

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

We have received numerous questions at various briefing sessions about the Advance Filing Rules on Maritime Container Cargo Information enter into force in March 2014. We provide our response of the most frequently asked questions to assist interested parties in fully understanding the rules.

Questions are classified into following items. Please refer to corresponding pages.

- |                                 |                         |                                     |                         |
|---------------------------------|-------------------------|-------------------------------------|-------------------------|
| 1 . Background . . . . .        | <a href="#">Page 2</a>  | 7 . Correction of Cargo Information |                         |
| 2 . Cargo to Be Filed . . . .   | <a href="#">Page 3</a>  |                                     | <a href="#">Page 24</a> |
| 3 . Persons Obligated to File . | <a href="#">Page 5</a>  | 8 . Discrepancy Information . .     | <a href="#">Page 28</a> |
| 4 . Filing deadline . . . . .   | <a href="#">Page 9</a>  | 9 . Advance Notice . . . . .        | <a href="#">Page 32</a> |
| 5 . Filed Cargo Information .   | <a href="#">Page 13</a> | 10. Application for Cargo Discharge |                         |
| 6 . Filing Method . . . . .     | <a href="#">Page 22</a> | Information . . . . .               | <a href="#">Page 35</a> |
|                                 |                         | 11. Others . . . . .                | <a href="#">Page 36</a> |

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 1. Background

Q 1-1: What is the reason for introducing the Advance Filing Rules on Maritime Container Cargo Information?

A 1-1: Realizing the need to have more stringent border security measures in place, we introduced the rules to enhance our security level of international logistics up to the international standard and to prevent terrorism and transnational organized crimes by screening detailed maritime container cargo information received at an early stage.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 2. Cargo to be filed

Q 2-1: What kind of cargo is required to be filed?

A 2-1: Any maritime container cargo to be loaded on a foreign trading vessel intended for entry into a port in Japan are required to be filed. However, empty containers and cargoes loaded on platform containers (ISO type code "P0" specified by International Standard ISO 6364) which don't fall under the definition of containers provided for in Article 1(b) of Customs Convention on Containers (Convention No. 6 of 1971), are exempted. In addition, maritime container cargoes not to be discharged in Japan are also exempted from being filed until the implementation of rules is well-established.

Q 2-2: Are cargoes loaded on flat rack containers (which have neither ceiling nor side wall, but have only columns) required to be filed?

A 2-2: Even though there is neither ceiling nor side wall, cargoes loaded on the flat rack container which has the structure to enable to seal the cargoes by columns is required to be filed.

Q 2-3: Is only maritime container cargo carried by a container vessel required to be filed?

A 2-3: Regardless of the type of vessel, any maritime container cargo to be loaded on a foreign trading vessel intended for entry into a port in Japan are required to be filed. Therefore, maritime container cargoes carried by vessels other than container vessels are also required to be filed.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 2-4: Is the cargo information of cargo which is transshipped in Japan and brought to foreign country needed to be filed?

A 2-4: The cargo information of a cargo which is transshipped in Japan and brought to a foreign country is needed to be filed.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 3. Persons Obligated to File

Q 3-1: Who are obliged to file cargo information (hereinafter referred to as “filers”)?

A 3-1: Shipping companies, who are the contractors of carriage and know the cargo information based on the Ocean (Master) B/L level at the time of departure from a port of loading on a foreign trading vessel intended for entry into a port in Japan, are obliged to file cargo information. In addition, consignors such as a NVOCC, who know the cargo information based on the House B/L level at the time of departure, are also obliged to file cargo information. However, at the beginning, those consignors who are the contractors of consigned freight forwarding business with the shipping companies are obliged to file cargo information until implementation of the rules becomes well-established.

Q 3-2: Do service providers become the filers?

A 3-2: In order to comply with the rules, the filers can send cargo information through the service providers who are permitted to connect with Nippon Automated Cargo and Port Consolidated System (NACCS), without entering into a direct service agreement with NACCS Center.

Therefore, service providers are merely considered as a provider offering connection services, etc. and don't become the filers themselves.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 3-3: Who conducts the “Departure Time Registration (ATD)”?

A 3-3: The shipmaster of a foreign trading vessel intended for entry into Japan is obliged to file the date and time of departure from a port of loading as one of the date elements to be filed in the Pre-arrival filing (the current rules).

However, in the light of the results of hearing from interested parties, the “Departure Time Registration (ATD)” will be established so that the shipping company, who keeps updated on the vessel operational information at a port of loading and has to report under the Pre-departure filing (the new rules), can also process the procedure.

Therefore, after the foreign trading vessel departs from a port of loading, the shipping company, who files at the port of loading in the Pre-departure filing (the new rules), will conduct the “Departure Time Registration (ATD)” and then the shipmaster or his/her agent, who needs to file in the Pre-arrival (the current rules) filing, confirms the filed date and time of departure in the “ATD” and make corrections, if necessary.

