

Advance Filing Rules on Maritime Container Cargo Information

~Implementation of the reporting system for maritime container cargo information to Japan
advancing timeline, expanding data details and requiring electronic file submission~

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Customs and Tariff Bureau Ministry of Finance



1. Introduction & Background

Introduction & Background ①

1. Introduction

To provide increased security to the global supply chain, e.g., via counterterrorism measures, Customs has to enhance control at the border by obtaining maritime container cargo information at an earlier point. Therefore, the revised Customs Law in 2012 stipulates the Advance Filing Rules on Maritime Container Cargo Information, 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.

2. Background

- (1) Spurred by the September 11 terrorist attacks in the US in 2001, the World Customs Organization (WCO) developed a regime to be internationally implemented as the “WCO SAFE Framework of Standards to Secure and Facilitate Global Trade” (hereinafter referred to as the “SAFE Framework”); allowing WCO Members to enhance the security and facilitation of 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 electronically 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.

Introduction & Background ②

[Reference] Summary of the Advance Filing Rules on Maritime Container Cargo Information (major Country)

	USA	CANADA	MEXICO	EU	TURKEY	CHINA	KOREA	WCO SAFE Framework	JAPAN
Enforcement Date	2002.12.2	2004.4.19	2007.9.1	2011.1.1	2012.1.1	2009.1.1	2012.4 (Export Cargo)	2005.6	2014.3.10
Filing deadline	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before loading at port of departure	24 hours before departure from loading port (※)
Relaxed application to the deadline	—	USA 24 hours before arrival at port in Canada	—	Greenland, Morocco, etc 2 hours before arrival at port in EU	Black Sea, Mediterranean 2 hours before arrival at port in Turkey	—	China, Jpana etc Before departure at loading port	—	Short-distance shipping route Before departure at loading port
Persons obliged to File	Shipping Company NVOCC	Shipping Company NVOCC	Shipping Company NVOCC	Shipping Company	Shipping Company	Shipping Company NVOCC	Shipping Company NVOCC	Carrier or his/her Agent	Shipping Company NVOCC
Filing Methods	In principle, mandatory electronic file submission							In principle, mandatory electronic file submission	In principle, mandatory electronic file submission

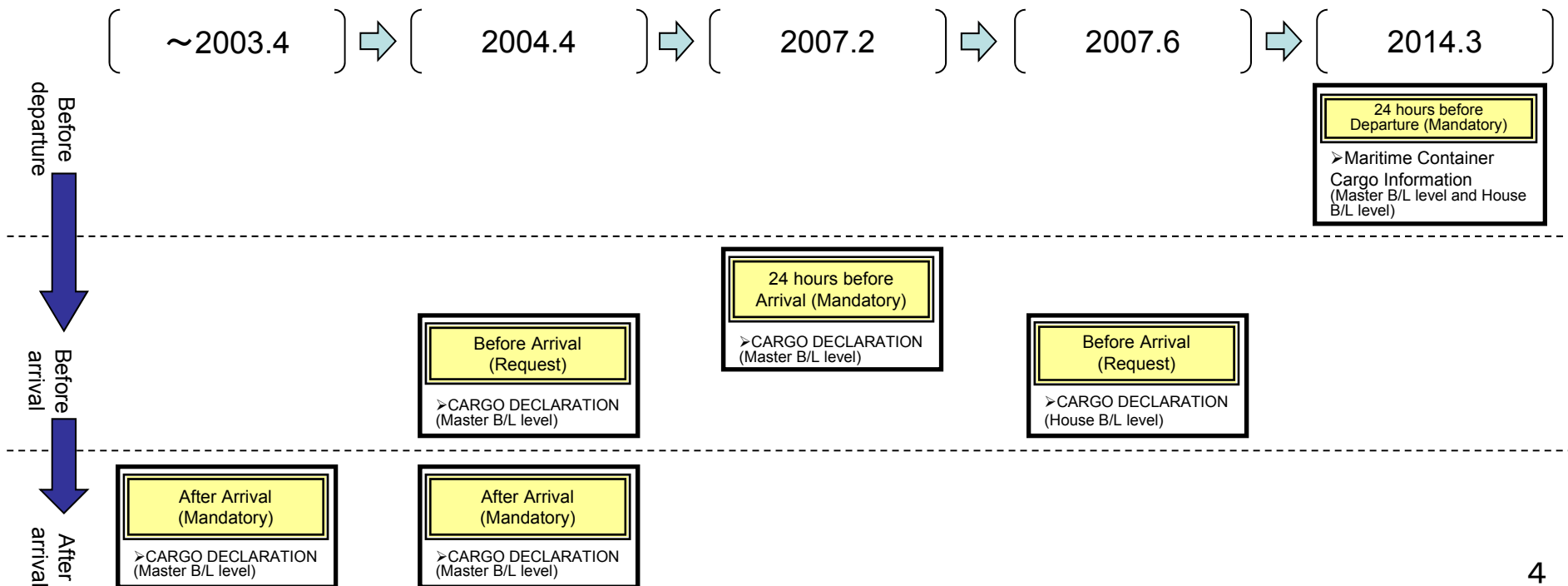
(※) Japan Customs give an advance notice in principle within 24 hours after receiving the cargo information when the cargo is identified high-risk from the viewpoint of Japanese security e.g., terrorism as a result of risk analysis of the cargo information by the Advance Filing Rules on Maritime Container Cargo Information. Therefore, the advance notice can be received before loading of the cargo on a vessel and avoiding the loading of the cargo in case the filing was made 24 hours before loading of the cargo like other countries, although deadline as set forth in the legislation is 24 hours before departure of the from a port of loading.

