

FAQs about Advance Filing Rules on Maritime Container Cargo Information

Japan Customs has received various questions about the Advance Filing Rules on Maritime Container Cargo Information.

The followings are the responses to the most frequently asked questions in order to assist interested parties in fully understanding the rules.

Questions are classified as follow. Please refer to corresponding pages.

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1. Background

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

A 1-1: Recognizing the need to have more stringent border security measures in place, Japan Customs has 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.

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 to enter into a port in Japan is 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 from the filing. In addition, maritime container cargoes, which are not 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 seal the cargoes by columns are required to be filed.

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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 a vessel, any maritime container cargo to be loaded on a foreign trading vessel intended to enter into a port in Japan is required to be filed. Therefore, maritime container cargoes carried by vessels other than container vessels are also required to be filed.

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

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

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Q 2-5: A cargo exported from Japan is reshipped from a destination port to Japan, and then the cargo is to be unloaded at a Japanese port. In this case, is this cargo subject to the Advance Filing Rules?

A 2-5: If the exported cargo is not unloaded at a foreign port, the cargo is not subject to the rules. However, if the exported cargo is unloaded at a foreign port and then loaded into a vessel destined to Japan, the cargo information needs to be filed under the rules.

Q 2-6: Are the residuals remaining in a container subject to the filing?

A 2-6: If the residuals are subject to the import procedure, the residuals need to be filed under the rules. However, the container is imported to Japan as an empty container without the import procedure on the residuals, the residuals are not subject to the rules.

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 to enter 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. Consigners who are the contractors of consigned freight forwarding business with the shipping companies are also obliged to file cargo.

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.

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

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

A 3-3: The shipmaster of a foreign trading vessel intended to enter 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 (Manifest information).

Following the hearing from the interested parties, the “Departure Time Registration (ATD)” has been 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), carries out the “Departure Time Registration (ATD)” and then the shipmaster or his/her agent, who needs to file in the Pre-arrival (manifest information) filing, confirms the departure date and time registered in the “ATD” and makes 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 a 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, a filer can send cargo information through the shipping agent.

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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 for 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: When 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.

Q 3-8: In case of a 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 appropriate 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 the shipping company which rents the space of a ship. In such a case, each shipping company needs to file the "Departure Time Registration (ATD)"

4. Filing deadline

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

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

However, for certain short-distance shipping routes departing from ports of loading in the neighboring countries/areas, the deadline is 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 from Customs before loading of the cargo and stop loading the cargo on a vessel, when Customs sends such a notice (instruction).

Q 4-2: Why is the deadline 24 hours before departure, not before loading of cargoes, 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 both the filers and Japan Customs can confirm, is adopted for the basis for the time of the filing.

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

A 4-3: Given the current situations in logistics and responding to strong demands for relaxed application of the rules, Japan Customs applies relaxed deadlines for filing for certain shipping routes within the seas around Japan. While logistics of short-distance shipping routes are difficult to be adjusted in response to the new rules, a certain level of security can be assured through a risk analysis by Japan Customs.

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

A 4-4: The relaxed deadline for filing is determined by the port of loading cargo in a foreign country and the first port of entry in Japan.

Q 4-5: When is the deadline for the 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 to enter 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.

Q 4-6: If an unscheduled transshipment of a cargo occurred due to change of a vessel schedule, is it required to file 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 occurred unexpectedly, 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 does the filer deal with the case where the cargo information cannot be filed by the deadline due to a system failure/malfunction?

A 4-7: The filers need to communicate the contact point of Japan Customs. When Japan Customs recognizes the difficulties in electronic filing of the cargo information through NACCS due to 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. (Regarding the specific procedures 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>)

The filing is exempted when the difficulties arise due to natural disasters such as an earthquake, or man-made disasters such as a war.

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Q 4-8: If the deadline comes during a periodical/regular maintenance of filer's own system, the filer won't be able to file the cargo information through NACCS. In such a case, is it appropriate to file the cargo information in writing?

A 4-8: In this case, please file the cargo information before the maintenance of filer's own system and do not miss the deadline for filing.

Q 4-9: During a periodical maintenance of NACCS, is it necessary to file the cargo information in writing? Or is it appropriate to file after the maintenance?