Q 3-4: Is it possible to file cargo information through shipping agents in Japan?

A 3-4: When a shipping agent in Japan whose Consigner-consignee relationship with a shipping company is registered in the system (NACCS) at the relevant port of discharge, such shipping agent can send cargo information as a filer using its own ID.

On the other hand, if a shipping agent in Japan has a contract of service provider with NACCS Center, filer can send cargo information through the shipping agent.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 3-5: Is it possible to file cargo information through a company (or an office) which is located in Japan?

A 3-5: When a company (or an office) which is located in Japan takes legal responsibility to filing cargo information, it has to file cargo information using its own ID.

On the other hand, if a company (or an office) which is located in Japan has a contract of service provider with NACCS Center, filers can send cargo information through the company (or the office).

Q 3-6: Is it possible to file cargo information based on the House B/L through the shipping company who is the direct contractor of freight forwarding business with the NVOCC?

A 3-6: If the shipping company has a contract of service provider with NACCS Center, filers can send cargo information through this shipping company.

Q 3-7: In case that the filer of cargo information based on the House B/L is a NVOCC taking over cargoes collected by other Freight Forwarders, does the filer have to file cargo information known by the Freight Forwarders who do not have the direct contract with the shipping company?

A 3-7 The cargo information based on the House B/L, known by Freight Forwarders who do not have the direct carriage contracts with the shipping companies is not obliged to be filed until the implementation of rules is well-established.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 3-8: In the case of joint vessel operation, a shipping company which is the operator of own foreign trading vessel, doesn't have to file cargo information from other shipping companies collectively, but each vessel operator needs to file the "Advance Cargo Information Registration (AMR)".

If a shipping company rents the space of a ship to other company, is it enough for the shipping company, which borrows the space of a ship, to file?

A 3-8: The Shipping company, which actually has carriage contract, may file the "Advance Cargo Information Registration (AMR)" through coordination with shipping company which rents the space of a ship. In such case, each shipping company needs to file the "Departure Time Registration (ATD)"

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 4. Filing deadline

Q 4-1: When is the deadline of filing of cargo information?

A 4-1: In principle, the deadline is 24 hours before departure from a port of loading so that the filers and Japan Customs can confirm the date and time of the departure.

However, in the light of the current circumstances in logistics, in case that relaxed measures apply to certain coastal routes departing from ports of loading in Japan's neighboring countries/areas based on the Pre-arrival filing (the current rules) before entry into a port in Japan, the deadline is extended by departure from a port of loading.

When the filing is made 24 hours before loading of a cargo on a vessel, shipping companies can receive an advance notice before loading of the cargo and stop loading the cargo on a vessel.

Q 4-2: Why isn't the deadline 24 hours before loading of cargo like rules of other foreign countries?

A 4-2: It is difficult for the filers and Japan Customs to precisely know the date and time of loading of container cargoes on a vessel. Therefore, the date and time of departure from a port of loading, which the filers and Japan Customs can confirm, is adopted for the basis of the time of the filing.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 4-3: What is the reason for adopting relaxed application to the deadline of filing?

A 4-3: Given the current circumstances in logistics, in response to strong demands for creating relaxed application by public comments, etc., we decided to adopt relaxed application to the deadline of filing concerning some shipping routes within the seas around Japan to the minimal extent necessary, on which logistic patterns are difficult to be adjusted in response to the new rules but which are able to be ensured a certain level of security assurance in conducting risk analysis by Japan Customs, until the rules become well-established.

Q 4-4: Is the application condition for relaxed application to the deadline of filing applied in relation between the final port in foreign country and the port of unloading the cargo in Japan?

A 4-4: The relaxed application to the deadline of filing is decided by the port of loading cargo in foreign country and the first port of entry in Japan.

Q 4-5: When is the deadline for transshipped cargo at a port outside Japan?

A 4-5: The rules require the filers to file cargo information at least 24 hours before departure of a port of loading on a foreign trading vessel intended for entry into Japan. For instance, if a cargo from Europe is transshipped at a port in Singapore, the cargo information is required to be filed at least 24 hours before departure from the port in Singapore.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 4-6: If an unscheduled transshipment of a cargo is conducted due to the change of vessel schedule, is it required to be filed not only the cargo information based on the Master B/L level from a shipping company, but also the cargo information based on the House B/L level from a NVOCC linked to its relevant Master B/L at least 24 hours before departure from a port of transshipment?

A 4-6: Even if an unscheduled transshipment of a cargo is suddenly conducted, as a general rule, both the cargo information based on the Master B/L level and the cargo information based on the House B/L level are required to be filed again at least 24 hours before departure from a port of transshipment.

Q 4-7: How to deal with the case if cargo information cannot be filed by the deadline because of a system outage?