Introduction & Background ③

(3) Compared with the “SAFE Framework” and the rules of foreign countries such as the US, the current rules in Japan need to be improved with regard to the timing, the data elements, and the method of filing because,

- ① cargo information is filed before arrival in the port and there is limited time from filing to arrival,
- ② in many cases, detailed description of goods and actual consignees, etc. of consolidated cargo are unknown,
- ③ not all cargo information filed to Japan Customs is in electronic format

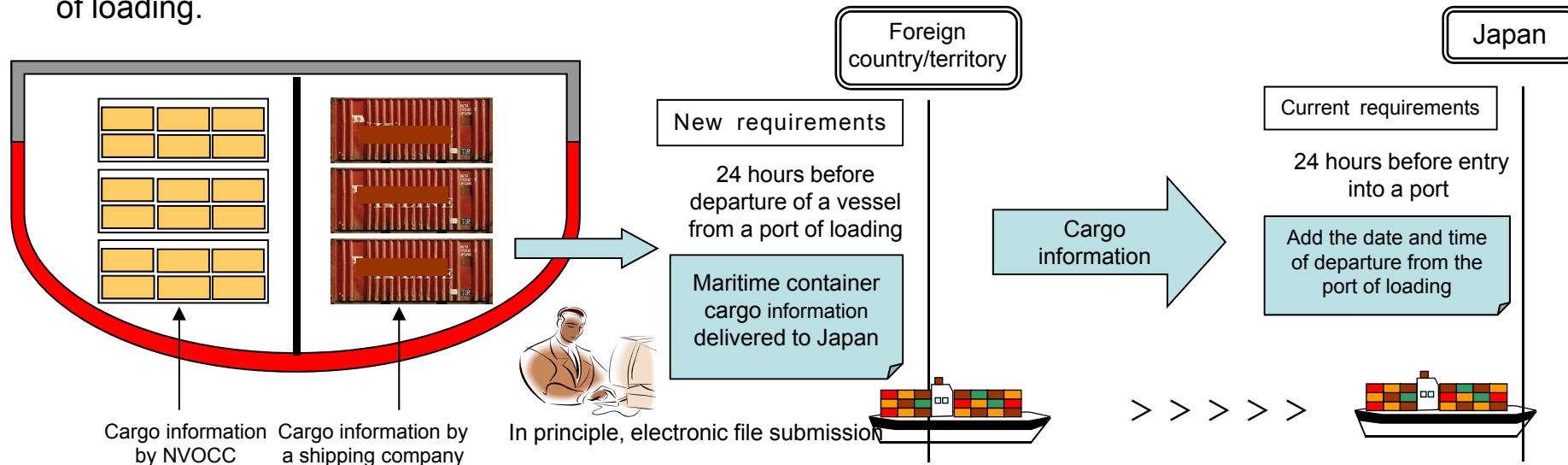
[Reference] Introduction and amendment of the Advance Filing Rules in Japan



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

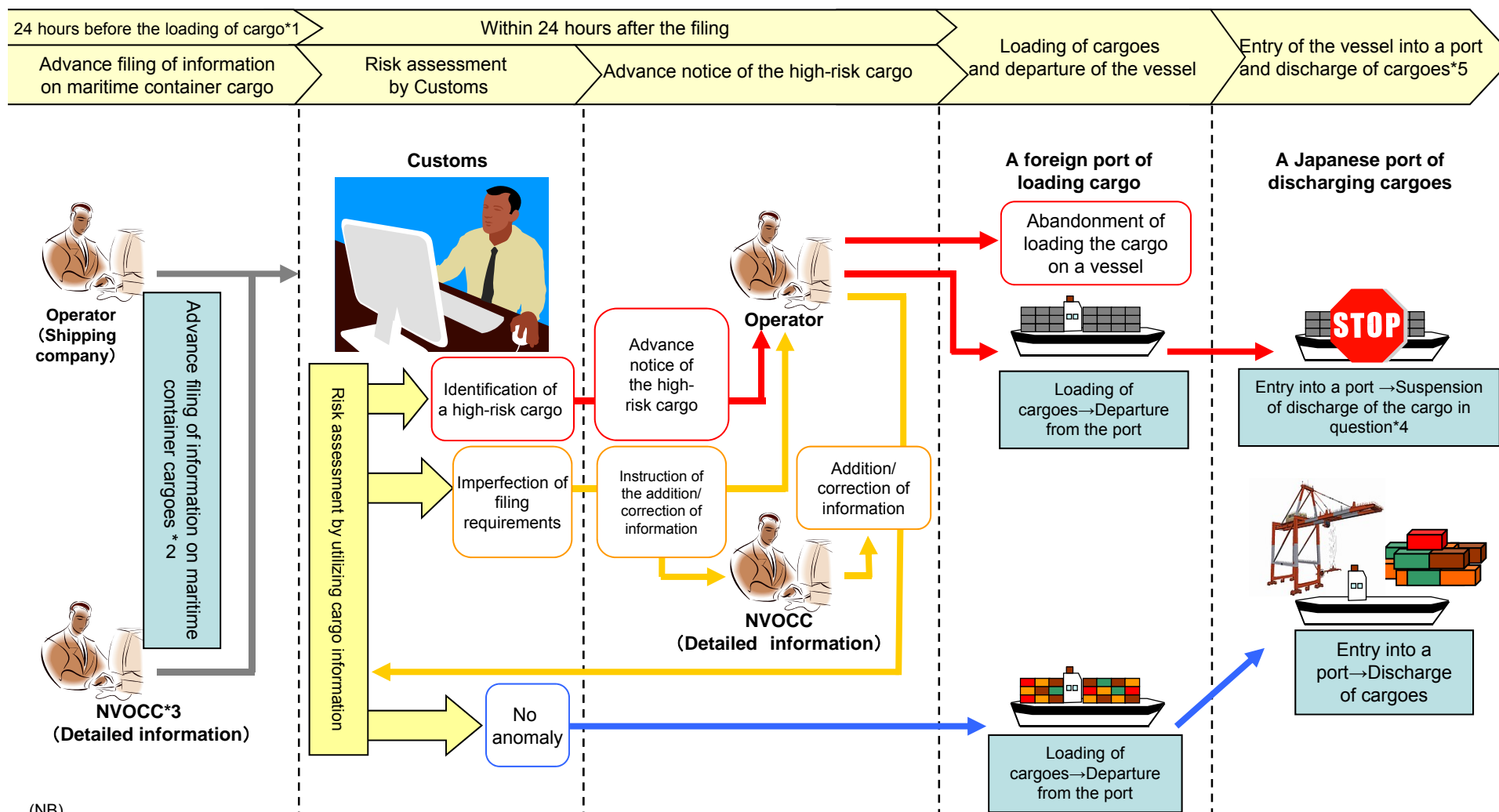
Summary of the Advance Filing Rules on Maritime Container Cargo Information

