



ImportNet

User Guide

Version 2.00

**CMR Air and Sea Import Cargo Reports
and Underbond Movements**

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PART A – GENERAL

1. Introduction

Until the introduction of CMR Imports, Tradegate has supplied Sea Cargo Automation import cargo information to Customs through its Tradegate Bureau Services. Post CMR, Tradegate has developed a replacement that is called .ImportNet-CMR that will allow its existing Sea Cargo/Bureau Service users to have a CMR compliant alternative with the additional functionality of air cargo reporting.

ImportNet CMR is a means to lodge and manage Cargo Reports and Underbond Movements with Australian Customs.

Some features of ImportNet CMR include:

- PKI compliant, in most circumstances, users will not require a their own digital certificate;
- New technology giving greater reliability;
- Provides CMR Sea and Air Cargo Reports, Underbond Movements and Status

2. Help

- For general problems encountered while using the ImportNet CMR service, contact the help desk on **1300 552 393** for support or alternatively email **support@tradegate.org.au**.
- If you are unclear on any of the fields and their meaning, select the HELP option in the system for descriptions or check the field explanations in this user guide.
- If you have any difficulties in accessing the Internet or frequently lose your connection, contact your Internet Service Provider (ISP) to see if there is a connection problem.

3. Accessing ImportNet CMR

To use the ImportNet CMR service, you must be registered and have an active TG account number, username and password. Activation of your account would not have occurred unless you have posted the ImportNet CMR User Relationship agreement to Tradegate and have been advised by a Tradegate administrator that your account has been activated.

- Visit www.tradegate.org.au and click on 'Login' underneath ImportNet.

The screenshot shows the Tradegate website homepage. At the top is a navigation menu with links for Home, About Us, Products & Services, Members, and Contact Us. Below the menu is a banner image featuring an airplane, a train, a ship, and trucks, with the Tradegate logo. The main content area is divided into four service tiles:

- Payments:** Make secure online payments to shipping companies, freight forwarders and other releasing parties. Includes links for Login, Register, and About.
- ExportNet:** Request Export Declaration Numbers (EDNs) and send Pre-Receive Advices (PRAs) to container terminals. Includes links for Login, Register, and About.
- Smartimports:** Request and receive electronic delivery orders. Includes links for Login, Register, and About.
- ImportNet CMR:** Lodge Import Manifests and request underbond movements. Includes links for Login, Register, and About.

Below the service tiles are four news items:

- ExportNet:** Produce export documentation and PRAs from one system with ExportNet. It's cost-effective, powerful and easy to use.
- Smartimports:** Smartimports is an industry initiative designed to reduce cost and improve operational processes.
- TransCode:** Provides access to codes commonly used in Australian e-commerce.
- Microsofts Internet Explorer 8 and ICS:** Customs and Border Protection does not currently support the newly released Internet Explorer 8 for use with the Integrated Cargo System (ICS). An update from Customs and Border Protection of when IE8 can be used will be published on the 30th of June 2009. [read more](#)
- PortBIS Update No 3 – 19 March 2009:** PortBIS has been further enhanced to support provision of actual arrival and departure information direct from Sydney Ports Corporation. This arrival and departure information is the latest and most up to date for the Port of Sydney. The Sydney Ports Corporation and Tradegate have an agreement to share data which is supplied for the wider community benefit. Tradegate would like to thank Sydney Ports Corporation for its co-operation in the supply of this service. In addition to the arrival and departure information, PortBIS also supports empty container return information for 10 shipping companies and 22 container parks across Australia. This underlines one of the key objectives of PortBIS – the provision of a national port community information system. Registered Smartimports users can login to their account at www.tradegate.org.au and explore these new features. [read more](#)

- Enter your Account Number (TG No), your login and password. Login details are case sensitive.

