

The Advance Filing Rules on Maritime
Container Cargo Information
(Guidance)

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1. Introduction

In order to provide increased security to the global supply chain through counterterrorism and other measures, Customs has been enhancing control at the border by obtaining maritime container cargo information at an earlier point. For this purpose, in addition to the pre-arrival filing rule introduced by the amendment of Customs Law in 2006, the Customs Law revised in 2012 stipulates the Advance Filing Rules on Maritime Container Cargo Information (the Rules), which require operators of foreign trading vessels carrying container cargoes intending to enter a port in Japan and consignors for the applicable cargoes to electronically file detailed cargo information with Japan Customs before the foreign trading vessels leave the ports of loading.

With the renewal of the Nippon Automated Cargo and Port Consolidated System (hereinafter referred to as "NACCS") in October 2017, the procedures through NACCS for the advance filing are to be improved based on the accumulated cases of implementation (the filings) under the Rules. After the upgrade of NACCS in October 2017, the advance filing to Customs is to be reported electronically with NACCS in accordance with this guidance.

2. Background

- (1) Following the September 11 terrorist attacks in the United States in 2001, the World Customs Organization (WCO) developed the "WCO SAFE Framework of Standards to Secure and Facilitate Global Trade" (hereinafter referred to as the "SAFE Framework") to be implemented by WCO Members at the global level to enhance the security and facilitate legitimate international trade. This "SAFE Framework" states WCO Members should electronically obtain cargo information of maritime container cargoes before loading at the port of departure.
- (2) The US and several other foreign countries require electronic filing of detailed cargo information at the earliest timing accepted by the "SAFE Framework", i.e., no later than 24 hours before loading of the cargo at ports of departure.
- (3) Compared with the "SAFE Framework" and the rules of foreign countries such as the US, the filing rules in Japan in 2012 needed to be improved with regard to the timing of the filing, the data elements required, and the method of filing. Under the rules in Japan at the time, (1) cargo information was filed before arrival in the port in Japan and there was limited time from the filing to arrival, (2) in many cases, detailed description of goods and actual consignees, etc. of consolidated cargo were unknown, and (3) not all cargo information was filed to Japan Customs in electronic format.

3. Summary of the Advance Filing Rules on Maritime Container Cargo Information

The Advance Filing Rules on Maritime Container Cargo Information (the Rules) oblige electronic submission of detailed information on maritime container cargoes to be loaded on a vessel intending to enter a port in Japan, in principle, before its departure from the port of loading. Details are as follow. (Refer to Appendix 1 “Summary of the Advance Filing Rules on Maritime Container Cargo Information.”)

(1) Cargo to be filed

The cargoes to be filed under the Rules based on Article 15-7 and 15-8 of the Customs Law are container cargoes loaded on foreign trading vessels intending to enter a port in Japan. The following, however, does not need to be filed:

- Empty containers;
- Cargoes loaded on Platform containers that is classified as “P0” in the detailed code in ISO6364; and
- Maritime container cargoes which are not discharged/unloaded in Japan.

(2) Persons obliged to file

Persons obliged to file are as follow:

- A. According to Article 15-7 of the Customs Law, operators of foreign trading vessels carrying container cargoes intending to enter a port in Japan who have the cargo information based on Ocean (Master)B/L (hereinafter referred to as “Shipping Companies”).
- B. According to Article 15-8 of the Customs Law and Article 12-9 of the Order for Enforcement of the Customs Law, consignors who use carriage by Shipping Companies having the cargo information based on House B/L to engage in the cargo transportation business under freight contracts with the Shipping Companies (hereinafter referred to as “NVOCC”).

(3) Filing deadline

The filing deadlines are stipulated as follow, based on the date and time of the departure of the vessel, which both the persons obliged to file and Japan Customs can confirm:

- A. According to Article 12-7 of the Order for Enforcement of the Customs Law, 24 hours before the departure of a foreign trading vessel from a port of loading, intending to enter a port in Japan carrying the cargo falling under 3-(1) above to be loaded at the port (except the cargoes mentioned in B below).
- B. According to Article 2-2-4 of the Rules on Enforcement of the Customs Law, by the departure of a foreign trading vessel from a port of loading for the vessels

operating in short-distance routes. This applies to the case where the cargo is to be loaded on the vessel at the “Area other than Japan” referred to Appended Table 3 of the rules, and discharged at the “Area in Japan” as the first port of arrival referred to Appended Table 3 of the rules (Refer to Appendix 2 “Relaxed application to the deadline for filing with regard to short-distance shipping routes.”)