The Rules require to electronically submit information for maritime container cargoes to be loaded on a vessel intended for entry into a port in Japan, in principle 24 hours before departure of the vessel from a port of loading.



Cargoes to be filed		Maritime container cargoes to be loaded on a vessel intended for entry into a port in Japan ※Empty containers, cargoes loaded on platform containers and transit cargoes will be excluded for the time being from the application of the Advance Filing Rules on Maritime Container Cargo Information
Persons obliged to file and filing particulars	Shipping company	Cargo information based on the Master B/L level
	NVOCC	Cargo information based on the House B/L level
Filing methods (In principle, mandatory electronic file submission)		Filing in electronic form by utilizing Nippon Automated Cargo and Port Consolidated System (hereinafter referred to as "NACCS")
Deadline of filing		In principle, 24 hours before departure from a port in a foreign country/territory * (NB) *For the time being until the implementation of the rules is well-established, the deadline will be relaxed to by no later than before departure of the vessels from the ports of loading with regard to the certain short-distance shipping routes, i.e., in the case of maritime container cargoes to be loaded on vessels at certain ports of neighboring countries/territories (e.g., South Korea and China) which are destined for certain Japanese ports.
Penal provisions		Any person who does not submit cargo information until the deadline will be liable to imprisonment with labor for up to a maximum period of one year or a fine not exceeding five hundred thousand yen.

Overview of the Advance Filing Rules on Maritime Container Cargo Information



(NB)

(*1) Japan Customs give an advance notice in principle within 24 hours after receiving the cargo information when the cargo is identified high-risk from the viewpoint of Japanese security e.g., terrorism as a result of risk analysis of the cargo information by the Advance Filing Rules on Maritime Container Cargo Information. Therefore, the advance notice can be received before loading of the cargo on a vessel and avoiding the loading of the cargo in case the filing was made 24 hours before loading of the cargo like other countries, although deadline as set forth in the legislation is 24 hours before departure of the from a port of loading.

(*2) Filing in electronic form by utilizing NACCS is mandatory.

(*3) "NVOCC (Non Vessel Operating Common Carrier)" means an operator who does not own the asset of physical transport (vessels) but utilize services by a shipping company for the transport of cargoes.

(*4) Strict inspection will be conducted after the inspection arrangement is made.

(*5) In case the cargo information is not filed until the deadline, penal provisions could be applied and the cargo cannot be unloaded the cargo without the permission of discharge by Customs.

Advance Notice of the Result of Risk Analysis

1. Japan Customs gives the following advance notices in principle within 24 hours after receiving the cargo information when necessary measures (e.g., suspending the discharge of cargo in Japan) should be taken from the viewpoint of Japanese security as a result of risk analysis of the cargo information by the Advance Filing Rules on Maritime Container Cargo Information. Japan Customs will cancel the notices when the informed cargo is identified no risk as a result of risk reassessment by adding or correcting the information.

Code	Summary of the Advance Notice
DNL	This code of message is notified for recommending to abandon the loading of cargo on a vessel in case Japan Customs identifies the high-risk cargo from the viewpoint of Japanese security as a result of risk analysis of the cargo information filed 24 hours before loading of the cargo.
HLD	This code of message is notified for requiring addition or correction of information to complete risk assessment of informed cargo.
DNU	This code of message is notified for requiring to suspend the discharge of cargo from the vessel in Japan in case Japan Customs identifies the high-risk cargo from the viewpoint of Japanese security as a result of risk analysis of the cargo information after the vessel departed from a port of loading.
	This code of message is notified when the vessel departed from a port of loading without canceling the code of message of the “HLD”.

2. Japan Customs gives the following advance notices when the cargo information is not filed until 24 hours before the departure of the vessel (until the departure time in case of relaxed measure application areas) from a port of loading.