A 4-9: In this case, please file the cargo information before the maintenance of NACCS and do not miss the deadline for filing.

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

A 4-10: The "Departure Time Registration (ATD)" needs 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, discrepancy information will be sent to notify that the "Departure Time Registration (ATD)" has not been completed.

When receiving discrepancy information (a notice from Customs), a filer needs to carry out the "Departure Time Registration (ATD)" immediately.

5. Filed Cargo Information

Q 5-1: How were the data elements for the filing decided?

A 5-1: Based on the necessary data elements provided for in the “WCO SAFE Framework of Standards to Secure and Facilitate Global Trade”, and following the requirements by other foreign countries, as well as the results of hearing from the interested parties, the data elements were decided in order to fulfill the requirements of a risk analysis by Japan Customs.

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

A 5-2: Please enter the vessel’s distinctive number (call sign), instead of the 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 a risk analysis of Japan Customs might be hindered/delayed. In addition, this “E” entry enables “Notification of House B/L Register Completion (SAS1350)” to be sent to the filers of the related Master B/L and “Notification of Master B/L Registration Status (SAS1480)” to be sent to the filers of House B/L, which make the filers to know that the non-filing status has been cleared. Hence, this “E” entry in the “House B/L Register Completion Identifier” must be done.

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

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

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

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

Q 5-5: "Telephone number" field accepts only 14 digits. Is it possible to enter a telephone number, such as “+81-03-1234-5678” in the address filed?

A 5-5: Telephone numbers must be entered in the filed for telephone numbers. Hence, in this case, please enter a telephone number starting from an area code without a country code and delimiters.

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

Q 5-6: Is the description of “to order” accepted in the “Consignee” field?

In this case, is it sufficient to enter 「to order」 only in the “Consignee Name” field?

A 5-6: Following the results of hearing from the 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, which is the same as the country code of the 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 the notify party and the consignee are same, 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: Enter consignee’s name, address and telephone number in the field of Notify Party. Do not enter “Same as consignee”.

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

A 5-8: A Corporate Number can be found on the website of the National Tax Agency of Japan: <http://www.houjin-bangou.nta.go.jp/en/>. As for “Exporter/Importer Code” or “Corporate Number”, which is filed in “Consignor Code” field, “Consignee Code” field and “Notify party Code” field, please ask the contractors of carriage.

Q 5-9: In case where a NVOCC deal with the cargo under a contract with other Freight Forwarder, does the NVOCC need to file actual importers and exporters information as consignors and consignees with receiving such information from other Freight Forwarder at the time of the forwarding/transport contract?

A 5-9: In order to allow Customs to carry out its risk analysis effectively and efficiently, a NVOCC, which concludes a carriage contract directly with an operator of a vessel such as a shipping company, should receive the information on the actual importers and exporters, as much as possible, from other Freight Forwarders at the time of concluding the carriage contract between the NVOCC and the Freight Forwarders.

However, when the NVOCC that is the contractor of consigned freight forwarding business with the shipping company cannot know the actual importers and exporters by the deadline of filing of the advance information, then the NVOCC may file a cargo information based on the available information at the timing of filing. (In this case, Customs may ask related parties such as consignees to provide the information on the actual exporters/importers and so on.)

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 a risk analysis. As the “Harmonized System Code (6-digit)” is commonly used in the world, it is considered possible for filers to put the “Harmonized System Code (6-digit)” applied in the 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 (URL is shown below), please confirm the codes and enter appropriate current code from Chapter 01 to Chapter 97.

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

“Harmonized System Codes (6-digits)” would be revised by the revision of International Convention on the Harmonized Commodity Description and Coding System and the next revision is scheduled on 1st January 2022. Please see the website of World Customs Organization which manages the convention.

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Q 5-12: When several different goods are loaded into a container, which HS 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 of 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 embassies or consulates, Department of Defense shipments under United States Government Bill of Lading), a filer, taking into account of the characteristic of the goods, must enter “official goods” in “Goods Description” field and “000100” in “Harmonized System Code (6- digits)” field.