(4) Cargo Information to be filed

Data elements to be filed under the Rules are as follow:

A. Shipping Companies obliged to file in 3-(2)-A above

According to the provisions in Article 12-8 of the Order for Enforcement of the Customs Law and Article 2-2-5 of the Rules on Enforcement of the Customs Law, cargo information in the “Ocean (Master) Bill of Lading on Cargo Information” field of Appendix 3 “Data Elements to Be Filed” shall be filed (mandatory)

B. NVOCC obliged to file in 3-(2)-B above

According to the provisions in Article 12-10 of the Order for Enforcement of the Customs Law and Article 2-2-6 of the Rules on Enforcement of the Customs Law, cargo information in the “House Bill of Lading on Cargo Information” field of Appendix 3 “Data Elements to Be Filed” shall be filed (mandatory).

(5) Filing Methods

Under the provisions in Article 15-9, the Rules oblige the electronic filing of cargo information through NACCS” (refer to 4-(1) below).

The filers, however, must file cargo information in writing using Appendix 20

“MARITIME CONTAINER CARGOES INFORMATION” , etc., when Japan Customs recognizes the cases where it is difficult to electronically file cargo information through NACCS due to system failure, for example. Please contact Japan Customs’ contact point shown in “Required procedures when it is difficult to electronically file cargo information through NACCS due to disasters, system failure, etc.” on Japan Customs

website: http://www.customs.go.jp/news/news/advance5_e/shiry01.pdf.

(6) Exemption from Advance Filing

According to the provisions in Article 12-6 of the Order for Enforcement of the Customs Law, the filing is exempt when Japan Customs recognizes difficulties in filing cargo information bound for Japan before departure of the port of loading due to natural disasters, such as storm, heavy rain, flood, earthquake, tsunami, volcanic

eruption, or man-made disasters, such as war, and armed conflict.

Japan Customs may also recognize difficulties in electronic filing of cargo information through NACCS in cases such as system failure mentioned in 3-(5) above, etc., while cargo information must be filed in writing using Appendix 20, etc., to which no exemption is applied. Please contact Japan Customs' contact point shown in "Required procedures when it is difficult to electronically file cargo information through NACCS due to disasters, system failure, etc." on Japan Customs website:

http://www.customs.go.jp/news/news/advance5_e/shiryo01.pdf.

(7) Advance Notice

Japan Customs provides the following advance notice to the filers within 24 hours, in principle, after receiving cargo information, when certain measures (e.g. suspending discharge of the cargo in Japan) should be taken according to the provisions in Article 106 of the Customs Law, if the cargo is identified as high risk from a Japanese security perspective, following risk analysis of the cargo information filed under the Rules. If, however, Japan Customs obtains new security intelligence, an advance notice is sent even after 24 hours since the filing. (Refer to Appendix 4 "Advance Notice of the Result of Risk Analysis.")

When the situation (cause) of an advance notice is resolved after the advance notice was sent, Japan Customs will cancel the notice promptly.

A. Code 'DNL'

If the cargo is identified as high risk following risk analysis of the cargo information filed to Japan Customs 24 hours before loading of the cargo on a vessel, an advance notice is sent through NACCS with the code "DNL" informing that the cargo is considered high-risk and cannot be brought into Japan.

B. Code 'HLD'

If further or revised information is necessary in order to complete the risk assessment of the cargo, an advance notice is sent through NACCS with the code "HLD" with specific request details.

C. Code 'DNU'

The advance notice of the code "DNU" is sent in the following cases:

- If Japan Customs finds a cargo is a security threat to Japan following risk analysis after a foreign trading vessel leaves a port of loading, an advance notice is sent through NACCS with the code "DNU" informing that discharge of the cargo at the entry port in Japan is suspended.
- With regard to the cargo notified "HLD" as described in B above, if Japan

Customs confirms that a foreign trading vessel carrying the cargo has left the port of loading without cancellation of the advance notice with the code “HLD”, discharge of the cargo is suspended unless additional information is filed or the information is corrected in accordance with instruction from Japan Customs by the time the vessel enters into a port in Japan. The code “DNU” will be sent through NACCS with a notice that the status of the code has been switched and the discharge of the cargo will be suspended if a request is not met.