A 4-7: The filers need to contact the previously designated contact point of Japan Customs. In case that Japan Customs recognizes the difficulties in electronically filing cargo information through NACCS because of electronic or communication problems, etc, the filers need to file cargo information in writing by the deadline of filing according to the instruction of Japan Customs.(with regard to the specific method for filing and the contact point of Japan Customs, please refer to Japan Customs website:  
<http://www.customs.go.jp/english/summary/advance/material01.pdf>)

However, it is exempted from filing in case of the difficulties occurred due to natural disasters such as an earthquake, etc. or man-made disasters such as a war, etc.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 4-8: If a deadline comes while periodical maintenance of filer's own systems, a filer won't be able to file through NACCS. In such case, is it enough to file cargo information in writing according to the instruction of Japan Customs as system failure?

A 4-8: In this case, please file by the beginning of periodical maintenance of filer's own systems and do not miss for the deadline for filing.

Q 4-9: In periodical maintenance of NACCS, is it necessary to file the cargo information in writing as system failure? Or is it enough to file after maintenance?

A 4-9: In this case, please file by the beginning of periodical maintenance of NACCS and do not miss for the deadline for filing.

Q 4-10: By when is the "Departure Time Registration (ATD)" needed to be completed?

A 4-10: The "Departure Time Registration (ATD)" is needed to be completed by the completion of the "Manifest Submission (DMF)" after a foreign trading vessel departed from a port of loading.

Meanwhile, if the "Departure Time Registration (ATD)" has not been completed when the "Manifest Submission (DMF)" is processed, a discrepancy information will be sent to notify that the "Departure Time Registration (ATD)" has not been yet completed.

In case of receiving discrepancy information, a filer needs to conduct the "Departure Time Registration (ATD)" immediately.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 5. Filed Cargo Information

Q 5-1: How was it decided the data elements to be filed?

A 5-1: Based on the necessary data elements to be filed provided for in the “WCO SAFE Framework of Standards to Secure and Facilitate Global Trade”, and in the light of the requirements by other foreign countries as well as the results of hearing from interested parties, we decided the data elements to be filed which should be fulfilled the requirements of risk analysis by Japan Customs.

Q 5-2: Is it acceptable to enter IMO number in the “vessel code” field?

A 5-2: Please enter the vessel’s distinctive number (call sign), instead of IMO number.

Q 5-3: Is it mandatory to fill in the “House B/L Register Completion Identifier”?

A 5-3: When all the relevant House B/L has been filed, please enter “E” in the “House B/L Register Completion Identifier” field, otherwise risk analysis of Japan Customs might be obstructed.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-4: What should be entered in the “Notification Forwarding Party Code” field?

A 5-4: Please enter the User Code( \* ) of following interested parties.

(( \* ) User Code : The code is provided by the NACCS Center for identification)

- Interested parties in Japan who need to receive the advance notice of risk analysis results from Japan Customs
- Interested parties in Japan who need to know the cargo information through the “Inquiry About Advance Cargo Information Registration (IAR)”
- Interested parties in Japan who need to utilize the cargo information to for subsequent procedures

Q 5-5: "Telephone number" field accepts only 14digits. What should be entered when the telephone number is “+81-03-1234-5678”?

A 5-5: Please enter a telephone number starting from area code without country code and delimiters.

In this case, “0312345678” should be entered in the telephone number field.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-6: Is the description of “to order” accepted in the “Consignee” field?  
In this case, is it enough to enter 「to order」 only in the “Consignee Name” field?

A 5-6: In the light of the results of hearing from interested parties, if the concrete name, address and telephone number are appropriately filled in the fields relevant to the “Notify Party”, the description of “to order” is accepted in the “Consignee” field.

In this case, a filer needs to enter the Country Code same as Notify Party in the “Consignee Country Code” field in addition to enter 「to order」 in the “Consignee Name” field and the “Consignee Address” field.

Q 5-7: When a notify party is identical with a consignee, the Notify Party’s Name, Address and Telephone number to be entered in the field of Notify Party can be the same as those of the consignee? In such case, is the description of “Same as consignee” accepted?

A 5-7: If so, please enter consignee’s Name, Address and Telephone number in the field of Notify Party without entering “Same as consignee”.

Q 5-8: How can a filer identify “Exporter/Importer Code”, which is filed in “Consignor Code” field, “Consignee Code” field and “Notify party Code” field?

A 5-8: Please ask the contractors of carriage about “Exporter/Importer Code” which is filed in “Consignor Code” field, “Consignee Code” field and “Notify party Code” field, and file it.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-9: In case that the NVOCC is committed the cargo by the other Freight Forwarder, does the NVOCC need to file actual importers and exporters information as consignors and consignees with receiving such information by other Freight Forwarder at the time of carriage contract?

A 5-9: In case the NVOCC who is the contractor of consigned freight forwarding business with the shipping company cannot know actual importers and exporters at the time of carriage contract, such a filer may file consignors and consignees information known by a filer.

Q 5-10: Is it difficult for the filers outside of Japan to fill in the “Harmonized System Code (6-digit)” field?

