Australian Customs Notice 1999 72

**IMPORT CARGO COMPUTER SYSTEMS - CONTINGENCY ARRANGEMENTS**

Introduction

This Australian Customs Notice (ACN) replaces ACN No 95/62. It advises the Australian importing industry of contingency arrangements that will apply to the release of commercial import cargo if and when Australian Customs Service (Customs) import related computer systems suffer extended outage.

The ACN applies to any extended outage affecting COMPILE and/or Sea Cargo Automation (SCA) and/or Air Cargo Automation (ACA) including potential Year 2000 related outages.

Customs will invoke and communicate the contingency arrangements as the outage situation dictates. It is always Customs aim to deliver industry the best possible service under these conditions but Customs must still ensure that community protection and legislative compliance obligations continue to be met. Industry should therefore be aware that, under contingency arrangements, import clearance service levels may not meet the levels achieved under regular automated systems.

***Please Note***: In the case of an outage of EDIFICE and/or Interim EDIFICE, users can revert to either COMPILE or the Manual Entry system. If COMPILE is also unavailable, EDIFICE/Interim EDIFICE users may choose to utilise the contingency arrangements covered in this ACN.

The Australian Quarantine and Inspection Service (AQIS) is an equal partner with Customs in the import cargo clearance process. AQIS also have contingency requirements that must be met in the event of an extended outage.

Generally speaking, an extended outage is deemed to be a COMPILE, SCA or ACA outage exceeding or likely to exceed three hours duration during scheduled availability times.

Customs State Notices will complement this ACN in all regions. The State Notice will detail specific Customs regional requirements and points of contact for the day to day administration and operation under contingency conditions. State Notices are published by each region and can be obtained from your local Customs House.

To some extent, potential Year 2000 problems may include increased community and industry communication difficulties. For this reason the following four points are specific to potential Year 2000 outages only. They do not apply to outages at other times.

1. If Customs import systems are unavailable from 'start of business' on 1 January 2000, contingency arrangements will be invoked by Customs as soon as is practical, but no later than midday 1 January 2000 ESDST. (Eastern Standard Daylight Savings Time)
2. If Customs import systems are not available, and official advice in relation to system availability cannot be reasonably transmitted to industry by midday on 1 January 2000, industry should presume import contingency arrangements are in place. This can be confirmed by reference to 'contingency advice' posted on the front door of affected Customs premises.
3. The current 'hours of business' for lodging contingency documentation with Customs are covered under Customs Regulation 19. In the normal course of events, the contingency business hours exclude national public holidays. For the period immediately following the Year 2000 changeover however, if contingency arrangements are required, Customs facilities will be available on the public holidays.
4. Year 2000 contingency arrangements will continue until such time as import system availability has been restored and contingency arrangements are officially declared to no longer apply. The cessation of contingency arrangements will be communicated to the importing industry by the regular means.

# Note:To the extent it is reasonable and possible, industry are advised to consider pre-clearance of imported cargo scheduled to arrive during the Year 2000 changeover period.

For ease of reference, this ACN is divided into 6 sections. Each section identifying the relevant Customs or AQIS contingency requirements for meeting Commercial and Border release conditions during an outage.

Section 1 Customs COMPILE contingency

Section 2 Customs Sea Cargo Automation (SCA) contingency Section 3 Customs Air Cargo Automation (ACA) contingency Section 4 AQIS Entry contingency

Section 5 AQIS Sea Cargo Automation (SCA) contingency Section 6 AQIS Air Cargo Automation (ACA) contingency

**SECTION 1**

**CUSTOMS COMPILE CONTINGENCY**

* 1. COMPILE contingency

The *Customs Act 1901*(the Act) requires all imported goods, excluding those goods exempted under the legislation, to be entered for home consumption, warehousing or transhipment. Entries for imported goods may be communicated to Customs by either document or computer. The Act provides for the electronic lodgement, by computer, of import entries by registered users via the COMPILE computer system.

Presently no discretion exists within the Act to simply release goods in circumstances of a COMPILE outage. Regardless of COMPILE availability, it is the responsibility of the owner to correctly enter imported goods in accordance with the following sections of the Act:

68 (entry of goods)

71A (making an import entry by document or computer)

71K (manner of communicating with Customs by document) and 77C (COMPILE down times).

Since the introduction of COMPILE, users have geared their operational functions to rely heavily on its availability.