Q 5-14: As for the cargo of (personal) moving, what has to be filed in the “Harmonized System Code (6-digit)” field?

A 5-14: A filer needs to enter the Harmonized System Code of dominant goods in quantity or price in “Harmonized System Code (6- digits)” field. (Codes beginning from “98” or “99” cannot be used.)

Besides, in the “Description of Goods” field, “HOUSEHOLD GOODS” and “PERSONAL EFFECTS” are not acceptable and detailed description of goods need to be entered within 350-digit to a maximum extent possible.

Q 5-15: If the “Harmonized System Code (6-digit)” field is filled, is it unnecessary to enter the concrete and detailed description in the “Description of Goods” field?

A 5-15: As the “Description of Goods” field is crucial for Japan Customs to conduct a risk analysis, concrete and detailed description (general terms of the goods or trade names of the merchandise) needs to be filled in order to easily identify the contents of the cargo. In addition, in case where several different goods are loaded into a container, not only the description of main goods, but also the description of other goods needs to be entered in the “Description of Goods” field within 350-digit to a maximum extent possible.

Q 5-16: As for the goods, such as chemical products, which do not have general terms or trade names, it is not preferable to fill out chemical ingredients for the reason of business confidentiality. What should be entered?

A 5-16: In that case, please enter the (commercial) usage of the goods.

Q 5-17: What is the difference between the “Port of Origin” and the “Port of Loading”?

A 5-17: 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 to enter into Japan becomes the “Port of Loading”.

Q 5-18: Is it possible to file the cargo information with the name of the ship to be loaded at the original port in case where the schedule of transshipment is unknown?

A 5-18: In case where the schedule of cargo transshipment is unknown, it is possible to file cargo information with the name of the ship to be loaded at the port of origin. In this case, following procedures are necessary:

- After the confirmation of transshipment, shipping companies have to correct the vessel information with the “Update Registered Vessel Information for Advance Filing (CMV)”.
- It is necessary for the NVOCC to enter “Y” into “Vessel Information Change Identifier” field in the “Advance Cargo Information Registration (House B/L) (AHR).”

Q 5-19: 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 5-19: Please enter the Carrier code used in NACCS in 1st to 4th 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.

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Q 5-20: What has to be entered in “Container Operator Code” field?

A 5-20: The User Code of NACCS of a container operation company which brings containers to a container yard at a Japanese port of discharge has to be filled in the “Container Operator Code” field. However, since the “Container Operator Code” is required in the subsequent procedure (pre-arrival filing), it may not be necessary for the advance filing (pre-departure filing) on cargo information if it is unknown at the timing of the advance filing.

The “Container Operator Code” must be entered in order to carry out the “Filing of the Manifest Submission (DMF)” without conducting the “Cargo Information for Manifest Registration (MFR)”. Hence, the “Container Operator Code” must be entered with the “Update Registered Advance Cargo Information (CMR)” before execution of the DMF.

Q 5-21: As for “Special Cargo Code” field, “Dangerous Master (IMDG)” field, and “UN No” field, do these fields need to be filed only when there are applicable dangerous items?

A 5-21: When a filer reports applicable dangerous items, “Dangerous Master (IMDG)” field and “UN No” field must be filled. Since “Special Cargo Code” field is used in the subsequent procedure, a filer may not need to enter at the timing of the advance filing (pre-departure filing). However, if the good corresponds to “Dangerous Cargo Code (SPC code)” list in “Advance Filing Rules <6th generation NACCS>” of NACCS Center’s website (URL below), “Special Cargo Code” field has to be filled before carrying out the “Filing of the Manifest Submission (DMF).”

<https://bbs.naccscenter.com/naccs/dfw/web/afr/index.html> (“Advance Filing Rules <6th generation NACCS> ” website)

Q 5-22: When the goods correspond to several IMDG codes, which code should be entered in “Dangerous Master (IMDG)” field and “UN No” field?

A 5-22: In such cases, a filer needs to enter IMDG codes (IMDG Class and UN No) in the code list on “Advance Filing Rules <6th generation NACCS>” of NACCS Center’s website (URL below) of five (5) goods at maximum which are dominant in quantity or price, in the field of IMDG class and UN No.