A 5-10: The “Harmonized System Code (6-digit)” is an indispensable element for Japan Customs to conduct risk analysis. As the “Harmonized System Code (6-digit)” is used over the world, we think that the filers can put the “Harmonized System Code (6-digit)” applied in export countries/territories in the field.

Q 5-11: Which version of “Harmonized System Code (6- digits)” should be used?

A 5-11: Since Japan Customs publishes “Harmonized System Codes (6- digits)” on Japan Customs’ website (following URL) , please see them and file appropriate current code from Chapter 01 to Chapter 97.

<http://www.customs.go.jp/tariff/index.htm> (Japan Customs web site)

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-12: In case that several goods are loaded in a container, which code should be entered in “Harmonized System Code (6- digits)” field?

A 5-12: A filer needs to enter the Harmonized System Code of dominant goods in quantity or price in “Harmonized System Code (6- digits)” field.

Q 5-13: In case that goods for governmental organization use, which code should be entered in “Harmonized System Code (6- digits)” field?

A 5-13: With regard to the goods for governmental organization use (including articles for official use of embassy or legation, Department of Defense shipments on United States Government Bill of Lading based on Agreement ), a filer, taking account of the characteristic of the goods, must enter “official goods” in “Goods Description” field and “000100” in “Harmonized System Code (6- digits)” field, in advance filing rules.

Q 5-14: If the “Harmonized System Code (6-digit)” field is filled in, is it unnecessary to report the concrete and detailed description in the “Description of Goods” field?

A 5-14: As the “Description of Goods” field is crucial for Japan Customs to conduct risk analysis, concrete and detailed description (general terms or trade names) is needed to easily identify the contents of the cargo.

In addition, in case that several goods are loaded in a container, not only the description of main goods but also the description of other goods are needed to be filed in the “Description of Goods” field within 350-digit to a maximum extent.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-15: The goods, such as chemical products, which do not have general terms or trade names, it is impossible to fill out chemical ingredients for the reason of commercial confidentiality. How does it to be entered?

A 5-15: In that case, please enter the usage of the goods.

Q 5-16: What is the difference between the “Port of Origin” and the “Port of Loading”?

A 5-16: When transshipment is scheduled, the port where cargo is firstly shipped for Japan becomes the “Port of Origin”, while the port where the cargo is transshipped from one vessel to another which is intended for entry into Japan becomes the “Port of Loading”.

Q 5-17: Is it possible to file the cargo information with the name of the ship to be loaded at the original port in case the schedule of cargo transshipment is unidentified?

A 5-17: In case the schedule of cargo transshipment is unidentified, it is possible to file cargo information with the name of the ship to be loaded at the original port. But in case a plan of the transshipment is decided, the filer has to file the cargo information again with the name of the ship to which the cargo is transshipped until the deadline of filing of the transship port.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-18: When the cargo information based on the House B/L is filed through the “Advance Cargo Information Registration (House B/L) (AHR)”, is it enough to enter only the B/L number issued by the shipping company in the field of the “Master B/L number”?

A 5-18: Please enter the Carrier code used in NACCS in 1<sup>st</sup> to 4<sup>th</sup> digit, followed by the Master B/L number.

Since this field is the key to correlate cargo information based on the Master B/L through the “Advance Cargo Information Registration (AMR)” and the cargo information based on the House B/L, the correct Carrier code and Master B/L number need to be entered.

Q 5-19: While “B/L Number” field length are 35-digits on the procedure specification of NACCS, actually, why NACCS doesn’t accept the description over 20-digits?

A 5-19: Though considering effects on subsequent procedures, “B/L Number” field in the “Manifest Registration (MFR)” and the “Application for House B/L Information Registration (NVC01)” can be entered just within 20-digits systematically, in 2017, NACCS will be revised and can be entered up to 35-digits length into “B/L Number” field.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-20: Does a filer have to file B/L number within 12-digits except for initial 4-digits for the Carrier Code for NACCS or the Code for House B/L according to a table of input fields of Introduction of the Advance Filing Rules on Maritime Container Cargo Information (Guidance) on Japan Customs web site?

A 5-20: Since filing method described in the Guidance is an recommended example for the case in which the number of containers are supposed to be more than 100, even if B/L number is filed by other numbering system, a filer is not required to re-file and correct it. Therefore, in case the number of containers is less than 100, a filer may file B/L number within 16-digits except for initial 4-digits of the Carrier Code for NACCS or the Code for House B/L.

Further, a filer needs to file B/L number within 20-digits including initial 4-digits for the Carrier Code for NACCS or the Code for House B/L in order to avoid overlapping. And a filer needs to notify those involved (especially filer of subsequent procedures) about this filed B/L number.

Q 5-21: How should a filer enter in “Container Operator Code” field?