## Contingency Arrangements

Customs has a responsibility to process and clear entries for imported goods within the legislation and administrative procedures. These procedures recognise the need to ensure that all Customs controls are met.

To allow Customs to fulfil this responsibility, and to overcome the burden for users of creating manual (documentary) entries during a COMPILE outage, the Government has implemented legislative provisions for the clearance of cargo for home consumption or warehousing during a COMPILE outage.

In essence, the legislation provides for contingency arrangements that allow a user to apply for permission to take goods into home consumption or warehouse during a declared COMPILE outage.

The arrangements allow goods to be released without entry on the condition that full Customs requirements will be met once COMPILE has been restored.

## Declared Outage

The COMPILE contingency arrangements may only be utilised by registered COMPILE users following a declaration by the Chief Executive Officer (CEO), or a delegate, in writing, that a COMPILE outage has occurred and contingency arrangements are to apply.

The arrangements only cease to apply if the CEO, or a delegate, declares in writing, that they cease to apply. The CEO, or a delegate, may declare that contingency arrangements will apply in circumstances where -

1. Users cannot transmit import entries to Customs, or
2. Customs cannot transmit an Import Entry Advice or an Authority to Deal to users.

# Note:The contingency arrangements are not activated in the case of an individual client's internal office systems failure.

As a general guide, if an unscheduled outage exceeds three hours duration or it becomes known earlier that the outage will exceed three hours the CEO may declare the outage and contingency arrangements will apply.

Regulation 43A prescribes the manner by which the CEO, or a delegate, will communicate the fact that a COMPILE outage has occurred and that contingency arrangements are to apply. COMPILE users will be notified that contingency arrangements are in place by transmission of a formatted message to the user's printer or by fax message from the network provider.

Advice that contingency arrangements cease to apply will be communicated in the same manner. Outages restricted to one region only will be advised in the same manner as outlined above.

## Application for Permission To Take Goods Into Home Consumption Or Warehouse

Once an outage is declared and contingency arrangements apply, users will be able to apply to Customs for delivery of goods into home consumption or for warehousing. As stated earlier, all Customs requirements must be met following restoration of COMPILE.

The following Customs forms are required to apply for release of goods:

**. B640Form - Goods subject of an Import Entry Advice**

# Application for permission when a User has received an Import Entry Advice but an authority to take the goods into home consumption, or to warehouse them, has not been received.

**.B641 Form - Goods not subject of an Import Entry Advice**

# Application for permission when a User cannot enter goods for home consumption or warehousing or Customs cannot transmit an Import Entry Advice.

These forms are available from Customs Houses. If bulk copies are required, however, COMPILE users are encouraged to photocopy supplies from the forms attached to this ACN. **B640 Form - Goods subject of an Import Entry Advice**

## B641 Form - Goods not subject of an Import Entry Advice

These forms can be viewed with the free Adobe® Acrobat® Reader. This can be downloaded free from the [Adobe® website](http://www.adobe.com/products/acrobat/readstep.html).

## Hours of business for lodging applications

Generally speaking, Regulation 19 specifies 'hours of business' for lodging applications for release of goods during COMPILE contingency arrangements to be 8am to 8pm Monday to Friday and 8am to 4pm Saturday and Sunday (other than on a national public holiday).

For the purposes of the Year 2000 changeover, however, 'hours of business' will also include the national public holidays.

Different hours of business are prescribed for applications in relation to goods that are the subject of a section 71D(2) request. (see section 1.8)

## Returns

Following restoration of COMPILE, Section 77D(5) of the Act requires users to transmit a return to Customs using COMPILE and pay any duty, taxes or other charges owing. A return, which is an approved statement, is in the same format as a COMPILE entry.

**Please note:** It is critical that the Application for Permission includes unique reference information in the Owner Reference/Agent Reference boxes. This information, which must also be included on the return will, in the first instance, enable the reconciliation of approved permissions with subsequent returns. Regional Customs offices may also apply a further unique number to approved permissions to provide further efficiency in the reconciliation process.

To distinguish between returns lodged as a result of an application for release of goods during contingency arrangements and other entries, please state in the 'Marks' field that the entry (return) is as a result of contingency arrangements. If Customs has applied a further unique number to the approved permission, this must also be shown in the *Marks*field of the return.

## Requirements for Security/Surety

Depending on the circumstances of an application, a security with surety may be required for any conditions that may be imposed.