<https://bbs.naccscenter.com/naccs/dfw/web/afr/index.html> (“Advance Filing Rules <6th generation NACCS> ” website)

6. Filing Method

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

A 6-1: Authorized service providers which are permitted to access to NACCS can be found on the following NACCS' website.

<https://bbs.naccscenter.com/naccs/dfw/web/afr/> (Advance Filing Rules web site)

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

A 6-2: For those who file cargo information via service providers, please ask them.

For those who use NACCS, NACCS Center does not charge fees for the following NACCS procedures in relation to 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); Update Registered Vessel Information for Advance Filing (CMV); Association of Registered B/L Numbers (BLL); Departure Time Registration (ATD); Application for Cargo Discharge Permission (DNC) and; Manifest Submission (DMF).

However, as for the charges for the recalling procedures (CMR11, CHR11, DNC11, MFR11, NVC11, etc.) and for the inquiry procedures (IMR, IML, ICG, IMI, etc.), please consult NACCS Center.

Q 6-3: When a filer sends cargo information through a service provider, is one (single) 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 sends cargo information through a service provider, such a filer needs to obtain Reporter ID in advance of filing. Both batch (single) filing from the headquarters, etc. and filing from each branch office at respective port are possible. It is recommended that necessary number of the Reporter IDs should be obtained depending on the circumstances of each corporation.

Q 6-4: When a filer sends cargo information to NACCS through a gateway connection with a filer's own system, is it necessary to obtain 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.

7. Correction of Cargo Information

Q7-1: Is it necessary to delete the cargo information if the shipment has been cancelled due to circumstances of cargo handling?

A 7-1: Please delete the cargo information with the reason, if the shipment has been cancelled before "Departure Time Registration (ATD)" and the "Filing of the Manifest Submission (DMF)".

Q7-2: After filing cargo information in the Pre-arrival filing (manifest information), a part of discharge and other data elements, which are also included in the Pre-departure filing (the new rules), are modified, due to change of the voyage schedule caused by bad weather. In such a case, is it necessary to correct not only the filed cargo information in the Pre-arrival filing, but also the filed cargo information in the Pre-departure filing (the new rules)?

A 7-2: When the filed cargo information is corrected after the cargo information was filed in the Pre-arrival filing (manifest information), only the filed cargo information in the Pre-arrival filing needs to be corrected unless otherwise advised by Japan Customs.

Q 7-3: 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 7-3: It is not necessary to inform Japan Customs in advance, as the filed cargo information in this rules can be corrected where necessary. However, in case of deletion, “Reason for Deletion Code” field and, if “5: others” is chosen in “Reason for Deletion Code” field, “Reason for Deletion” field of CMR or CHR have to be filled.

Q 7-4: By when is the correction of cargo information accepted?

A 7-4: Except when Advance Notices are issued by Customs, corrections on cargo information can be made until the completion of both the “Departure Time Registration (ATD)” and the “Manifest Submission (DMF)” .

Note : Even after the “Departure Time Registration (ATD)” and the “Filing of the Manifest Submission (DMF)”, cargo information can be added, including the re-filing for the correction of vessel information.

Q 7-5: Which items of cargo information cannot be corrected?

A 7-5: 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” and “House B/L Number”

However, when discrepancy information is sent due to difference in vessel information between Master B/L and House B/L, or changes in loading vessels occur because of changes in transport contract, etc., the correction on vessel information (“Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading” and “Port of Loading suffix”) can be made with the Update Registered Vessel Information for Advance Filing (CMV).

Q 7-6: 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 which handles the Pre-arrival filing (manifest information) correct the cargo information through the “Update Registered Advance Cargo Information (CMR)”, or the “Update Registered Advance Cargo Information (House B/L) (CHR)”?

A 7-6: 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 AMR and NACCS user with the same Carrier Code registered in AMR, or by a shipping agent whose consigner-consignee relationship with the shipping company is registered in NACCS.

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 AHR and those entered in “Notification Forwarding Party Code” filed in the AHR.

Q 7-7: If the port of discharge and consignee, etc. are modified due to change of the carriage contract after filing of “Departure Time Registration (ATD)”, how should a filer react to these changes?