A 5-21: Since “Container Operator Code” field is required in subsequent procedure, in case of conducting the pre-arrival filing through cargo information utilizing the pre-departure filing, a filer needs to report after receiving information from a filer of the pre-arrival filing in advance. Therefore, if a filer does not conduct pre-arrival filing through the “Manifest Registration (MFI)”, the filer doesn’t need to enter in the pre-departure filing.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 5-22: In “Dangerous Cargo Code (SPC Code)” field, “Dangerous Master (IMDG)” field and “UN No” field, is it enough to enter only in case there are applicable dangerous items?

A 5-22: In case a filer reports for applicable dangerous items, the filer must enter in “Dangerous Master (IMDG)” field and “UN No” field. While, as “Dangerous Cargo Code (SPC Code)” field is used in subsequent procedure, a filer doesn’t need to enter in the pre-departure filing.

Q 5-23: In case the goods correspond to several IMDG codes, how should the code be entered in “Dangerous Master (IMDG)” field and “UN No” field?

A 5-23: In such cases, a filer needs to enter an IMDG code (IMDG Class and UN No), listed in the code list on NACCS’s Advance Filing Rules website (following URL) of dominant good in quantity or price, in the field of IMDG class and UN No.  
<http://www.naccscenter.com/afr/code.html> (Advance Filing Rules website)

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 6. Filing Method

Q 6-1: Who is an authorized service provider permitted to access to NACCS?

A 6-1: We announce authorized service providers permitted to access to NACCS on the following NACCS' website.

<http://www.naccscenter.com/afr/> (Advance Filing Rules web site)

Q 6-2: How much does it cost to use NACCS procedures for the Advance Filing Rules on Maritime Container Cargo Information?

A 6-2: NACCS Center does not charge fees for the following NACCS procedures regarding the Advance Filing Rules.

Advance Cargo Information Registration (AMR)

Update Registered Advance Cargo Information (CMR)

Advance Cargo Information Registration (House B/L) (AHR)

Update Registered Advance Cargo Information (House B/L) (CHR)

Departure Time Registration (ATD)

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 6-3: When a filer send cargo information through a service provider, is one Reporter ID enough for one corporation? Or, is it necessary for each branch office at respective port, etc. to obtain a Reporter ID?

A 6-3: If a filer send cargo information through a service provider, such filer needs to obtain Reporter ID in advance of filing. Both batch filing from the headquarters, etc. and filing from each branch office at respective port are supposed to be operated, it is therefore recommended that necessary number of the Reporter IDs should be acquired depending on the circumstances of each corporation.

Q 6-4: When a filer sends cargo information through a gateway connection with a filer's own system, is it necessary to acquire a Reporter ID?

A 6-4: If a filer sends cargo information through a gateway connection with a filer's own system, such filer does not needs to obtain Reporter ID. In this case, a filer needs to use their own User ID obtained through a service agreement with NACCS Center.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 7. Correction of Cargo Information

Q7-1: If transshipment is suddenly conducted after cargo information was filed, is it necessary for the previously filed cargo information to be deleted?

A 7-1: Without deleting the previously filed the cargo information, cargo information is needed to be filed again through the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L) (AHR)” by the deadline of filing at a port of transshipment.

Q7-2: Is it necessary to delete the cargo information if the shipment has been cancelled due to the circumstances of cargo handling?

A 7-2: Please delete the cargo information, if the shipment has been cancelled before "Departure Time Registration (ATD)".

Q7-3: After filing cargo information in the Pre-arrival filing (the current rules), a port of discharge, etc., which are also included in the data elements of the Pre-departure filing (the new rules), are modified due to the change of vessel voyage schedule caused by bad weather. In case, is it needed to correct not only the filed cargo information in the Pre-arrival filing (the current rules) but also the filed cargo information in the Pre-departure filing (the new rules)?

A 7-3: In case that the filed cargo information is corrected after the cargo information was filed in the Pre-arrival filing (the current rules), only the filed cargo information in the Pre-arrival filing (the current rules) is required to be corrected unless otherwise advised by Japan Customs.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 7-4: When the necessary correction is made through the “Update Registered Advance Cargo Information (CMR)” or the “Update Registered Advance Cargo Information (House B/L) (CHR)”, is it necessary to get in touch with Japan Customs in advance?

A 7-4: It is not necessary to get in touch with Japan Customs in advance, as the filed cargo information in this rules can be corrected where necessary.

Q 7-5: By when is the correction of cargo information accepted?

A 7-5: As cargo information to be filed in these rules is “scheduled information” of cargoes to be loaded, unfixed information can be included. Thus, in the light of the results of hearing with interested parties, the filed cargo information can be corrected and deleted where necessary, in principle until the “Departure Time Registration (ATD)” is completed.

Note : Even after the “Departure Time Registration (ATD)” , cargo information can be added through “Update Registered Advance Cargo Information (CMR)” or “Update Registered Advance Cargo Information (House B/L) (CHR)”. In addition vessel information (“Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading” and “Port of Loading suffix” ) can be updated by re-filing of cargo information through “Update Registered Advance Cargo Information (CMR)” or “Update Registered Advance Cargo Information (House B/L) (CHR)”.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 7-6: Which items of cargo information cannot be corrected?