## Red Line, Amber, Community Protection Check (CPC), Paid Under Protest (PUP) and Import Entry Quality (IEQ) Processing

Documentation required to satisfy red, amber, CPC, PUP and IEQ processing may only be submitted to Customs during normal business hours/days (8:30am - 5:00pm, Mon to Fri)

A creator of an Optional Port Lodgement (OPL) requirement will apply for s77D or s77E release at the creation port. The application will be approved in the creation port but any queries will need to be satisfied at the port of destination.

## AAT Review

A decision not to grant, or to revoke a permission, or to specify conditions attached to a permission, may be reviewed by the AAT.

## COMPILE Client's internal office system outages

The contingency procedures detailed above are **not** available in circumstances where the Customs COMPILE system and network are operational but an individual importer/broker suffers an internal office system outage preventing use of COMPILE. The importer/broker will however continue to have an option to create, lodge and pay Manual entries during the period of their internal system outage.

Importers/Brokers not wishing to utilise the Manual Entry system may consider some potential alternatives to the Manual Entry system shown in the table below:

|  |  |  |
| --- | --- | --- |
| **Client** | **Process outage** | **Potential Contingency** |
| Broker/Importer | Create and lodge Entry | Internet COMPILE Other Broker |
|  | Pay for Entry | Internet COMPILE Other Broker  Cash Payment mode |
|  | Create/Pay AQIS entry | Nil - Manual Quarantine Entry (QE) may be required |

**SECTION 2**

**CUSTOMS SEA CARGO AUTOMATION (SCA) CONTINGENCY**

* 1. Sea Cargo Automation (SCA) outage contingency

If contingency procedures for COMPILE are invoked, or the Sea Cargo Automation (SCA) system suffers outage, **the final clearance of cargo cannot be achieved electronically**. Contingency arrangements for SCA will be invoked if an unscheduled SCA or COMPILE outage exceeds three hours or it becomes known that the system will be unavailable for 3 hours or more.

## Contingency Arrangements

If COMPILE alone suffers outage, the electronic reporting and screening of cargo through SCA may continue. In this situation, however, a full electronic release cannot be transmitted to the cargo handler so contingency release advice will be required.

The manner in which contingency release is notified to the cargo handler may vary from region to region. Please refer to the appropriate State Notice for details.

If SCA suffers an outage, whether or not coinciding with a COMPILE outage, all SCA activity will revert to 'Manual Clearance'. In effect, this means that Manual Processes will be invoked for 'in progress' and all new sea-cargo reporting, screening and cargo release.

For the duration of the SCA outage, there will be no liability for, or collection of manual document lodgement charges. This applies regardless of whether the client usually lodges manual documentation or is an automated client. A record will however be kept of the amount of charge foregone by Customs.

Under contingency arrangements, relevant sections of Division 3 of *the Customs Act 1901 (The Report of the Cargo)* continue to apply: For manual sea cargo processing:

Impending arrival is to be provided to Customs by the Principal Agent (at least 48 hours prior to arrival).

Form 1 and Manifest and Container List to be lodged with Customs (24 or 48 hours prior to vessel arrival - as appropriate) Customs will manually screen documentation (Forms 1 or 4)

The Principal Agent's copy of the Form 1 with attached manifest will be wet stamped with the permit to unload the vessel. It will also list the containers to be held. Forms 7 will be issued by Customs to release relevant containers that have been held.

Form B200 must be lodged for underbond movement and stamped by Customs on approval.

Vessel arrival will be notified to Customs by the relevant Port Authority or Container Terminal Operator (CTO).

Delivery of impeded cargo will be prevented by Customs liaising directly with the relevant CTO or Depot and the issue of a paper stopper notice. Delivery may proceed once all Customs concerns have been addressed.

Out-Turn reports are to be lodged with Customs by the Principal Agent. Unpack reports are to be lodged with Customs by Depots.

Cargo release is dependant upon the presentation of an Authority To Deal (ATD) or an approved Contingency Permission.

## Notes:

1. Screening occurs after the lodgment of Form 1 or 4 and before Form 7 is issued. The initial Form 7, lodged by the Principal Agent, is issued before the vessel arrival (usually 48 hours after lodgement of Form 1). Other Forms 1, 4 and 7 may be lodged after ship arrival.
2. The Principal Agent, Slot Charterer or Freight Forwarder are to lodge Forms 1 and 4.
3. AQIS may independently apply an AQIS Order into Quarantine. It will be served on the Stevedore/Depot.