<p>Unregistered ImportNet Users</p> <p>If you are NOT yet registered with ImportNet please carry out the following steps:</p> <ol style="list-style-type: none"> 1. Central registration with MakeTrade 2. Register for MakeTrade Payments 3. Register with ImportNet <p>To begin the process please click here</p>	<p>Registered Users</p> <p>Please proceed by entering your login details below:</p> <p>Account: <input type="text" value="TG1"/></p> <p>Login: <input type="text" value="efry"/></p> <p>Password: <input type="password" value="*****"/></p> <p><input type="button" value="Login"/> <input type="button" value="Cancel"/></p>
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- Once logged into your ImportNet account, you can begin to use the service.



PART B Manifests – Air and Sea Cargo Reports

1. Create a new ImportNet CMR Air Cargo Report

- To create a new ImportNet Air Cargo Report, click on 'Manifests' on the green menu bar.
- Then click on the 'NEW' button.

The screenshot shows a green navigation bar with the following items: Home, Manifests, Underbond Movements, Status, History, Help, and Logoff. Below the bar, the word "Manifests" is displayed in red. Underneath, there are search filters: "Reference Type*" with a dropdown menu set to "Manifest Ref", and buttons for "Lookup", "New", "Delete Selected", and "Clear Selection". Below these are input fields for "Reference:", "Date:" (with a hyphen separator), and "Condition:" with a dropdown menu set to "ALL".

- Choose the 'Air Manifest' button.

The screenshot shows a box titled "New Manifest" in red. Below the title, it says "Please Select a new manifest using the buttons below." There are two buttons: "Air Manifest" and "Sea Manifest".

- Start off by entering a unique reference for this consignment and continue to enter any other necessary details in the message date and references section.

The screenshot shows the "CMR Import Air Cargo Report" form. At the top, it says "New Manifest." and "Required For CMR Imports". Below this are buttons for "Save", "Send", "New", "Delete", "History", and "Save Layout". A section titled "Message Date and References" is expanded. It contains several fields: "Reference:" (SDY12567), "Client ID:" (72882663533), "*Master Bill:" (MB47747), "Parent Bill:", and "House Bill:". There are also fields for "Consignor contacts" (Vixay), "Consignee contacts", and "Notify contacts". A sidebar on the left shows "Latest Message:" and "Latest Status: as at". At the bottom left, there are fields for "ImportNet Ref. #: NEW", "Importer's Ref. #:", and "Master Bill #:".

Note: Any field that has a red asterisk next to the label is a required field for CMR Air Cargo Reports. (See section B-6 for more information on the fields)

- Then open up the 'Import Routing' section by clicking on the arrow, if not already open. Complete the required details. Click on 'SAVE' to record the manifest.

Import Routing

*Arrival Date: 10/10/2005

*Flight No: QF105

*Airline Code: QF (Qantas Airways)

Freight Forwarder:

*Original Port of Loading: HKHKG (Hong Kong HONG KONG)

First Australian Port: AUSYD (Sydney NS AUSTRALIA)

*Port of Discharge: AUMEL (Melbourne VI AUSTRALIA)

*Destination: AUMEL (Melbourne VI AUSTRALIA)

*Waybill Origin: HKHKG (Hong Kong HONG KONG)

*Origin Country: HK (HONG KONG)

*Payment Method: Collect

- If the aircraft on which the consignment is travelling calls at airports other than those listed in the Import Routing screen, select 'New Routing Item' in the Additional Routing Ports section.

Additional Routing Ports

No Routing Items

- Enter the additional routing port and click on 'Save Item'.

Reference: SDY12567 **Latest Status:** SAVED

New Manifest Routing Port

Routing Port: ()

- Open up the 'Goods Item Details section by clicking on the arrow, if not already open. Then complete the details as shown.

Goods Details

UCN: U1005

Self Accessed Clearance Indicator:

Personal Effects Indicator:

No of Packs: 20

* Goods Description: ladies shoes

* Gross Wt: 150 Kilograms

* Has Declared Value:

* Declared Value: 5000

* Declared Value currency: Australian Dollar

- Once you click on 'SAVE ', provided all required data has been supplied you can now SEND the Air Cargo Report. See section B3.