A 7-6: In the system following items can not be corrected.

- (1) “Update Registered Advance Cargo Information (CMR)”  
“Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading”, “Port of Loading suffix” and “B/L Number”
- (2) “Update Registered Advance Cargo Information (House B/L) (CHR)”  
“Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading”, “Port of Loading suffix”, “Master B/L Number” and “House B/L Number”

When discrepancy information is sent due to difference in vessel information between Master B/L and House B/L, the cargo information needs to be re-filed using the correct vessel information.

For further information, please refer to “Procedure for correction of cargo information” in the website of Japan Customs.

( <http://www.customs.go.jp/english/summary/advance/material08.pdf> )

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 7-7: Regarding the cargo information which is filed through the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L) (AHR)”, can the agent in Japan who handles the Pre-arrival filing(the current rules) correct the cargo information through the “Update Registered Advance Cargo Information (CMR)” or the “Update Registered Advance Cargo Information (House B/L) (CHR)”?

A 7-7: The cargo information, which is filed through the “Advance Cargo Information Registration (AMR)”, can be corrected through the “Update Registered Advance Cargo Information (CMR)” by the “Filer of the Advance Cargo Information Registration (AMR)”, “NACCS user with the same Carrier Code registered in AMR” or “Shipping agent whose Consigner-consignee relationship with shipping company is registered in the system at the relevant port of cargo discharge”.

On the other hand, the cargo information which is filed through the “Advance Cargo Information Registration (House B/L) (AHR)”, can be corrected through the “Update Registered Advance Cargo Information (House B/L) (CHR)” by the “Filer of the Advance Cargo Information Registration (House B/L) (AHR)” and “Notification Forwarding Party of entered House B/L) ” .

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 7-8: Cargo information through the Pre-departure filing can be corrected until the “Departure Time Registration (ATD)” is completed. How to deal with the case discharging port and consignee etc... are modified by change of carriage contract after filing the “Departure Time Registration (ATD)”?

A 7-8: As system doesn't allow cargo information filed in the pre-departure to be modified after the “Departure Time Registration (ATD)” is completed, a filer needs to file correct information in subsequent procedures such as the “Manifest Registration (MFR)” or the “Application for House B/L Information Registration (NVC01)” .

In this case, if Japan Customs identifies discrepancy between the cargo information filed in the Pre-departure filing and the information reported in subsequent procedure, Japan Customs may conduct necessary investigation considering it as false filing. In this investigation, a filer is responsible for explaining the change of carriage contract.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 8. Discrepancy Information

Q 8-1: How can the system identify a discrepancy concerning the deadline of filing?

A 8-1: The system will compare the date and time when the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L)(AHR)” has been submitted with the filed date and time of departure from a port of loading in the “Departure Time Registration (ATD)”. As a result, if the system identifies that cargo information was not filed by the deadline, a discrepancy information will be sent to the person who conducted the “Departure Time Registration (ATD)”.

Q 8-2: If a discrepancy information concerning the deadline of filing was sent, is an advance notice of the “SPD” automatically sent? In addition, in case a filer receives the discrepancy information, is it necessary to contact Japan Customs in advance?

A 8-2: After reviewing the contents of discrepancy information, Japan Customs identifies whether cargo information was filed or not by the deadline. In case that cargo information was not filed by the deadline, Japan Customs will send an advance notice of the “SPD” according to each unit of cargo information based on the Ocean (Master) B/L.

Therefore, in such case, a filer doesn't have to contact Japan Customs in advance. (with regard to the specific method for filing and the contact point of Japan Customs, please refer to Japan Customs website:

<http://www.customs.go.jp/english/summary/advance/material02.pdf> )

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 8-3: Discrepancy information is sent to the filer of the “Departure Time Registration (ATD)” and the “Manifest Submission (DMF)”. Can the filer of the “Advance Cargo Information Registration (AMR)” and the “Advance Cargo Information Registration (House B/L) (AHR)” confirm the discrepancy information?

A 8-3: If the filer of the “Advance Cargo Information Registration (AMR)” is the filer of either the “Departure Time Registration (ATD)” or the “Manifest Submission (DMF)”, such filer of AMR can receive discrepancy information. It can be confirmed whether or not discrepancy information has been sent through the “Inquiry about the registered MB/L- HB/L List(IML)”.

Q 8-4: The discrepancy information is sent to the filer of the "Departure Time Registration (ATD)" and the "Manifest Submission (DMF)". How do NVOCCs who filed cargo information based on the House B/L level know whether the cargo information they filed has discrepancy or not?

A 8-4: It is possible for NVOCCs to confirm whether the discrepancy information has been sent or not through the “Inquiry about the registered MB/L-HB/L List (IML)”.  
If necessary , filers reporting cargo information through service provider should ask their service provider about the inquiry procedure.