## Declared Outage

An SCA outage will be declared when EDI messages cannot be processed due to a failure of either a Customs system or the third party network providers system. Failures to either individual Shipping Companies, Freight Forwarders or Cargo Terminal Operator systems will not be considered as an outage for the purposes of this ACN. Where failures occur, they should be immediately reported to the Customs regional helpdesk who will advise on contingency arrangements.

All SCA clients will be notified of the outage via the network providers e-mail and fax distribution systems. The network providers helpdesk will provide an update status message on their telephone system.

Customs has developed a set of national guidelines for use during contingency situations, however, the invocation of the contingency arrangements will be made at the regional level due to the varying factors that need to be considered. Such factors include the time of day and vessel arrival times.

## Hours of Business for Manual Lodgement of Sea Cargo documentation

Generally speaking, 'hours of business' for lodging manual sea-cargo documentation during SCA contingency arrangements will be 8am to 8pm Monday to Friday and 8am to 4pm Saturday and Sunday (other than on a national public holiday).

For the purposes of the Year 2000 changeover, however, hours of business will also include the national public holidays.

## SCA Client software/facilities outages

In circumstances where Customs SCA system and network are operational but a particular SCA client suffers a partial outage of the client's own software and/or facilities, Customs will endeavour to help that client continue to utilise electronic processes to whatever extent is possible. If the client's own outage is substantial it may be appropriate for the client to move to full manual reporting and processing.

To the extent that it is reasonably practical to do so, the table below advises potential alternatives to full Manual processing: **SEA CARGO AUTOMATION:**

|  |  |  |
| --- | --- | --- |
| **Client** | **Process outage** | **Potential Contingency** |
| Shipping company | Container List | Use Bureau service |
|  | Impending Arrival | Customs can process |
|  | Manifest/FAK summary | Use Bureau service |
|  | Under Bond | Use Bureau service |
| Freight Forwarder (FF) / Slot | Manifest/FAK | Use Bureau service |
|  | Under Bond | Use Bureau service |
| Bureau | Manifest/FAK | Nil: - Documentary for Bureau cargo only |
|  | Under Bond | Nil: - Documentary for Bureau cargo only |
|  | Container List | Nil: - Documentary for Bureau cargo only |
| Depot/Unpack | Cargo Arrival Notice (CAN) | Use Bureau service |
|  | Unpack | Use Bureau service |
|  | Out-Turn | Nil: - Manual Outturn report required |
|  | Delivery Notification | Not Required |
|  | Release | ACN 97/85 applies (Brokers Print Contingency)  Non entry cargo (eg personal effects) can be released by Customs faxing the release status to relevant Depot/Unpack.) |

|  |  |  |
| --- | --- | --- |
| Stevedores (CTO) | Release | ACN 97/85 applies (Brokers Print Contingency).  CTOs with their own COMPILE access may determine release status of Cargo through COMPILE.  Non entry cargo (eg personal effects) can be released by Customs faxing the release status to relevant CTOs) |
|  | Delivery Notification | Not Required |
|  | Out-Turn | Nil: - Manual Out-turn required |
|  | Cargo Arrival Notice (CAN) | Nil: - Manual CAN required |
|  | Unpack | Nil: - Manual Unpack report required |
|  | Progressive Discharge Report (PDR) | Nil: - Manual PDR required |
| Port Authority | Vessel Arrival | Customs /CTO may process |

Note: Release status may be re-transmitted by Customs in the following situations: where status transmission is lost due to a failure in the Network or

where a particular client has suffered a failure of its own software which resulted in the loss of transmitted status.

Requests should be made to your regional help desk.

**SECTION 3**

**CUSTOMS AIR CARGO AUTOMATION (ACA) CONTINGENCY**

## Air Cargo Automation (ACA) contingency

If contingency procedures for COMPILE are invoked or the Air Cargo Automation (ACA) system suffers outage, **the final clearance of air cargo cannot be achieved electronically**. Contingency arrangements for ACA will be invoked if an unscheduled ACA or COMPILE outage exceeds three hours or it becomes known the system will be unavailable for three hours or more.

## Contingency Arrangements

If COMPILE alone suffers outage, the electronic reporting and screening of cargo through Air Cargo Automation may continue. In this situation, however, the full electronic release of air waybills requiring a COMPILE entry cannot be transmitted to the freight handler. Contingency release will therefore be required.