2. Create a CMR Sea Cargo Report

- To create a new ImportNet Sea Cargo Report, click on 'Manifests' on the green menu bar, then click on new. Choose the 'Sea Manifest' button.

New Manifest

Please Select a new manifest using the buttons below.

- Start off by entering a unique reference for this consignment and continue to enter any other necessary details in the message date and references section.

New Manifest. * Required For CMR Imports

Save Send New Delete History Save Layout

Message Date and References

Latest Message:
Latest Status:
as at

ImportNet Ref. #: NEW
Importer's Ref. #:
Master Bill #:

*Reference: HKGSYD63624 *Client ID: 51020054444

Master Bill: AYS8383 ✖
Parent Bill: ✖
House Bill: ✖

*Consignor contacts: Vixey *Consignee contacts: Amcal *Notify contacts: John Woo

Note: Any field that has a red asterisk next to the label is a required field for a CMR Sea Cargo Reports. (See section B-6 for more information on the fields)

- Then open up the 'Import Routing' section by clicking on the arrow, if not already open. Complete the required details. Click on 'SAVE' to record the manifest.

Import Routing

*Principal Agent: OOCL

*Voyage No: 1235

*Vessel IMO: 7526493 (OOCL EXPORTER)

Freight Forwarder:

*Original Port of Loading: HKHKG (Hong Kong HONG KONG)

First Australian Port: AUMEL (Melbourne VI AUSTRALIA)

*Port of Discharge: AUSYD (Sydney NS AUSTRALIA)

*Destination: AUSYD (Sydney NS AUSTRALIA)

*Waybill Origin: HKHKG (Hong Kong HONG KONG)

*Origin Country: HK (HONG KONG)

*Payment Method: Collect

- If the vessel on which the consignment is travelling calls at seaports other than those listed in the Import Routing screen, select 'New Routing Item' in the Additional Routing Ports section.
- Open up the 'Goods Item Details' section by clicking on the arrow, if not already open. Then complete the details as shown.

Import Cargo Report - Goods Item

Reference: HKGSYD745885 Latest Status: SAVED

New Manifest Item

*** Required for CMR Imports**

* Action: No Action

* Cargo Type: LCL - Less than Container Load

* Equipment No: OOLU5355355

* Size: 20'x8'

* Equipment Type: General Purpose Container, not ventilated

Seal No:

UCN:

Fumigation Indicator:

Hazardous Indicator:

Perishable Indicator:

Timber Indicator:

Self Accessed Clearance Indicator:

Personal Effects Indicator:

Shipper Owned Container Indicator:

Special Reporter No ?? :

No of Packs:

* Package Type: CARTON

* Goods Description: ladies shoes

Marks: Sandler 1-20

* Net Weight: 100 Kilograms

* Gross Wt: 150 Kilograms

* Cargo Volume: 0.900 Cubic Metre

- Once you click on 'SAVE ITEM' you will be taken back to the Goods Item section where you can continue to add, amend or delete goods items as required.

Goods Items

Total No of Packs: 50

Equipment No	Goods Description	Net Wt	Gross Wt	Volume	Last Action	Next Action	Actions
OOLU535535	ladies shoes	100 KG	150 KG	50 CU	No Action	Insert	

- When all items have been completed and you have provided all the required data you can SEND the Sea Cargo Report. See section B3

3. Sending CMR Cargo Report Messages to Customs

- Once all details for the Cargo Report have been completed, click on the 'SEND' button to send to Customs.
- You cannot send the Cargo Report to Customs if any required fields are missing.
- Also for every new message created, it **must be sent as an ORIGINAL. To Amend or Withdraw a message, see section B-4.**

Reference: HKGSYD745885 Latest Status: SAVED

Send Message

Last Action:

Action: Original ▾

Send Message Back

- Click on SEND MESSAGE to deliver the manifest to Customs. You will receive a confirmation message that your manifest has been sent.