(8) Application for Cargo Discharge Permission

When filing of cargo information is overdue as indicated below, Japan Customs will send the code “SPD” in advance through NACCS. (In this case, persons obliged to file may be penalized.)

In addition, according to Article 16-3 of the Customs Law, if the advance notice (the code “SPD”) is sent, the cargo must not be discharged without cargo discharge permission from Japan Customs. In order to discharge the cargo, cargo discharge permission must be applied for and obtained from Customs according to the following categories:

A. When the cargo information is not filed

Those who discharge the cargo must apply for cargo discharge permission to the Customs office with jurisdiction over the port where they plan to discharge cargo after filing the cargo information as described in 3-(5) above in advance and obtain permission. However, when the advance notice is to request further or revised information in order to complete the risk assessment on the cargo, the cargo discharge permission cannot be issued until the information requested by the advance notice is filed and Japan Customs completes its risk assessment on the cargo.

B. When the cargo information is not filed by the filing deadline

Those who discharge cargo must apply for cargo discharge permission to the Customs office with jurisdiction over the port where they plan to discharge cargo and obtain permission.

(9) Penalty

If Shipping Companies or NVOCC have not filed the cargo information as provided in Articles 15-7 or 15-8 of the Customs Law by the filing deadline or have filed false information, they will be imprisoned for a term not exceeding one (1) year or be liable for a fine up to JPY 500 thousands.

In addition, if those intending to request cargo discharge permission pursuant to

Article 16-3 of the Customs Law have discharged the cargo without the permission, they will be imprisoned for a term not exceeding one (1) year or be liable for a fine up to JPY 500 thousands.

4. Filing Method, etc. through NACCS

(1) What is NACCS ?

The Nippon Automated Cargo and Port Consolidated System (NACCS) is a system for online processing of procedures of Japan Customs and other relevant administrative authorities, or relevant private-sector services for arriving/departing ships and aircrafts or import/export cargo. It is operated by NACCS Center. (The company's website: <http://www.naccs.jp/e/index.html>)

The Advance Filing Rules on Maritime Container Cargo Information (the Rules) require that cargo information be filed electronically through NACCS as described in 3-(5) above.

(2) User Connectivity with NACCS

As shown in Appendix 5 "User Connectivity with NACCS," those who file the cargo information under the Rules must connect with NACCS; either through the gateway connection with the filer's own system or through service providers.

Note: For those who have offices in Japan having a service agreement with NACCS Center, they can file information using the packaged client software provided by NACCS Center.

(3) Reporter ID Issuance

Those who file the cargo information under the Rules via service providers must obtain a Reporter ID from the Reporter ID Issuance System provided by NACCS Center beforehand. Please refer to Appendix 6 "Diagram of Reporter ID Acquisition Procedure, etc." for acquisition of a Reporter ID. Detailed acquisition procedures are shown in the Advance Filing Rules web site (<https://bbs.nacccscenter.com/nacccs/dfw/web/afr/>), from where a Reporter ID can also be obtained.

(4) Filing of Cargo Information by Shipping Companies (Ocean (Master) B/L Cargo Information)

A. Cargo Information Registration

Filing of cargo information by Shipping Companies must be registered according to each unit of Ocean (Master) B/L through the Advance Cargo Information Registration (AMR) as shown in Appendix 7 "NACCS Procedure Flow" by the

filing deadline.

An EDIFACT message can only be used by NACCS users to file the information under this procedure.

B. Input Fields

The AMR input field table is as shown in Appendix 8 “Table of Input Fields of Advance Cargo Information Registration (AMR).”

When there are any House B/Ls related to a Master B/L, "M" has to be entered into “Master B/L Identifier” field in the AMR. Hence, it might be necessary to ask the NVOCC the existence of relevant House B/Ls in order to make appropriate filings.

C. Acceptance of Cargo information

As for cargo information registered in A above, NACCS verifies the input status and notifies the filers of the process results (“completion” or “error”).

When verifying the input status, the system checks formats such as data attributes. If any of the items in Appendix 9 “Unacceptable Items” are filed, they are rejected. (A processing result “error” is signaled.) (Items in Appendix 9 are examples. In future they will be revised as required.)

D. Corrections, etc. of Cargo Information

The necessary corrections, deletion and additional inputs to Ocean (Master) B/L cargo information received through NACCS without errors can be made through the Update Registered Advance Cargo Information (CMR). However, corrections of “Vessel Code”, “Voyage Number”, “Carrier Code”, “Port of Loading Code” and “Port of Loading Suffix” can only be modified with “Update Registered Vessel Information for Advance Filing” (CMV).