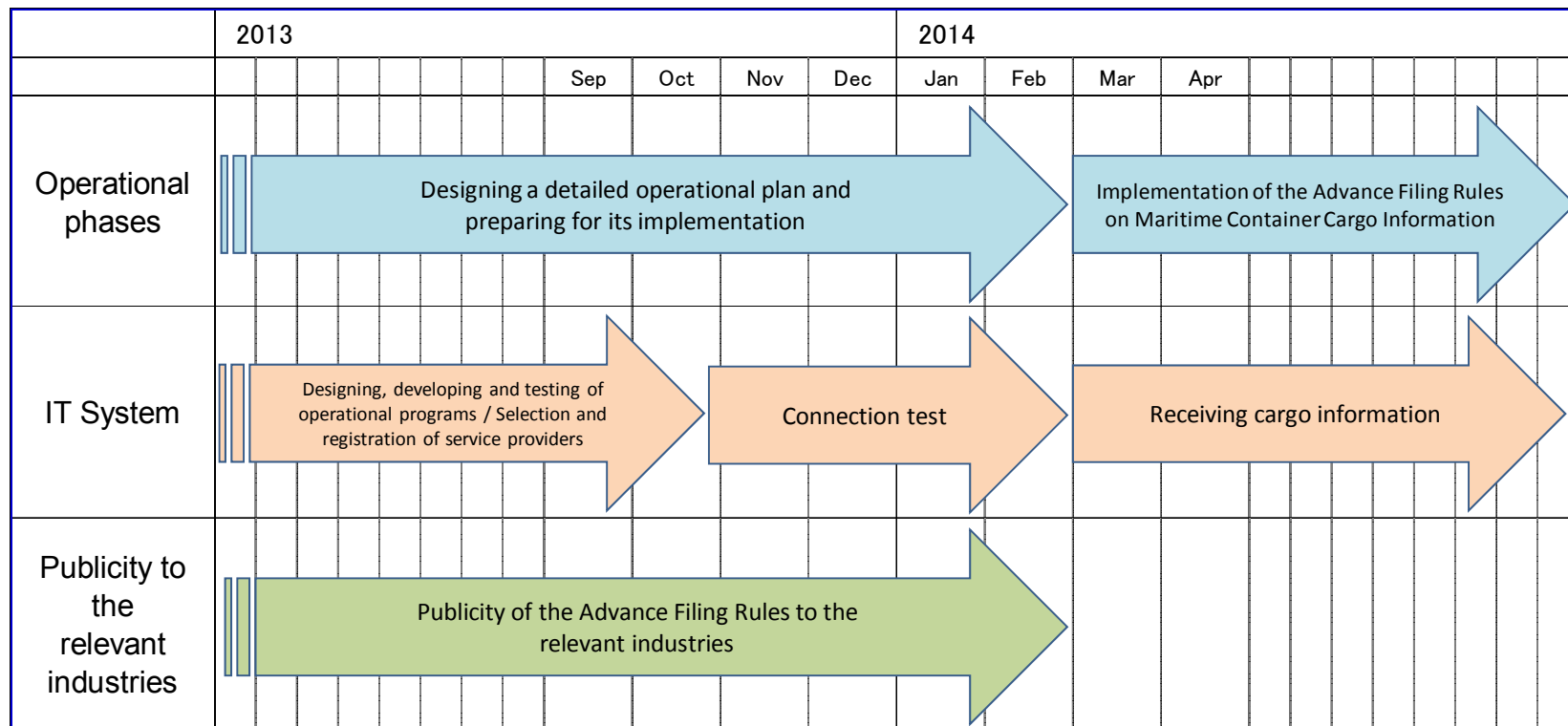
Code	Summary of the Advance Notice
SPD	This code of message is notified when the cargo information is not filed. ※Also, penal provisions could be applied. An operator must file the cargo information and cannot unload the cargo without the permission of discharge by Customs.
	This code of message is notified when the cargo information was filed after the deadline. ※ Also, penal provisions could be applied. An operator cannot unload the cargo without the permission of discharge by Customs.

3. Implementation Schedule

Implementation Schedule

【 Main Schedule】

- The connection test is carried out during until February 2014 from November 2013.
- Receiving cargo information will start from March 1, 2014 at 12 a.m. in Japan Time (Greenwich Mean Time : February 28, 2014 at 3 p.m.).
- The filers are obliged to file cargo information for container cargoes whose deadline of filing is on/after March 10, 2014 at 12 a.m. in Japan Time (Greenwich Mean Time : March 9, 2014 at 3 p.m.).



4. Reference Data

Appendix 1 Data Elements to Be Filed (1)

The following cargo information shall be filed under the Advance Filing Rules on Maritime Container Cargo Information.

	〈New requirements〉 Advance Filing Rules on Maritime Container Cargo Information		〈Current requirements〉 Advance Filing Rules on Cargo Information (24 hours before entry into a port)
	Ocean(Master) Bill of Lading on Cargo Information	House Bill of Lading on Cargo Information	
1	Consignor Name	Consignor Name	Consignor Name
	Consignor Address	Consignor Address	
	Consignor Telephone Number	Consignor Telephone Number	
	Consignor Country code	Consignor Country code	
2	Consignee Name	Consignee Name	Consignee Name
	Consignee Address	Consignee Address	
	Consignee Telephone Number	Consignee Telephone Number	
	Consignee Country code	Consignee Country code	
3	Notify Party Name	Notify Party Name	Notify Party Name
	Notify Party Address	Notify Party Address	
	Notify Party Telephone Number	Notify Party Telephone Number	
	Notify Party Country code	Notify Party Country code	
4	Description of Goods	Description of Goods	Description of Goods
5	Harmonized System Code (6-digit)	Harmonized System Code (6-digit)	
6	Number of Packages	Number of Packages	Number of Packages
7	Total Gross Weight	Total Gross Weight	Total Gross Weight
8	Volume	Volume	Volume
9	Mark and Number of Cargo	Mark and Number of Cargo	Mark and Number of Cargo
10	Carrier code	Carrier code	Carrier code

