Australian Customs Notice 1997 20

**INWARD REPORTING OF FEEDERPORT SEA CARGO**

This notice is to advise shipping companies, freight forwarders and regional Customs officers of amendment to the arrangements which govern the report and underbond movement of feederport sea cargo containers. These arrangements replace those announced in Australian Customs Notice 94/56.

1. From 1 February 1997, the feederport container reporting and movement situations set out below, will be dealt with in the described manner. It should be noted that, sea cargo automation (SCA) vessels are those that are managed by a principal agent (shipping company) that is connected to the SCA system. Manual vessels are those remaining vessels which are managed by a principal agent that is not connected to the SCA system.

# SCA VESSELS

1. For feederport movements from an SCA vessel, the following cargo reporting and underbond arrangements will apply:
2. When a ***SCA*** cargo report is transmitted to Customs by a principal agent, slot charterer or freight forwarder :-

no documentary report or movement authorisation is required [correct discharge port must be embedded in the report].

1. When a ***documentary*** freight forwarder is nominated as the cargo reporter on a shipping company's FAK (freight all kinds and lesser container loads) summary and that shipping company has transmitted an electronic ***SCA underbond*** movement application:-

a documentary cargo report (Form 1) must be submitted to Customs IN THE PORT OF DESTINATION by the freight forwarder who is nominated as the cargo reporter on the shipping company's FAK summary.

1. When a ***documentary*** freight forwarder is nominated as the cargo reporter on a shipping company's FAK summary and that shipping company has not transmitted an electronic ***SCA underbond*** movement application:-

a documentary cargo report (Form 1) must be submitted to Customs in the PORT OF DESTINATION by the freight forwarder nominated as the cargo reporter on the shipping company's FAK summary; and

a B200 underbond movement application must also be submitted with the Form 1 in the PORT OF DESTINATION by the freight forwarder.

1. When a ***documentary*** freight forwarder is nominated as the cargo reporter on a ***documentary*** shipping company's Form 1, part 3 :-

a documentary cargo report (Form 1) must be submitted to Customs in the PORT OF DESTINATION by the freight forwarder nominated as the cargo reporter on the shipping company's Form 1, part 3; and

a B200 underbond movement application must also be submitted with the Form 1 in the PORT OF DESTINATION by the freight forwarder.

# MANUAL VESSELS

1. For feederport movement from a manual vessel the following cargo reporting and underbond arrangements will apply:
2. When a ***documentary*** principal agent is the cargo reporter :-

a documentary cargo report (Form 1) must be submitted to Customs in the PORT OF DISCHARGE by the principal agent;

a B200 underbond movement application must also be submitted with manifest page in the PORT OF DESTINATION, by the principal agent.

1. When a ***documentary*** shipping company or freight forwarder is nominated as the cargo reporter on the principal agent's Form 1, part 3:-

a documentary cargo report (Form 1) must be submitted to Customs in the PORT OF DISCHARGE by the shipping company or freight forwarder nominated on the principal agents Form 1, part 3;

a B200 underbond movement application must also be submitted in the PORT OF DESTINATION (with manifest page) by the shipping company or freight forwarder.

1. When an ***SCA*** cargo reporter is nominated on a ***documentary*** shipping companies Form 1, Part 3 and an electronic cargo report is transmitted to Customs :-

a B200 underbond movement application must be submitted by the cargo reporter in the PORT OF DESTINATION [this is because SCA reports on manual vessels cannot generate electronic status].

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1. When a ***documentary*** freight forwarder is nominated as the cargo reporter on an ***SCA*** shipping company's (slot charterer) FAK summary :-

a documentary cargo report must be submitted to Customs in the PORT OF DISCHARGE by the freight forwarder nominated on the shipping company's FAK summary;

a B200 under bond movement application (with manifest page) must be lodged in the PORT OF DESTINATION by the freight forwarder.

1. Shipping companies and freight forwarders are reminded that cargo reporters for both SCA and manual systems must hold an ocean bill of lading. Cargo reporters are responsible for assembling and reporting to Customs, all cargo details related to cargo grouped under their ocean bill.
2. Queries in relation to this notice or any other SCA operational issue should be directed to the SCA coordinator, through the Border Operations office in your region.

Peter English National Manager Border Operations

For

Chief Executive Officer CANBERRA ACT

12 March, 1997

Border Operations - C96/00223