Q 8-5: When the information of “B/L Number” field of the “Advance Cargo Information Registration (AMR)” is different from the information of “B/L Number” field of the “Manifest Registration (MFR)”, is discrepancy information sent?

A 8-5: In such case, filing of the “Manifest Submission (DMF)” leads the notice of the discrepancy information.

Therefore, please enter same information in the “B/L Number” field of each filing.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 8-6: After conducting the “Manifest Registration (MFR)” with the B/L number filed through the “Advance Cargo Information Registration (House B/L) (AHR)”, the discrepancy information was notified in a wake of the “Manifest Submission (DMF)”. What should be done for this case?

A 8-6: It is necessary to conduct the “Manifest Registration (MFR)” with the B/L number filed through the “Advance Cargo Information Registration (AMR)”, and register the House B/L information through “Application for House B/L Information Registration (NVC01)” so that the discrepancy information will not be notified.

Q 8-7: What case does discrepancy information for vessel information between Master B/L and House B/L output?

A 8-7: Among the elements to be filed with regard to cargo information based on Master B/L and House B/L, if the systems identify discrepancy in “Vessel Code”, “Voyage Number”, “Carrier Code”, “Port of Loading Code” and “Port of Loading suffix”, it notifies information on the discrepancy in vessel information to a filer of the “Departure Time Registration (ATD)” .

Therefore, in such case, the filer of the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L) (AHR)” needs to file correct shipping information.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 8-8: If cargo information filed in the “Advance Cargo Information Registration (AMR)” is modified by the change of carriage contract after the “Departure Time Registration (ATD)”, a filer needs to correct cargo information through subsequent procedure, the “Manifest Registration (MFR)”. In case that modification is about B/L number, discrepancy information should be informed after the “Manifest Submission (DMF)”. Therefore, is it unnecessary to contact Japan Customs in advance?

A 8-8: In such case, though the system informs a filer of discrepancy information in a wake of the “Manifest Submission (DMF)”, Japan Customs confirms whether the pre-departure filing is completed by deadline scrutinizing cargo information other than to the discrepancy information.

Therefore, while it is not necessary for a filer to contact Japan Customs in advance, if a filer receives an advance notice of the “SPD”, the filer needs to contact with the contact point listed in an advance notice and ask Japan Customs to dissolve this advance notice of the “SPD” explaining that B/L number was modified by change of carriage contract and the Pre-departure filing had been completed by other B/L number.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 9. Advance Notice

Q 9-1: How soon does Japan Customs notify the filers of risk analysis results?

A 9-1: In principle, Japan Customs will notify the filers of risk analysis results within 24 hours after the cargo information is filed.

Therefore, when the filing is made 24 hours before loading of cargo, shipping companies can receive an advance notice before loading of cargo on a vessel and stop loading the cargo.

Q 9-2: Does Japan Custom notify the filers of a green light for loading of cargo as a result of risk analysis?

A 9-2: No advance notice will be sent to the filers unless the cargo is considered as security threats. Meanwhile, the filers will be notified of the “DNL” or the “DNU” when the cargo is identified high-risk as a result of risk analysis, or the “HLD” when additional information or correction of the filed cargo information is required.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 9-3: Can other interested parties in Japan than persons who file the “Advance Cargo Information Registration (AMR)” or “Advance Cargo Information Registration (House B/L)(AHR)” know about the contents of advance notice as results of risk analysis conducted by Japan Customs?

A 9-3: An advance notice of the results of risk analysis will be sent to interested parties in Japan registered in the “Notification Forwarding Party” fields of the “Advance Cargo Information Registration (AMR)” and the “Advance Cargo Information Registration (House B/L)(AHR)”.

In addition, it can be confirmed whether or not an advance notice of the result of risk analysis has been sent through the “Inquiry About Cargo Information (ICG)”.

Q 9-4: How does the system deal with the cargo of which an advance notice of the “DNU” is not canceled?

A 9-4: Unless an advance notice of the “DNU” is canceled, the “Registration of Cargo Discharge (PKI/PKK)” cannot be processed on the system.

Q 9-5: Are specific request from Japan Customs described in detail in an advance notice of risk analysis result? And, how can I make inquiry about an advance notice such as “HLD” etc., from Japan Customs?

A 9-5: In case a filer receives an advance notice of risk analysis result, it needs to respond to instruction described in “Notification Subject” field and “Details of Notifications (Direction)” field.

Please contact the contact point listed in the advance notice as a result of risk analysis. (Only Japanese and English are available.)

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 9-6: In case an advance notice on the cargo information based on the House B/L is sent, is the advance notice also sent to the filer of the “Advance Cargo Information Registration (AMR)”?

A 9-6: When an advance notice on the cargo information based on the House B/L is sent, the same advance notice is sent to the filer of the “Advance Cargo Information Registration (AMR)” in case the cargo information based on the Master B/L is filed.