Appendix 1 Data Elements to Be Filed (2)

	〈New requirements〉 Advance Filing Rules on Maritime Container Cargo Information		〈Current requirements〉 Advance Filing Rules on Cargo Information (24 hours before entry into a port)
	Ocean(Master) Bill of Lading on Cargo Infomation	House Bill of Lading on Cargo Infomation	
11	Vessel Code (Call Sign)	Vessel Code (Call Sign)	Vessel Code (Call Sign)
12	Voyage Number	Voyage Number	
13	Port of Loading	Port of Loading	Port of Loading
14	Estimated Date and Time of Departure (from port of loading)		Fixed Date and Time of Departure (from port of loading) *
15	Port of Origin	Port of Origin	
16	Port of Discharge	Port of Discharge	Port of Discharge
17	Estimated Date of Arrival (at port of discharge)	Estimated Date of Arrival (at port of discharge)	
18	Place of Delivery	Place of Delivery	
19	Master Bill of Lading Number	Master Bill of Lading Number	Bill of Lading Number
20		House Bill of Lading Number	
21	Container Number	Container Number	Container Number
22	Seal Number	Seal Number	
23	Whether each container is empty or full	Whether each container is empty or full	Whether each container is empty or full
24	Container Size Code	Container Size Code	Container Size Code
25	Container Type Code	Container Type Code	Container Type Code
26	Container Ownership Code	Container Ownership Code	Container Ownership Code
27			Container Operation Company Code
28			Application of Customs Convention on Containers
29	IMDG Class Number	IMDG Class Number	
	United Nations Dangerous Goods (UNDG) identifier	United Nations Dangerous Goods (UNDG) identifier	
30	Distinguishing the presence or absence of information about relaxed application to the deadline for filing		
31	Distinguishing the presence or absence of information about House Bill of Lading		

(NB)* This data element will be required after the implementation of the Advance Filing Rules on Maritime Container Cargo Information

Appendix 2 Unacceptable Items

Japan Customs requires to input concrete and detailed information on description of goods to easily identify the contents of cargo in conducting risk assessment.

In case it is difficult to identify the contents of the cargo by inputting the vague description of goods in the list given below, such filing will not be accepted.

For example, “Parts” is not accepted but “Motorcycle parts” is accepted.

【Illustrative List of Unacceptable Description of Goods】

Apparel Wearing Apparel Ladies Apparel Mens Apparel	Foodstuffs	STC(Said to Contain) General Cargo FAK(Freight of All Kinds) No Description
Appliances	Iron	Tiles
Auto Parts Parts	Steel	Tools
Caps	Leather Articles	Wires
Chemicals hazardous Chemicals non-hazardous	Machinery	
Electronic Goods Electronics	Machines	
Equipment	Pipes	
Flooring	Plastic Goods	
	Polyurethane	
	Rubber Articles	
	Rods	
	Scrap	

※This list is not exhaustive. Unacceptable description of goods will be continuously added in the list.

Appendix 3 Relaxed application to the deadline for filing with regard to short-distance shipping routes

For the time being until the implementation of the rules is well-established, the deadline will be relaxed to by no later than before departure of the vessels from the ports of loading according to the following list with regard to the certain short-distance shipping routes.

Areas other than Japan (A foreign place of loading cargoes)	Areas in Japan (First port of arrival)	Deadline of filing
Area between the lines of long. 128 ° E and long. 156 ° E and between the lines of lat. 40 ° N and lat. 54 ° N(People's Republic of China, Russia and areas considered as foreign country(Khabomai, Shikotan, Kunashir and Iturup) only)	Hokkaido	Departure of the vessels from a port of loading
Area between the lines of long. 128 ° E and long. 152 ° E and between the lines of lat. 34 ° N and lat. 50 ° N(Republic of Korea, People's Republic of China, Russia and areas considered as foreign country(Khabomai, Shikotan, Kunashir and Iturup) only)	Aomori, Akita, Yamagata and Niigata	
Area between the lines of long. 133 ° E and long. 152 ° E and between the lines of lat. 43 ° N and lat. 47 ° N	Iwate and Miyagi	
Area between the lines of long. 145 ° E and long. 149 ° E and between the lines of lat. 43 ° N and lat. 47 ° N	Fukushima and Ibaraki	
Area between the lines of long. 122 ° E and long. 140 ° E and between the lines of lat. 33 ° N and lat. 46 ° N (Republic of Korea, People's Republic of China and Russia only, excluding area between the lines of long. 122 ° E and long. 127 ° E and between the lines of lat. 37 ° N and lat. 46 ° N)	Toyama, Ishikawa, Fukui, Kyoto and Hyogo(Sea of Japan side only)	
Area between the lines of long. 117 ° E and long. 131 ° E and between the lines of lat. 30 ° -30.00' N and lat. 41 ° N (Republic of Korea and People's Republic of China only, excluding area between the lines of long. 130 ° E and long. 131 ° E and between the lines of lat. 38 ° N and lat. 41 ° N)	Osaka, Hyogo (Seto Inland Sea side only) and Wakayama	
Area between the lines of long. 117 ° E and long. 140 ° E and the lines of lat. 30 ° -30.00' N and lat. 46 ° N (Republic of Korea, People's Republic of China and Russia only)	Tottori and Shimane	
Area between the lines of long. 117 ° E and long. 131 ° E and between the lines of lat. 30 ° N and lat. 42 ° N(Republic of Korea and People's Republic of China only, excluding area between the lines of long. 117 ° E and long. 122 ° E and between the lines of lat. 30 ° N and lat. 30 ° -30.00' N)	Okayama, Hiroshima, Tokushima, Kagawa, Ehime and Kochi	
Area between the lines of long. 117 ° E and long. 135 ° E and between the lines of lat. 26 ° N and lat. 44 ° N(Republic of Korea, People's Republic of China and Russia only)	Yamaguchi, Fukuoka, Saga, Nagasaki, Kumamoto, Oita, Miyazaki and Kagoshima(excluding Amami city and Oshima county)	
Area between the lines of long. 117 ° E and long. 131 ° E and between the lines of lat. 17 ° N and lat. 38 ° N(Republic of Korea, People's Republic of China, Taiwan and Philippines only)	Amami city and Oshima county of Kagoshima Pref. and Okinawa (excluding Ishigaki city, Miyakojima city, Tarama village of Miyako county, and Taketomi town and Yonaguni town of Yaeyama county)	
Area between the lines of long. 114 ° E and long. 128 ° E and between the lines of lat. 15 ° N and lat. 34 ° N	Okinawa (Ishigaki city, Miyakojima city, Tarama village of Miyako county, and Taketomi town and Yonaguni town of Yaeyama county only)	15

