361 - Notify Air and Sea s77G Depot Operators of Export line Cargo holds prior to Cargo being delivered to a Cargo Terminal Operator (CTO).

1. Background

Freight Forwarders/Consolidators, particularly those in the Air Industry, have expressed concerns that entire Export consolidations (CRNs) are being HELD at Cargo Terminals (CTOs) when usually only one Line (i.e. a single Export consignment) reported on the CRN is actually subject to a Customs HOLD. When this occurs (upon Lodgement of a CTO Receiving Notice) the CTO cannot load the cargo onto the Export flight/vessel. This has led to entire consolidations missing scheduled departures while work is undertaken to identify the specific consignment subject to the HOLD. Once identified, that consignment is either removed from the consolidation or Customs "acquit" the HOLD.

Industry has requested that where a CRN is Lodged by a Licensed Depot (i.e. a s77G Depot Operator), Customs advise them immediately of any Lines that are subject to a HOLD so that they may be removed from the consolidation and HELD at the Depot while awaiting action from Customs.

2. ICS Solution

This change will introduce two new **optional** data fields in the Export Sub-Manifest (CRN) document as per figure 1;

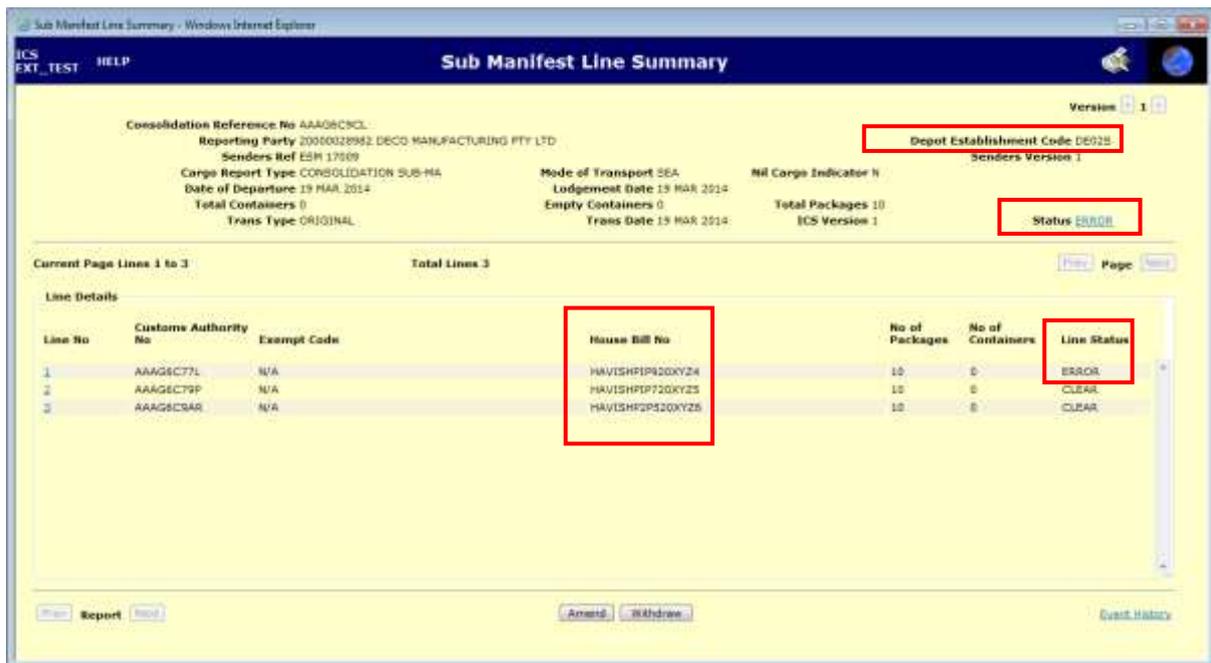
- Depot Establishment Code (at Header level), and
- House Bill Number (at Line level)

These new fields will enable Customs to identify Freight Forwarders/Consolidators who are Licensed Depot Operators and ensure the ICS transmits HOLD advices to the Depot where Export Cargo is to be HELD for Customs purposes.