A 7-7: The cargo information filed under the advance filing (pre-departure filing) cannot be corrected after the completion of both the “Departure Time Registration (ATD)” and the “Manifest Submission (DMF).” Hence, in such cases, corrections have to be made through subsequent procedures, namely the “Update registered Manifest Information (after submitting Manifest) (CMF02)” or the “House B/L Cargo Information Registration (NVC01).”

Q 7-8: When separations, combination or switches in B/L information due to changes in transport contract, etc., occur, the “Association of Registered B/L Numbers (BLL)” should be conducted. Should the BLL be also carried out for split?

A 7-8: If split occurs, please file cargo information with a new B/L number and carry out the BLL. This response is the same as the cases where separation takes place.

Q 7-9: When the loading vessel is changed after the filing of cargo information, is it sufficient to carry out the “Update Registered Vessel Information for Advance Filing (CMV)”? Besides, is it possible to correct information other than the vessel information via the CMV?

A 7-9: When the loading vessel changed due to changes in transport contract, etc., in addition to the CMV to correct the vessel information, the “Departure Time Registration (ATD)” must be made for the new vessel. (If the Vessel information is changed by the CMV with regard to the House B/L cargo information filed by a NVOCC, “House B/L Register Completion Identifier” has to be registered again.)

It must be noted that the CMV can correct only the vessel information (“Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading” and “Port of Loading suffix”). Therefore, if corrections need to be made on information elements other than the vessel information, the “Update Registered Advance Cargo Information (CMR)” and/or the “Update Registered Advance Cargo Information (House B/L) (CHR)” have to be carried out.

8. Discrepancy Information

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

A 8-1: The system compares 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, discrepancy information will be sent to the person who conducted the ATD.

In case of the “Association of Registered B/L Numbers (BLL)”, discrepancy is found based on the date and time of filing of cargo information with B/L number which is also reported as original B/L number in the BLL and the date and time of filing of the ATD.

Q 8-2: If discrepancy information is sent concerning the non-filing of House B/L, the non-filing of Master B/L, surpassing the deadline for filing, and/or the non-filing of advance cargo information, is an advance notice of the “SPD” automatically sent?

When a filer receives the discrepancy information, is it necessary to contact Japan Customs in advance?

A 8-2: Japan Customs determines whether cargo information was filed by the deadline, after reviewing the contents of discrepancy information, checking the comparison of weights between Master and consolidated House B/L information, the completion of the filing of House B/L information, and examining the contents of filed cargo information. When cargo information was not filed by the deadline, Japan Customs sends an advance notice of the “SPD” according to each unit of cargo information based on the Ocean (Master) B/L. In such a case, a filer doesn't have to contact Japan Customs in advance. (Regarding the specific procedures for filing and the contact point of Japan Customs, please refer to Japan Customs website :

<http://www.customs.go.jp/english/summary/advance5/material02.pdf>)

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 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 through the “Inquiry about the registered MB/L-HB/L List (IML)”. The “Notification of Master B/L Registration Status (SAS148)” is also sent to the filer of AHR and CHR where the “House B/L Register Completion Identifier” has been registered.

If necessary, filers reporting cargo information through service providers should ask them 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 a case, filing of the “Manifest Submission (DMF)” leads to the notice of the discrepancy information.

However, if the Association of Registered B/L Numbers (BLL) is conducted before the DMF in order to link the original B/L number that is filed by the Advance Cargo Information Registration (AMR) and the new B/L number that is filed by the “Manifest Information Registration (MFR)”, discrepancy information is not sent.

Q 8-6: After conducting the “Manifest Information 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 carry out the “Manifest Information Registration (MFR)” with the B/L number filed through the “Advance Cargo Information Registration (AMR)”, and register the House B/L information through “House B/L Information Registration (NVC01)” so that the discrepancy information will not be sent.

Please consult “Instruction for the method of inquiries about advance notice” on Japan Customs web site : <http://www.customs.go.jp/english/summary/advance5/material02.pdf>

Q 8-7: Under what kind of circumstances is discrepancy information for vessel information between Master B/L and House B/L issued?