In addition, corrections and deletion via CMR should be made, in principle, by the departure of the vessel. However, even after the Departure Time Registration (ATD), described in 4-(6) below, is executed, corrections and deletion via CMR are possible before the Filing of the Manifest Submission (DMF) is made.

When already filed Ocean (Master) B/L cargo information is deleted by the CMR, the deletion and the reason for the deletion, such as suspension of lading or change in B/L number, must be reported to Customs.

E. Corrections of B/L Number, etc.

When separations, combination, or switches in Ocean (Master) B/L information already accepted by NACCS are made due to the amend of transport contract etc., it is necessary to register the revised B/L information, correct original B/L information as needed, and relate the original B/L information and the revised B/L information via the Association of Registered B/L Numbers (BLL).

(5) Filing of Cargo Information by NVOCC (House B/L Cargo Information)

A. Cargo Information Registration

Filing of cargo information by NVOCC must be registered according to each unit of House B/L cargo information through the Advance Cargo Information Registration (House B/L) (AHR) in Appendix 7 “NACCS Procedure Flow” by the filing deadline.

An EDIFACT message can only be used by NACCS users to file the information under this procedure.

B. Input Fields

The AHR input field table is as shown in Appendix 10 “Table of Input Fields of Advance Cargo Information Registration (House B/L) (AHR).”

“Master B/L Number”, “Vessel Code”, “Voyage Number”, “Carrier Code”, “Port of Loading Code”, “Port of Loading Suffix”, “Port of Discharge Code” and “Port of Discharge Suffix” must be the same as those of relevant Master B/L information filed according to 4-(4) above. Therefore, it requires to receive necessary information from the Shipping Company in order to make appropriate filing. In addition, it is necessary to enter “E” into “House B/L Register Completion Identifier” field in AHR when all House B/Ls related to the Master B/L are registered.

C. Acceptance of Cargo Information

As for cargo information registered in A above, NACCS verifies the input status and notifies the filers of the process results (“completion” or “error”).

When verifying the input status, the system checks formats such as data attributes. If any of the items in Appendix 9 “Unacceptable Items” are filed, they are rejected. (A processing result “error” is signaled.) (Items in Appendix 9 are examples. In future they will be reviewed as required.)

D. Corrections, etc. of Cargo Information

The necessary corrections, deletion and additional inputs to House B/L cargo information received through NACCS without errors can be made through the Update Registered Advance Cargo Information (House B/L) (CHR). However, when corrections of the “Vessel Code”, “Voyage Number”, “Carrier Code”, “Port of Loading Code” and “Port of Loading Suffix” can only be made with the “Update Registered Vessel Information for Advance Filing” (CMV).

When change in vessel information due to transship is planned and the vessel information after the change is unknown, it is necessary to enter “Y” into “Vessel Information Change Identifier” field in the AHR/CHR in order to follow the vessel

information of Master B/L after the change that is duly to be filed by the Shipping Company. This “Y” makes correction of vessel information such as “Vessel Code” unnecessary.

In addition, corrections and deletion via the CMR should be made by the departure of the vessel, in principle. However, even after the Departure Time Registration (ATD), described in 4-(6) below, is executed, corrections and deletion via the CMR are possible before the DMF is made.

When already filed House B/L cargo information is deleted by the CHR, the deletion and the reason for the deletion, such as suspension of lading or change in B/L number, must be reported to Customs.

E. Corrections of B/L Number, etc.

When separations, combination or switches in House B/L information already accepted by NACCS are made due to the amend of transport contract etc., it is necessary to register the revised B/L information, correct original B/L information as needed, and relate the original B/L information and the revised B/L information via the BLL.

(6) Filing of the Date and Time of Departure from the Port of Loading by Shipping Companies (Fixed)

A. Registration of the Date and Time of Departure from the Port of Loading

After a vessel loads a cargo whose information in 4-(4) or (5) above was filed and leaves the port, Shipping Companies must file the date and time of departure from the port of loading through the Departure Time Registration (ATD) by the time of filing cargo information based on Article 15-1 of the Customs Law through the Manifest Submission (DMF) of NACCS.

B. Input Fields

The ATD input field table is as shown in Appendix 11 “Table of Input Fields of Departure Time Registration (ATD).”