On the other hand, in case the cargo information based on the Master B/L is not filed, a message of the advance notice on the cargo information related to the House B/L is notified when the cargo information based on the Master B/L is filed through the “Advance Cargo Information Registration (AMR)”. In this case, it can be confirmed which House B/L has an advance notice through the “Inquiry about the registered MB/L- HB/L Cargo information List (IML)”.

Q 9-7: How to deal with the case a filer receives an advance notice of the “SPD” because of a mistake in the “Departure Time Registration (ATD)”?

A 9-7: Please ask Japan Customs listed in the advance notice as the contact point to dissolve an advance notice of the “SPD” explaining that there exists mistake in the “Departure Time Registration (ATD)” after correcting the date and time through the “Departure Time Registration (ATD)”.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 10. Application for Cargo Discharge Information

Q 10-1: When a company that is going to discharge cargoes from a vessel before registration of the “Application for Cargo Discharge Permission (DNC)”, based on Japan Customs instruction, how does it file the unfiled cargo information through NACCS?

A 10-1: If the unfiled cargo information is based on the Ocean (Master) B/L level, please file the cargo information through the “Advance Cargo Information Registration (AMR)” or the “Update Registered Advance Cargo Information (CMR)”.

On the other hand, if the unfiled cargo information is based on the House B/L level, please file the cargo information through the “Advance Cargo Information Registration (House B/L) (AHR)” or the “Update Registered Advance Cargo Information (House B/L) (CHR)”.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

### 11. Others

Q 11-1: What is the reason for retaining the Pre-arrival filing (the current rules) before entry into port in Japan?

A 11-1: Cargo information to be filed in the Pre-departure filing (the new rules) is the scheduled information of cargo to be loaded on a vessel intended for entry into Japan. At the time of deadline of filing, some unfixed information such as quantity of cargo could be included.

Therefore, as Japan Customs needs to confirm whether the cargo, whose information was filed in the Pre-departure filing (the new rules), is actually loaded and to be unloaded at a port in Japan, we will continue to require the shipmaster who is ultimately responsible for the information of cargo loaded on a foreign trading vessel to file as well according to the Pre-arrival filing (the current rules).

In order to reduce administrative workload on filing, the filed cargo information in the Pre-departure filing (the new rules) can be reused on NACCS as part of the cargo information required in the Pre-arrival filing (the current rules).

Q 11-2: Is a certain notice sent after the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L)(AHR)” was completed?

A 11-2: In order to notify of successful process completion, a process result message of “COMPLETION” will be sent. If filed information is not processed due to any error, a process result message with relevant error code will be sent.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 11-3: How can the shipmaster, etc. who submits the Pre-arrival filing (the current rules) confirm the date and time of departure in the “Departure Time Registration (ATD)” filed by a carrier, etc. of the foreign trading vessel who submits the Pre-departure filing (the new rules)?

A 11-3: After completing the “Manifest Registration (MFR)”, the filed date and time of departure from a port of loading in the “Departure Time Registration (ATD)” will be notified as a process result notice. Also, the date and time of departure can be known through the “Inquiry About Advance Cargo Information Registration (IAR)”.

Q 11-4: How is the Advance Filing Rules on Maritime Container Cargo Information made public?

A 11-4: In order to promote to make widely public, Japan Customs uploads explanatory documents concerning the rules on the Japan Customs’ website in English and in Japanese.

Also, we endeavor to explain the introduction of the rules in Japan and ask for cooperation to spread the information at international meetings of Customs administration, etc.

In addition, in May and September 2012, and in September 2013, we held several briefing sessions to explain the outline of the rules and related procedure specifications, etc. for shipping companies of the foreign trading vessel bound for Japan and relevant Japanese companies. Taking such opportunities, we asked the participants to cooperate to share the information with their foreign business partners and associates.

Also, in cooperating with the authorized service providers, NACCS Center held briefing sessions at major foreign cities.

## FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 11-5: Is it possible to utilize the cargo information based on the House B/L filed through the “Advance Cargo Information Registration (House B/L) (AHR)” in subsequent procedures as the “Application for House B/L Information Registration (NVC01)”?

A 11-5: It is possible to utilize the cargo information based on the House B/L filed through the “Advance Cargo Information Registration (House B/L) (AHR)” in the subsequent NACCS procedures. The filer of the B/L number through AHR or the Update Registered Advance Cargo Information (House B/L) CHR can do so through the “Call up House B/L Information for Registration (NVC11)” by entering 4 digit House B/L code plus B/L number already filed.

Q 11-6: If the “Manifest Submission (DMF)” is filed before the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L) (AHR)”, can the “Manifest Submission (DMF)” be accepted?

A 11-6: In this case, the system sends a filer of discrepancy information when the cargo information is not filed. However, pre-arrival filing through the “Manifest Submission (DMF)” is accepted.