



# A.F.I.F.

AUSTRALIAN FEDERATION OF INTERNATIONAL FORWARDERS

A.B.N 43 008 576 681

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## COUNTDOWN TO CHANGE

**Three Mandatory Electronic Initiatives which will effect your business in the coming months**

As you would be aware from various announcements there are three major electronic initiatives which will effect your business in the coming months. They are:

- 1. The US Advanced Air Cargo Manifest (AAMS) Reporting Requirements (first phase due August 2004).**
- 2. The introduction of the Electronic Pre-Receipt Advice for Sea Cargo (PRA)**
- 3. The introduction of the exports phase of the Integrated Cargo System (ICS) under the CMR program.**

Whilst you would have been used to electronic reporting in some form for many years, these three programs will significantly change the way you do business in the future. As your representative Association we have been working with the various developments for some time and wish to ensure that our members businesses are ready and prepared for these new steps.

### **1. US Air Cargo Advance Manifest Information (AAMS)**

Whilst the US Customs have mandated that all inbound air cargo must be entered prior to arrival, into their AAMS system, it is the air carrier information which is the most important. This is because cargo tendered for carriage may in fact be split over a number of flights by the carrier, for one reason or another. The US destined carriers are gearing up to submit this information electronically and are hoping to achieve the same input from the forwarders and or shippers. Carriers are not inclined to manually re-key all the data and are therefore progressively insisting on the submission of an FWB (or electronic air waybill). Industry software providers are also working with the carriers to facilitate this on behalf of their customers and if you have not already done so we suggest you immediately call your software provider to ascertain how this will be managed. Qantas have also advised that this can be actioned via the Qantas.com website.

### **2. Electronic Pre-Receipt Advice for Sea freight Containers (PRA)**

**'PRA'S ARE HERE, ARE YOU ONLINE?**

Some members would now be using the new PRA system for delivering FCL to the Terminals.

For those of you using the system, AFIF would appreciate any feedback.

Some software providers are in the testing stages and will advise their clients shortly when these systems will be ready to go "live".

(their system will send in the format of an EDIFACT IFTERA v5.4 message through the 1-stop portal. 1-stop intends to provide this routing service to your software provider)

For those not in this position, the alternatives are;

Contact "1-stop" on 1300 881 055 or visit [www.1-stop.biz](http://www.1-stop.biz) to subscribe to their service (check with 1-stop for costs).

This will allow companies with an ABN to lodge PRAs through 1-stop's website.

1-stop is the "pipe" through which all messages to and from the Stevedores move.

- Those on their own software package should have their own "in-house" IT Department Contact "1-stop" to discuss setup requirements for the systems to "communicate".
- Through a "Bureau" service. (Please contact the respective Bureau for advice on the associated costs).

Remember, the cut off for lodging manual ERAs is still July 31.

From then on ONLY PRAs will be able to be used for delivery of Containers to the Terminals.

A PRA must contain;

- Valid Customs Authority Number (CAN)
- \*Booking Reference number
- \*Vessel Name
- \*Lloyd's number
- \*Voyage Number
- \*Shipping Line
- \*Port of Discharge / Transshipment Port
- \*Final Destination
- Container Number
- Seal Number
- Commodity
- \*DG, OOG & Reefer data
- Gross weight
- \*Container ISO code
- Full / Empty status
- Arrival Mode of Transport

\* indicates the fields which will be validated against the Shipping Line Booking List.

- Ensure you have a VALID ECN (CAN under CMR) BEFORE sending your Container/transport to the wharf.
- An Invalid/rejected CAN will lead to additional costs and delays due to non acceptance of cargo at the Terminal!!
- So either you wait for your provider to advise when to go, have your own IT dept. talk to 1-stop or use an external provider who will charge you to lodge the info for you.

### 3. CMR Introduction of the Exports Phase

Customs, in conjunction with AFIF and the CBFCFA will be providing refresher and general business training sessions to the industry. As advised at the AFIF 2004 Conference the most important steps you must take now in your business to be prepared are as follows:

The most important initial steps you must now take in your business so that you are prepared, are as follow:

#### What needs to be communicated?

- Export Declarations
- Sub Manifests

	Item	Steps to complete	√ or N/A
<b>Section 1</b>	<b>Complete this section if you will be communicating directly with the Integrated Cargo System (ICS) through the Customs Interactive facility.</b>	Engage an Internet Service Provider (ISP)	
		Purchase digital certificate/s	
		Complete digital certificate and client registration by undertaking the following steps; <ul style="list-style-type: none"> <li>▪ download and sign User Agreement</li> <li>▪ complete <i>CCF Digital Certificate and ICS Client Registration</i> form, with details of each digital certificate</li> <li>▪ post the User Agreement and <i>CCF Digital Certificate and ICS Client Registration</i> form to Customs</li> </ul>	
		After receiving confirmation of registration from Customs, supplement and amend client details in ICS. The steps to be completed are outlined in the <i>Supplementing and amending ICS client register details</i> guide.	
	<b>Attend a free Customs/AFIF/CBFCFA workshop</b>		
<b>Section 2</b>	<b>Complete this section if you will be communicating directly with the Integrated Cargo System (ICS) via electronic data interchange (EDI).</b>	Obtain software (purchase via a third party or developed in-house)	
		Complete digital certificate and client registration by undertaking the following steps; <ul style="list-style-type: none"> <li>▪ download and sign User Agreement</li> <li>▪ complete <i>CCF Digital Certificate and ICS Client Registration</i> form, with details of each digital certificate</li> <li>▪ post the User Agreement and <i>CCF Digital Certificate and ICS Client Registration</i> form to Customs</li> </ul>	
		After receiving confirmation of registration from Customs, supplement and amend client details in ICS. The steps to be completed are outlined in the <i>Supplementing and amending ICS client register details</i> guide.	
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Section 3	<p><b>Complete this section if you will be using the services of a bureau to communicate with Customs.</b></p>	<p>Employ the services of a Bureau. A list of bureau services is available on the Customs website.</p>	
Section 4	<p><b>Customs advises electronic data interchange (EDI) users to consider their contingency plans.</b></p> <p><b>If the ICS cannot be accessed via EDI, the Customs Interactive facility may be used to lodge documents instead.</b></p>	<p>Obtain access to the Customs Interactive facility, as per the steps outlined in Section 1 of this checklist. Quick reference guides that provide a step-by-step guide on how to use functions within the Customs Interactive are available on the Customs website.</p>	
Section 5	<p><b>If Customs declares an ICS outage, contingency measures must be adopted.</b></p> <p><b>If a client is unable to access the ICS, alternative procedures should be considered. For EDI users, Software developers may be able to provide assistance. Other alternatives include the use of a bureau service. A bureau may be used to lodge documents to Customs on your behalf.</b></p>	<p>Obtain details of what to do in an ICS outage from Customs. Information can be obtained from the Customs website. The section titled Export Contingency Measures provides this information.</p> <p>Contact your software developer to discuss contingency arrangements. Obtain details of bureau services and develop a contingency plan for outages.</p>	