C. Correction of the Date and Time of Departure from the Port of Loading

The date and time of departure from the port of loading registered in NACCS can also be corrected as required through the Departure Time Registration (ATD).

(7) Discrepancy Information

As for cargo information in 4-(4) and (5) above, NACCS determines whether a filing is overdue, etc. and sends information on the discrepancy to the filers.

When the discrepancy notices are sent, it is necessary to react adequately in order to clear the discrepancies. (Refer to “Dealing with discrepancy information” on

Japan Customs website:

http://www.customs.go.jp/news/news/advance5_e/shiryo02.pdf.

A. Types of Notice

- (a) Discrepancy information when the system finds a filing is overdue
- (b) Discrepancy information when the system finds cargo information is not filed through the Advance Cargo Information Registration (House B/L) (AHR) although the cargo information has been filed through the Advance Cargo Information Registration (AMR).
- (c) Discrepancy information when the system finds cargo information is not filed through the Advance Cargo Information Registration (AMR) although the cargo information has been filed through the Advance Cargo Information Registration (House B/L) (AHR).
- (d) Discrepancy information when the Vessel Code, etc. filed through the Advance Cargo Information Registration (House B/L) (AHR) does not match those filed through the relevant Advance Cargo Information Registration (AMR).
- (e) Discrepancy information when the system finds cargo information is not filed through Advance Cargo Information Registration (AMR) although the cargo information is filed through Manifest Submission (DMF)
- (f) Discrepancy information when the system finds the Departure Time Registration (ATD) is not completed.

B. Delivery Time

- (a) Filing of the Departure Time Registration (ATD) leads the system to assessing the discrepancy information shown in A-(a) through A-(d) and sends the discrepancy notices if they are found.
- (b) Filing of the Manifest Submission (DMF) leads the system to assessing the discrepancy information shown in A-(e) through A-(f) and sends the discrepancy notices if they are found.

C. Delivery destination

- (a) The discrepancy information shown in B-(a) above is sent to those who filed the Departure Time Registration (ATD).
- (b) The discrepancy information shown in B-(b) above is sent to those who filed the Manifest Submission (DMF).

D. Output Fields

Output fields in the discrepancy information are as shown in Appendix 12 "Table of Output Fields of Discrepancy Information," and the output image is as shown in Appendix 13 "Discrepancy Information of Advance Filing."

(8) Changes in vessel information

A. Registration of vessel information before and after the changes in vessels

When the changes in vessels, including transshipment outside Japan after the completion of filings of information described in (4) and (5) above occur, the CMV enables revision of the vessel information, without re-filing via the AMR, the CMR, the AHR or the CHR. The CMV also enables the filers to specify a B/L number individually and revise the vessel information, or to revise the vessel information and plural B/L numbers under the same original vessel information at one time.

However, in order to change other than the vessel information, i.e. "Vessel Code", "Voyage Number", "Carrier Code", "Port of Loading Code" and "Port of Loading Suffix", it is necessary to file again (re-filing) by the filing deadlines for the re-filing since this re-filing also entails change in the filing deadline.

B. Input Fields

The input fields of CMV are as shown in Appendix 14 "Table of Input Fields of Update Registered Vessel Information for Advance Filing (CMV)".

(9) Changes in B/L Numbers including those of House B/L according to the amendment of transport contract, etc.

A. Registration of the linkage among B/Ls before and after the change in B/L numbers

After the completion of filings of information described in (4) and (5) above, when there occurred separations, combination or switches in B/Ls due to the amendment of transport contract, etc., it is necessary to file cargo information with the amended B/L number. Cargo information needs to be corrected when the original B/L number is used again after the separation or combination: the original B/L information and the revised B/L information needs to be related via the Association of Registered B/L Numbers (BLL) to make their linkage clear

B. Input Fields

The input fields of BLL are as shown in Appendix 15 "Table of Input Fields of Association of Registered B/L Numbers (BLL)."

(10) Advance Notice from Japan Customs

Notification Forwarding parties and output fields related to advance notice from Japan Customs in 3-(7) above are as follow. When advance notice are sent, it is necessary for the recipient to react adequately in accordance with the notice (instruction) from Customs.