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 system identifies discrepancy in “Vessel Code”, “Voyage Number”, “Carrier Code”, “Port of Loading Code” and/or “Port of Loading suffix”, it notifies the discrepancy in vessel information to the filer of the “Departure Time Registration (ATD)”. However, if “Y” is entered into “Vessel Information Change Identifier” field in the “Advance Cargo Information Registration (House B/L) (AHR)”, the discrepancy information on vessel information is not issued.

If the discrepancy information on vessel information is issued, the filer of the “Advance Cargo Information Registration (AMR)” or the AHR needs to file correct shipping information with the “Update Registered Vessel Information for Advance Filing (CMV)”.

9. Advance Notice

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

A 9-1: In principle, Japan Customs informs the filers of the results of a risk analysis within 24 hours after the filing of the cargo information.

Therefore, when the filing is made 24 hours before loading of cargo, shipping companies can receive an advance notice from Customs before loading of cargo on a vessel, and stop loading when so instructed/informed by Customs.

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

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

Q 9-3: Is there any case where an advance notice of SPD code is sent before loading?

A 9-3: The advance notice of SPD code is issued when the filing missed the deadline. Therefore, an advance notice of SPD code can be issued after the loading and the departure from the loading port, especially where the loading port is subject to the relaxed deadline for filing.

Hence, shipping companies and NVOCCs which have the obligation to file, are requested to check the status of discrepancies notice through the “Inquiry about the registered MB/L- HB/L Cargo information List (IML)” and to cooperate with the relevant parties in order to complete the filing appropriately by the deadline.

FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 9-4: Can the relevant parties in Japan other than the filers of 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 a risk analysis by Customs?

A 9-4: An advance notice deriving from a risk analysis is sent to the relevant 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)”.

It can also be confirmed whether an advance notice has been sent, through the “Inquiry About Cargo Information (ICG).”

Q 9-5: How does the system deal with the cargo on which an advance notice of the “DNU” is not canceled?

A 9-5: Unless an advance notice of the “DNU” is canceled, the “Registration of Cargo Discharge (PKI/PKK)” cannot be processed on the system.

Q 9-6: Are specific request/instructions from Japan Customs described in detail in an advance notice? How can I make inquiry on an advance notice, such as “HLD”, from Japan Customs?

A 9-6: When receiving an advance notice (results of a risk analysis), the filer needs to respond to instructions described in “Notification Subject” field and “Details of Notifications (Direction)” field.

Please consult the contact point indicated in the advance notice.
(Only Japanese and English are acceptable.)

According to the voice guidance, choose language (Japanese or English), then press the number “3” that corresponds to advance notices.

(Note) The telephone number on an advance notice includes the international access code of Japan, “81”. If you are in Japan, ignore/omit the international access code “81” and add “0” to the beginning of the telephone number.

FAQs about Advance Filing Rules on Maritime Container Cargo Information

Q 9-7: When 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 9-7: When an advance notice on the cargo information based on the House B/L is sent, the House B/L which is subject to the advance notice can be confirmed through the “Inquiry about the registered MB/L- HB/L Cargo information List (IML).”

In addition, when an advance notice on the cargo information based on the House B/L is sent, the “Advance Notice for related House B/L information”, which shows the House B/L number subject to advance notice, the code of advance notice and the title of advance notice, is sent to the filer of the “Advance Cargo Information Registration (AMR).”

Q 9-8: How should I deal with the case where a filer receives an advance notice of the “SPD” due to a mistake in the “Departure Time Registration (ATD)”?

A 9-8: Please consult Japan Customs indicated in the advance notice as the contact point to clear an advance notice of the “SPD”, explaining that there was a mistake in the “Departure Time Registration (ATD)” after correcting the date and time through the ATD.

Q 9-9: As cargo information on House B/L missed its deadline, an advance notice of SPD has been issued for the cargo. In order to unload the cargo, what a forwarder on the consignee side in Japan, which does not have the obligation to file, should do?

A 9-9: It is advised that the forwarder urges the NVOCC on the consigner side in a foreign country, which has the obligation to file, to file the cargo information on the unreported cargo that has received the advance notice of SPD, or the forwarder itself file the cargo information on the unreported cargo as a person who intends to unload.