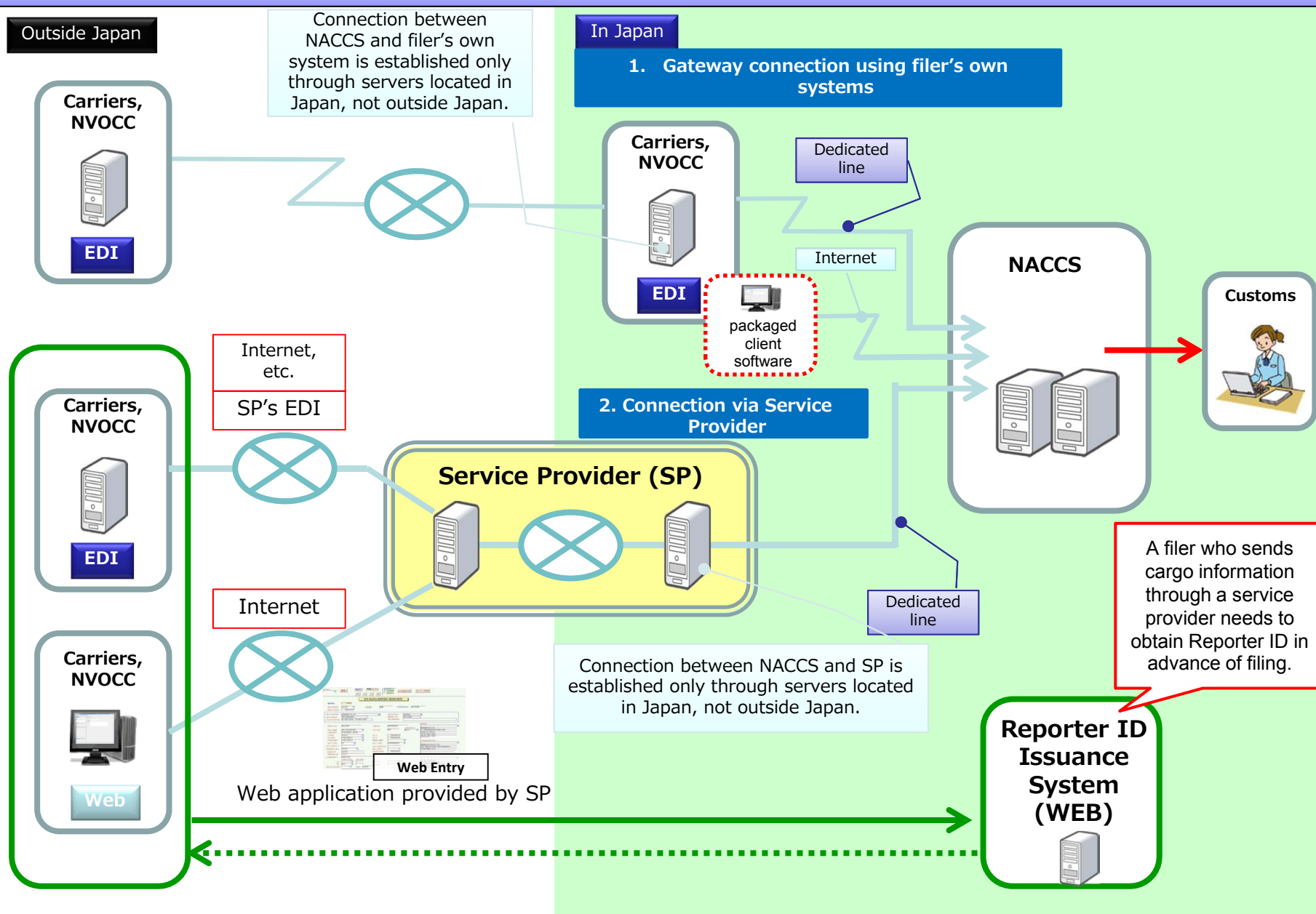
Appendix 4 List of report deadline of filing (major ports of neighboring countries/territories)

For the time being until the implementation of the rules is well-established, the deadline will be relaxed to by no later than before departure of the vessels from the ports of loading according to the following list with regard to the certain short-distance shipping routes, i.e., in the case maritime container cargoes to be loaded on vessels at certain ports of neighboring countries/territories (e.g., South Korea and China) which are destined for certain Japanese ports.