The manner in which contingency release is notified to the freight handler may vary from region to region. Please refer to the appropriate State Notice for details. If Air Cargo Automation suffers an outage, whether or not coinciding with a COMPILE outage, all ACA activity will revert to 'manual clearance'.

In effect, this means that Manual processes will be invoked for 'in progress' and all new air cargo reporting, screening and cargo release.

For the duration of the ACA outage, there will be no liability for, or collection of manual document lodgement charges. This applies regardless of whether the client usually lodges manual documentation or is an automated client. A record will however be kept of the amount of charge foregone by Customs.

**Note:** 'Screen Free' charges **will** continue however to be collected under contingency arrangements.

Under contingency arrangements, relevant sections of Division 3 of *the Customs Act 1901(The Report of the Cargo)* continue to apply: For manual air cargo processing:

CTOs deliver Master and House air waybills, attached to summary sheets, to Customs for screening Customs retains summary sheets and perforates Master and House air waybills

Air waybills are screened for Border &amp; Commercial purposes 'Screen Free' air waybills are stamped

Perforated air waybills are returned to CTO as soon as possible CTOs distribute air waybills to Freight Forwarders

An underbond request or Air Cargo Transfer Manifest (ACTM) is required to transfer cargo covered by a Master air waybill. Underbond requests for House air waybills require a Customs form B200

Underbond approval is effected by Customs wet stamping form B200

Cargo Release is dependant upon presentation of either an Authority To Deal (ATD) or an approved Contingency Permission along with a perforated air waybill Cargo Arrival Report (CAR) is to be lodged with Customs by the CTO (or Freight Forwarder if appropriate).

## Notes:

1. Underbond movement applications are processed in accordance with existing manual procedures for underbond movement.
2. A Freight Forwarder may lodge a Freight Forwarder Summary manifest in lieu of an Air waybill (subject to Regional Duty Officer approval).
3. In manual processing mode the 'Screen Free' Cost Recovery charge will continue to be collected.
4. The lodgement of air waybills is to occur within three hours of aircraft arrival.
5. Customs may screen on AQIS behalf. In some ports however, AQIS may have co-located with Customs and would, in this situation, perform their own screening function.
6. Customs will make decisions on AQIS behalf in relation to 'Screen Free' cargo in all ports.
7. Non 'Screen Free' cargo is effectively referred to AQIS via the Quarantine Entry requirement.

## Declared Outage

An ACA outage will be declared when EDI messages cannot be processed due to a failure of either a Customs system or the third party network providers system. Failures to either individual Freight Forwarders or Cargo Terminal Operator systems will not be considered as an outage for the purposes of this ACN. Where failures occur they should be immediately reported to the Customs regional helpdesk who will advise on contingency arrangements.

All ACA clients will be notified of the outage via the network providers e-mail and fax distribution systems. The network providers helpdesk will provide an update status message on their telephone system.

Customs has developed a set of national guidelines for use during contingency situations however the invocation of the contingency arrangements will be made at the regional level due to the varying factors that need to be considered. Such factors include the time of day and the flights due.

* 1. Hours of Business for Manual Lodgement of Air Cargo documentation

Generally speaking, 'hours of business' for lodging manual air-cargo documentation during ACA contingency arrangements will be 8am to 8pm Monday to Friday and 8am to 4pm Saturday and Sunday (other than on a national public holiday).

For the purposes of the Year 2000 changeover, however, 'hours of business' will also include the national public holidays.

At the regional level and at Customs discretion, the 'hours of business' may be extended, dependant on the contingency workload and Customs resource availability.

* 1. ACA Client software/facilities outages

In circumstances where the Customs ACA system and network are operational but a particular ACA client suffers a partial outage of the client's own software and/or facilities, Customs will endeavour to help that client continue to utilise electronic processes to whatever extent is possible. If the client's own outage is substantial it may be appropriate for the client to move to full manual reporting and processing.