For non-licensed Freight Forwarder/Consolidators current ICS functionality will remain. i.e. goods will be held at the CTO.

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Figure 1.



The existing “Export Sub-Manifest Response” (ESMR) will advise the Depot that a reported Line (or Lines) on the CRN is to be HELD for Customs. It will also indicate where a current Line of a CRN that was HELD, is now “authorised for Export”.

A new message Export Consignment Release Advice (EXREL) is an unsolicited message and will advise the Depot where a “removed” CRN line that was subject to a Customs HOLD is now “authorised for Export”.

For message structure refer to **Software Developer’s Guide V3.34**.

.3. Licensed Freight Forwarders/Consolidators

Where the Establishment Code quoted in the Export Sub-Manifest (CRN) document is valid **and** a House Bill Number has been provided, the ICS will transmit an Export Sub-Manifest Response (ESMR) message to the Depot notifying that a reported Line (or Lines) on the CRN is to be HELD for Customs.

HOLD advices will not be sent to the Depot if Customs has any information that the goods have already left the licensed premise(s).

HOLD advices will also not be sent to the Depot where a Customs Officer places a “manual” HOLD against an existing CRN Line. Where “manual” HOLDS are placed, the Depot will be directly contacted by Customs regarding the HOLD.

Where the Establishment Code quoted is not a valid ID or is not quoted **and/or** House Bill Numbers have not been provided, current ICS functionality will apply, .i.e. goods will be HELD at the CTO.

Where a CRN Line is to be HELD for Customs at a Depot, the Line will receive a Status of ERROR and as a result, the CRN itself will be in ERROR (see figure 1).

A CRN Line (or Lines) subject to a HOLD can be “removed” from the CRN by way of Amendment. This will enable the CRN to get a CLEAR status and allow the remainder of the consolidation to be moved to the CTO and obtain a LOAD (for Export) status.

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Where a Line (or Lines) subject to a HOLD has been removed from the CRN, the ICS will transmit an EXREL – Export Consignment Release Advice to the Depot when the HOLD has been acquitted and the goods are “authorised for Export”.

Where the Line (or Lines) subject to a HOLD has not been removed from the CRN, an ESMR updating the Line Status from ERROR to CLEAR will be sent when the HOLD has been acquitted and the goods are “authorised for Export”.

The EXREL Message will be transmitted to the Depot only after all HOLDS against the CRN Line (identified by a “Line Key”) are acquitted.

4. Cargo Terminal Operators

Current ICS functionality will remain for Cargo Terminal Operators where a CRN line is subject to HACP.

c389992 - Freight Forwarder Indicator (FFI) is not reverting back to 'NO' when House Bills are withdrawn

The Freight Forwarder Indicator (FFI) on a Cargo Report is set by the system when a House Bill is reported under a Parent Bill i.e. there are lower level bills in the hierarchy. When all of the House Bill(s) quoting that Parent are withdrawn, the FFI should revert back to "NO".

Specific to Air Cargo the FFI is not reverting to "NO" on the Master Air Waybill (MAWB) when the House Air Waybills (HAWBs) are withdrawn. This is impacting the Cargo Terminal Operators (CTOs) when the MAWB is actually a Straight-line and an amendment to the MAWB is required to remove the indicator.

Specific to Sea Cargo the FFI is not reverting to "NO" on the House Bill of Lading (HBOL Parent) when the Lower level HBOLs are withdrawn.

Certain industry members do not agree that they should have to amend the cargo report to revert the FFI when all lower level bills have been withdrawn as they did not report it that way in the first instance.

This change will ensure that when the FFI on a Parent Bill has been set automatically by the ICS, and all house bills quoting that bill as a parent are no longer associated to that bill, the FFI will revert back to “NO”.