A. Types of Notice

- (a) Advance notice with DNL code and their cancellation notices:
- (b) Advance notice with HLD code and their cancellation notices:
- (c) Advance notice with DNU code and their cancellation notices:
- (d) Advance notice with SPD code and their cancellation notices:

B. Notification Forwarding Party

- (a) Advance notice on cargo information from A-(a) to (d) above are sent to the filers of AMR/CMR, Notification Forwarding Party Code registered in AMR/CMR, and the filer of Manifest Submission (DMF).
- (b) Advance notice on cargo information from A-(a) to (c) above are sent to the filers of AHR/CHR and Notification Forwarding Party registered in AHR/CHR. The filer of relevant Master B/L (implementer of AMR) and the implementer of the Manifest Submission (DMF) are also notified of the occurrence of advance notices for reference (the contents of advance notices are not sent to the implementer of AMR and DMF).

C. Output Fields

Output fields in advance notices from Japan Customs are as shown in Appendix 16-1 "Table of Output Fields of Advance Notice" and Appendix 16-2 "Table of Output Fields of Advance Notice Status of Relevant House B/L Has Been Given", and output images are as shown in Appendix 17-1 "Advance Notices of Risk Assessment", Appendix 17-2 "Cancellation of Risk Assessment Notice" and Appendix 18 "Advance Notice for related House B/L information."

(11) Creation of Manifest Information for Pre-arrival Filing based on Cargo Information registered for Advance Filing Rules

Pre-arrival filing, stipulated in Article 15-1 of the Customs Law, of cargos for which the advance filing described in 4-(4) above already made, can be made by the following methods;

A. Creation of Pre-arrival filing based on cargo information filed by AMR/CMR

Pre-arrival filling, whose deadline in principal is 24 hours before vessel arrival, can be done by Manifest Submission (DMF) in the unit of identical "Vessel Code", "Voyage Number", "Carrier Code", "Port of Discharge Code", and "Port of Discharge Suffix" based on the cargo information registered by AMR/CMR. With this method, the "Cargo Information for Manifest Registration (MFR)" is not necessary to be made. However, when "Container Operator Code", "Service Type on Delivery Code" and/or "Vanning Type Code" and/or "Customs Convention on Container (CCC) Application Identifier" are not filed at the timing of AMR, then it is necessary to file such fields by the Update Registered Advance Cargo

Information (CMR) then to execute the DMF.

B. Creation of manifest information for pre-arrival filing by quoting cargo information filed by AMR/CMR

In order to create manifest information for pre-arrival filing by quoting cargo information filed by AMR/CMR, it is necessary to carry out following procedures then to execute the DMF. If the unloading of cargo that is not the subject of the Advance Filing Rules on Maritime Container Cargo Information is to be carried out at the same time, it is necessary to create cargo information on the said cargo by Manifest Information Registration (MFR) in addition to doing one of the following procedures, then to carry out DMF.

(a) Blanket Registration based on Units of Company Using the Vessel

In creating the manifest information for the pre-arrival filing, filers can use the Manifest Information Registration (Blanket Registration) (MFI), extract the cargo information filed under AMR/CMR, and register in NACCS at a time.

(b) Registration by Units of B/L

In creating the manifest information for the pre-arrival filing, filers can use the Call Up Cargo Information for Manifest Registration (MFR 11), extract the cargo information filed under AMR/CMR by units of B/L, and register in NACCS.

(12) Application for Cargo Discharge Permission (DNC)

A. Registration of the Application for Cargo Discharge Permission (DNC) Information

Those seeking cargo discharge permission through NACCS according to the provision in Article 16-3 of the Customs Law must apply to the Customs office, which has jurisdiction over the port where they plan to discharge cargo, with the Application for Cargo Discharge Permission (DNC) shown in Appendix 7 “NACCS Procedure Flow.”

B. Input Fields

The DNC Input field table is as shown in Appendix 19 “Table of Input Fields Application for Cargo Discharge Permission (DNC).”

(13) Transmission of information

When deletion of cargo information described 4-(4) and (5) above and the changes in B/L number described in 4-(9) above occur, Japan Customs may communicate with the filers via “Transmission of Information (MSA)” in order to verify their backgrounds and/or

to examine the incidents. (For the filers who make their filings via service providers, Japan Customs sends an email to the email address registered in the reporter ID system. For those who use NACCS but cannot use MSA, Japan Customs communicates by other means.)

When Japan Customs communicates, check the contents of the communication promptly and respond appropriately according to the instruction from Japan Customs, which may include responding to the communication with the MSA and/or the “Transmission of attached file (MSB)”, or responding to the email from Japan Customs for the filers making their filings via service providers.

(End)