Please be aware that Customs does not issue the permission of unloading, unless Customs receives the cargo information on the unreported cargo and completes its risk analysis on the cargo.

10. Application for Cargo Discharge Information

Q 10-1: Before registration of the “Application for Cargo Discharge Permission (DNC)”, how does a company that is going to discharge cargoes from a vessel, following the instruction by Customs, file the unreported 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)”.

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)”.

Q 10-2: After confirming the discrepancy status is cleared by the “Inquiry about registered MB/L-HB/L List (IML)”, the “Application for Cargo Discharge Permission (DNC)” has been carried out. When is a cargo discharge permission going to be issued?

A 10-2: Japan Customs issues the cargo discharge permission as soon as possible after completion of a risk analysis which concludes the cargo does not pose a high risk.

However, if the filed information is not sufficient for the risk analysis of Customs and Customs has to ask the filers to submit additional information, a cargo discharge permission cannot be issued until completion of the analysis of the additional information.

In addition, if the cargo information is insufficient, e.g., the filing of all House B/L information is not completed when there are several House B/Ls, a cargo discharge permission cannot be issued until the insufficient information is filled and the risk analysis is completed.

(For detailed procedures on the Application for Cargo Discharge Permission and the Contact points of Japan Customs offices, please consult the Customs website:

<http://www.customs.go.jp/english/summary/advance/material03.pdf>)

11. Others

Q 11-1: What is the reason for maintaining the requirement of the Pre-arrival filing before entering into the port in Japan?

A 11-1: The cargo information to be filed in the Pre-departure filing (Advance Cargo Information) is the information on the cargo to be loaded on a vessel intended to enter into Japan. At the time of the deadline for 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 Advance Cargo Information), is actually loaded and to be unloaded at a port in Japan, it continues to require the shipmaster, who is ultimately responsible for the information on the cargo loaded on a foreign trading vessel, to file as well according to the Pre-arrival filing (Manifest Information).

In order to reduce administrative workload in relation to the filing, the cargo information filed by the “Advance Cargo Information Registration (AMR)” and the “Update Registered Advance Cargo Information (CMR)” can be reused/retrieved on NACCS as part of the cargo information required in the “Manifest Submission (DMF)”, without registering the cargo information for Manifest Information with the “Manifest Information Registration (MFR)”. (In order to do this, “Container Operator Code”, “Service Type on Delivery Code”, “Vanning Type Code” and “Customs Convention on Containers (CCC) Application Identifier”, which are not mandatory elements in the AMR and the CMR, must be entered before the DMF.)

Q 11-2: Is any 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 inform of successful completion of the process, a process result message “COMPLETION” is sent. If the filed information is not processed due to any error, a process result message with a relevant error code is sent.

Q 11-3: An error message has been issued after the “Advance Cargo Information Registration (AMR)”, the “Advance Cargo Information Registration (House B/L)(AHR)”, “Update Registered Advance Cargo Information (CMR)” or “Update Registered Advance Cargo Information (House B/L) CHR.” How should I react to this case?

A 11-3: A NACCS user which connects its own system with NACCS via gateway connection or uses the package software of NACCS can make inquiries to NACCS helpdesk.

Q 11-4: How can the shipmaster, etc. who submits the Pre-arrival filing (Manifest information) confirm the date and time of departure in the “Departure Time Registration (ATD)” filed by a shipping company (carrier), etc. of the foreign trading vessel who submits the advance information (pre-departure filing)?

A 11-4: After completing the “Manifest Information Registration (MFR)”, the filed date and time of departure from a port of loading in the “Departure Time Registration (ATD)” is notified as a process of the result notice. Also, the date and time of departure can be confirmed through the “Inquiry about Advance Cargo Information Registration (IAR)”.

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 the subsequent procedures?

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 B/L number registered by AHR or the “Update Registered Advance Cargo Information (House B/L) CHR”, which is 4-digit House B/L code plus a B/L number, can be used to recall the House B/L information already filed, through the “Call up House B/L Information (NVC11).”

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 the filer of DMF discrepancy information that AMR or CMR have not been done. However, pre-arrival filing through DMF is accepted.