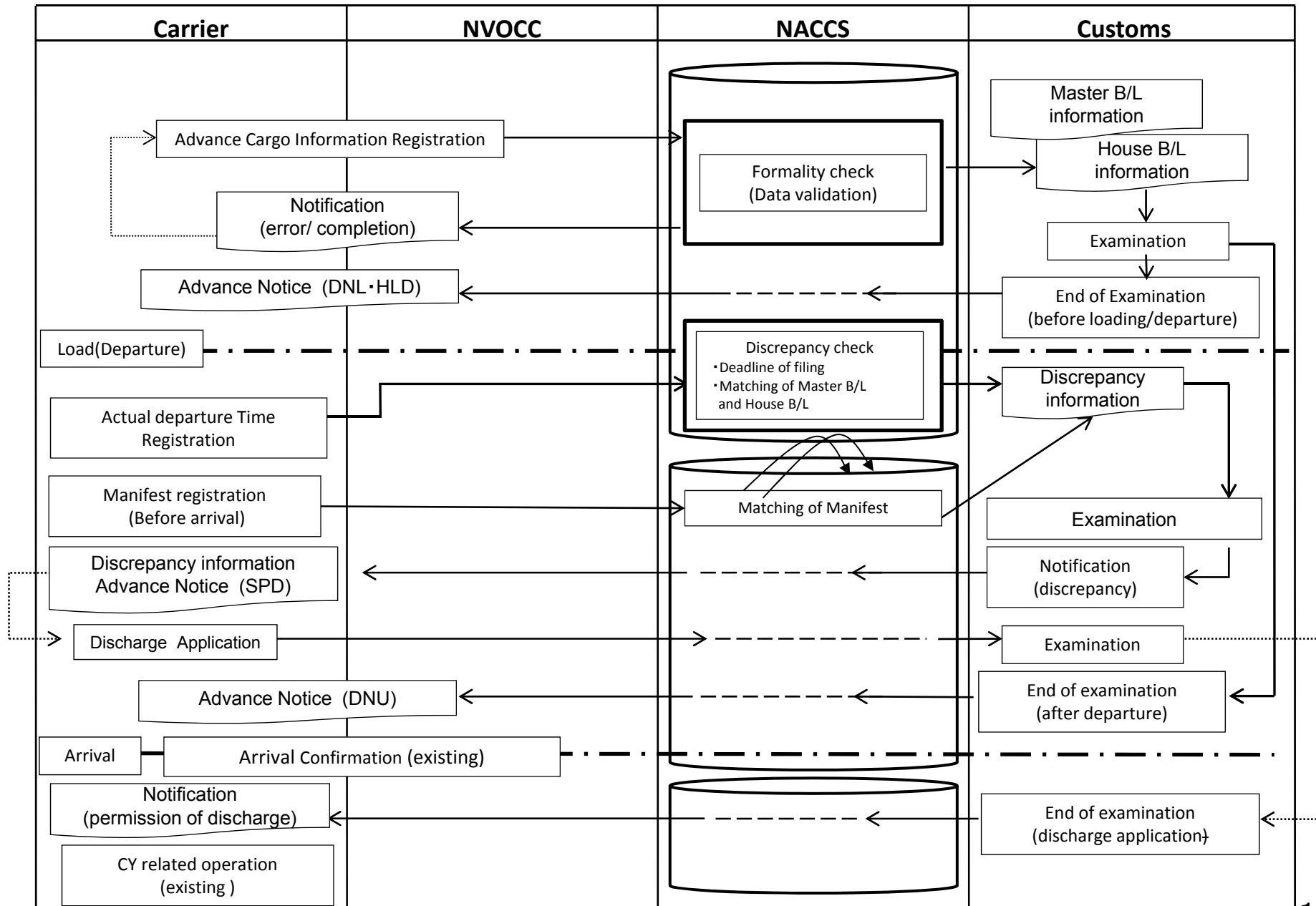
A Japanese place (First port of arrival)	Russian Far East		South Korea			China						Taiwan	
	Vostochniy (RUVYP)	Vladivostok (RUVVO)	Pusan (KRPUS)	Kwangyang (KRKAN)	Inchon (KRINC)	Tianjin Xingang (CNTXG)	Dalian (CNDLC)	Qingdao (CNTAO)	Shanghai (CNSHA)	Ningbo (CNNGB)	Hong Kong (HKHKG)	Kaohsiung (TWKHH)	Keelung (TWKEL)
Hokkaido	before the departure	before the departure	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Aomori , Akita , Yamagata and Niigata	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Iwate and Miyagi	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Fukushima and Ibaraki	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Toyama, Ishikawa , Fukui, Kyouto and Hyogo (Sea of Japan side)	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Tokyo, Kanagawa and Chiba	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Shizuoka, Aichi and Mie	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before
Tottori and Shimane	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before	24 hours before
Wakayama, Osaka and Hyogo (Seto Inland Sea side)	24 hours before	24 hours before	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before	24 hours before
Okayama, Hiroshima, Tokushima, Kagawa, Ehime and Kouchi	24 hours before	24 hours before	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before	24 hours before
Yamaguchi, Fukuoka, Saga, Nagasaki, Kumamoto, Oita and Miyazaki	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before
Kagoshima	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before
Amami city and Oshima country	24 hours before	24 hours before	before the departure	before the departure	before the departure	24 hours before	24 hours before	before the departure	before the departure	before the departure	24 hours before	before the departure	before the departure
Okinawa	24 hours before	24 hours before	before the departure	before the departure	before the departure	24 hours before	24 hours before	before the departure	before the departure	before the departure	24 hours before	before the departure	before the departure
Ishigaki city, Miyakojima city, Tarama village of Miyako country, and Taketomi town and Yonaguni town of Yaeyama country only	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	24 hours before	before the departure	before the departure	before the departure	before the departure	before the departure