To the extent that it is reasonably practical to do so, Customs advises potential alternatives to full Manual processing as follows:

## AIR CARGO AUTOMATION:

|  |  |  |
| --- | --- | --- |
| **Client** | **Process outage** | **Potential Contingency** |
| CTO/Airlines | MAWB Report | Nil Electronic Contingency for the affected CTO.  Electronic Reporting of HAWBs can be facilitated by Customs activating the 'skeleton' Master air waybills. |
|  | Release | Fax of release status from Customs or Fax of Premise Status Report from Customs to the CTO/Airline. CTOs/Airlines with their own COMPILE access may determine release status of Cargo through COMPILE. |
|  | Under Bond Requests | Request can be from either sending or receiving CTO |
|  | Under Bond Acquittal | Customs can process |
| FF/Depot | HAWB | Nil - Documentary for affected FF/Depot only |
|  | Release | Fax of release status from Customs or  Fax of Premise Status Report from Customs.  FF/Depots with their own COMPILE access may determine release status of Cargo through COMPILE |
|  | Under Bond Requests | Request can be from either sending or receiving FF/Depot |
|  | Under Bond Acquittal (Out-Turn) | Customs can process |

**Note:** Release status may be re-transmitted by Customs in the following situations:

where status transmission is lost due to a failure in the Network or

where a particular client has suffered a failure of its own software which resulted in the loss of transmitted status.

Requests should be made to your regional help desk.

**SECTION 4**

**AQIS ENTRY CONTINGENCY**

In October 1999, AQIS published the AQIS '*Year 2000 Contingency Arrangements - an information package for the import industry*'. This document outlines the specific administrative requirements that will apply in the event that electronic cargo clearance systems become unavailable. For full AQIS Contingency Plan procedures please refer to those instructions.

Outlined below is a brief overview of AQIS contingency arrangements.

## AQIS Entry Contingency

Quarantine legislation requires all imported goods, where there exists a potential Quarantine risk, to be reported to Quarantine by way of an AQIS Entry. In the normal course of events, COMPILE users can create, lodge and pay for their AQIS Entries using an EDI based AQIS transfer facility called the Joint Entry Management System (JEMS) within COMPILE.

There are two potential situations in which JEMS may be unavailable:

1. COMPILE suffers an outage (see Section 1 above)
2. The JEMS EDI transfer system suffers a failure

## Contingency Arrangements

In either of these situations, AQIS continues to have a responsibility to process and clear AQIS entries for imported goods within the legislation and administrative procedures, which recognise the need to ensure all AQIS controls are met.

Imported cargo that raises quarantine concerns will continue to be referred to AQIS. AQIS will process cargo and imported food using manual Quarantine Entries. To this end, importers will be required to create, lodge and pay for non-automated Quarantine Entries utilising the facilities available either at AQIS regional offices or where AQIS has co-located with Customs, at the co-location premise. Cargo will be released upon presentation of a non-automated Quarantine Entry, that is cleared and wet-stamped by AQIS.

**SECTION 5**

**AQIS SEA CARGO AUTOMATION (SCA) CONTINGENCY**

AQIS have a quarantine and inspection interest in the data supplied and processed through the Customs SCA system. AQIS interest will still be addressed in contingency mode.

AQIS will manually screen shipping manifests for containers being loaded in Giant African Snail (GAS) ports. For this to occur, shipping companies will be required to present paper manifests to regional AQIS offices for all containers loaded at recognised GAS ports (a list of GAS ports will be provided in AQIS Y2K information package). AQIS will then screen for exotic snail concerns and issue directions accordingly.

Release of cargo of quarantine concern, will occur at wharves and depots upon the presentation of a Quarantine Entry and/or the relevant Customs delivery authority. Documents must be stamped and signed by an AQIS inspector following completion of inspection.

AQIS will continue to recover the AQIS Container Charge for all imported containers.

The Principal Agent of each vessel will be required to provide a manual summary of all containers on board the vessel and the shipping company responsible for those containers.

**SECTION 6**

**AQIS AIR CARGO AUTOMATION (ACA) CONTINGENCY**

AQIS have a quarantine and inspection interest in the data supplied and processed through the Customs ACA system. AQIS interest will still be addressed in contingency mode. AQIS will co-locate with the Australian Customs Service where possible to screen AWBs at the port of discharge and in the order that flight documentation is presented.

Release of air cargo of quarantine concern will occur upon presentation of an AWB that has been wet-stamped by AQIS. Inquiries in relation to this ACN may be directed to:

|  |  |  |
| --- | --- | --- |
| COMPILE/EDIFICE | Mr. Peter Stratford | 02 62756561 |
| ACA and SCA | Mr. Chris Marsh | 02 62755908 |
| Customs Import Policy | Mr. Greg Crowe | 02 62756574 |
| Customs Border Policy | Mr. Terry Price | 02 62756554 |
| AQIS | Ms. Wendy Matthews | 02 62724736 |

(Phil Burns)

National Manager Import/Export Management Branch for

Chief Executive Officer CANBERRA ACT

1 November 1999