(NB) *1 "before the departure" in the above table : The deadline will be relaxed to by no later than before departure of the vessel from the port of loading
*2 "24hours before" in the above table : The deadline of filing will be 24 hours before departure of the vessel from the port of loading.

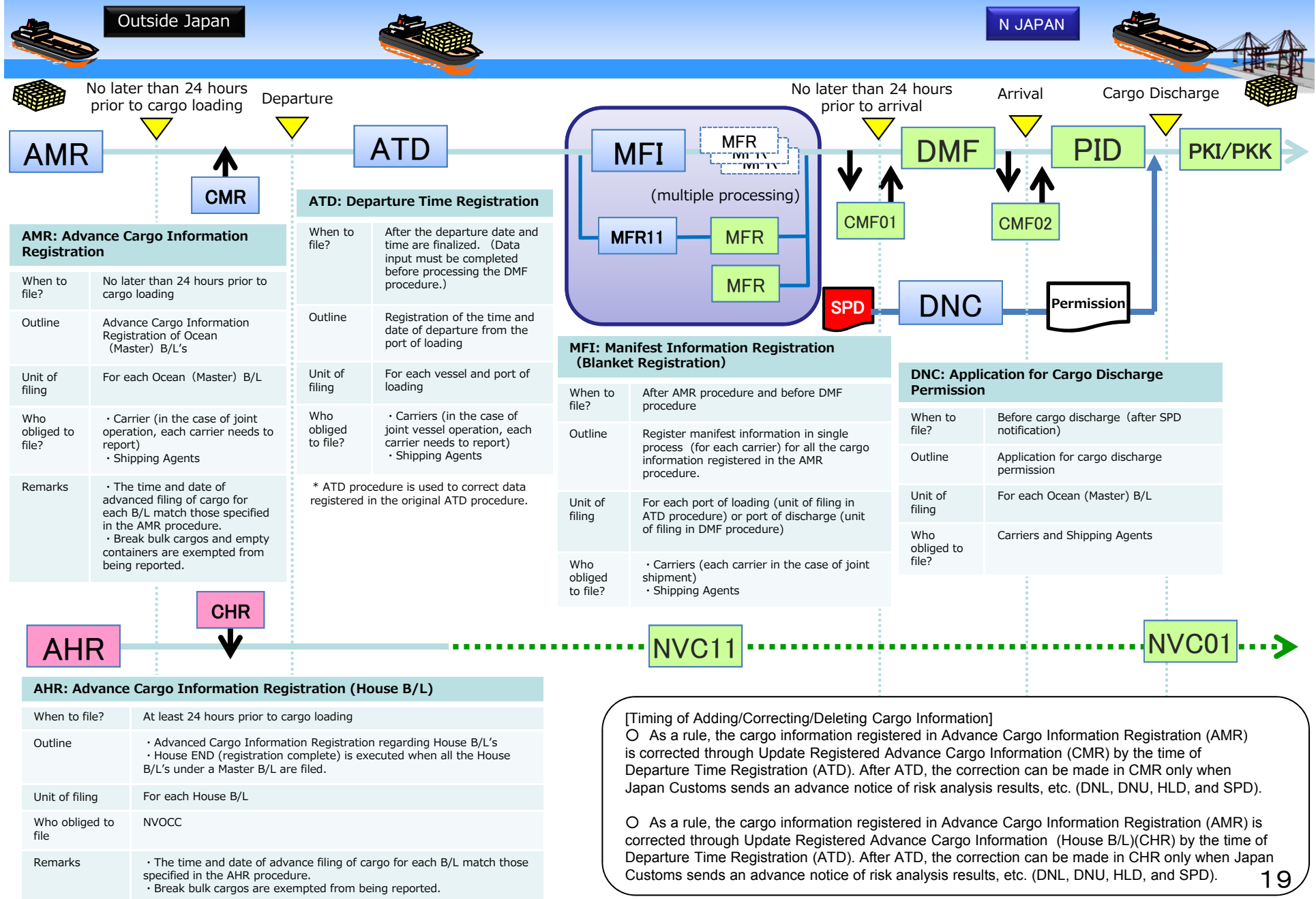
Appendix 5 User Connectivity with NACCS



Appendix 6 NACCS Procedure Flow (1)



Appendix 6 NACCS Procedure Flow (2)



Thank you for your attention



○ Web-site of Japan Customs

《Japanese》 http://www.customs.go.jp/news/news/advance3_j/index.htm

《English》 <http://www.customs.go.jp/english/summary/advance/index.htm>

○ Web-site of NACCS Center

《Japanese》 <http://www.naccscenter.com/afr/indexj.html>

《English》 <http://www.naccscsnter.com/afr/>

○ Feedback to Japan Customs

《Japanese》 <https://www.customs.go.jp/quest/index.htm>

《English》 <https://www.customs.go.jp/english/quest/index.htm>