Reference: HKGSYD745885 Latest Status: SENT Latest Message: SEACR

Your message has been sent to Customs.

4. Amending and Withdrawing Air/Sea Cargo Reports

AIR

- If you want to make any changes to an air cargo report, you must report the changes to Customs by sending the message back with a 'Replace' or 'Change' action.
- The following fields can not be amended. If any of the following have been entered incorrectly and the message has already been sent to Customs, then you will need to withdraw the message and then re-create it;
 - Airline Code
 - Flight Number
 - Date of Arrival
 - Master Air Waybill
 - House Airway Bill

SEA

- If any of the header details are changed, the changes must be reported back to Customs by sending the message back with a 'Replace' action.
- If you want to make any changes to a sea cargo report, you must report the changes to Customs by sending the message back with a 'Change' action.
- When goods items/line items have been reported to Customs, the action code for that line item is set to NO ACTION so that it will not be reported to Customs unless the user resets the action to:
 - Amend – Indicates that line item details have been changed
 - Delete – Indicates that the line item is to be deleted
 - Insert – Used to re-instate a line item that has been deleted or if Customs reject a line item Insert or an entire Original message
- Once the line item details have been changed, the changes must be reported to Customs by sending the message back with a 'Change' action.

- The following fields cannot be amended. If any of the following have been entered incorrectly and the message has already been sent to Customs, then you will need to withdraw the message and then re-create it;
 - Vessel Identifier
 - Voyage Number
 - Ocean Bill of Lading
 - House Bill of Lading

5. Lookup CMR Cargo Reports

- To search for a cargo report or status of a particular manifest, click on the 'LOOKUP' button to display all records or enter the criteria in the fields such as Reference Type, Reference, Date, Vessel-Voyage/Carrier-Flight No and Status.

Manifests

Reference Type*:

Reference:

Date: -

Condition:

Search has found 32 matching records

Reference*	System Reference	Date/Time	Status	Carrier/Flight/Voyage	Final Destination	Select/Unselect All	Page: 1 2
62	teststatus1	09/10/2005 18:52	ERROR			<input type="checkbox"/>	
55	0910sea_1	09/10/2005 18:42	WITHDRAWN			<input type="checkbox"/>	
70	testdelete1	09/10/2005 18:42	ACCEPTED			<input type="checkbox"/>	
72	HKGSYD745885	09/10/2005 18:35	ERROR			<input type="checkbox"/>	
71	SDY12567	09/10/2005 17:33	SAVED			<input type="checkbox"/>	
61	inrcead10_1	09/10/2005 14:53	WITHDRAWN			<input type="checkbox"/>	

- If there is an error response, you must go to STATUS (see section D-1) to view more information about the error.

6. Cargo Reports: Field Explanations

* Indicates a required field for a Cargo Report

General

- **Save button** » Saves the details entered
- **Send button** » Sends the Cargo Report to Customs
- **New button** » Creates a new Air Cargo or Sea Cargo report
- **Delete button** » Deletes the current cargo report, which was created and/or sent. If a message has been deleted after receiving a response from Customs, the message response will still appear under 'Status'
- **History button** » Shows each action taken for that particular message transaction including EDI messages
- **Save Layout button** » Will save the screen layout the way you want it to remain e.g. all groups expanded or collapsed

Message Date and References – Air Cargo Report

- ***Reference** » Enter a unique reference
- ***Responsible Party Client ID** » The Customs Client ID (*eg ABN) of the declarant, ie the user's ABN/CCID or his client's Customs Client ID if the user is acting as an agent..
- ***Master Bill No** » The Master Airway bill issued by the Carrier.
- **Parent Bill No** » The Airway bill issued to the Air Cargo consolidator
- **House Bill No** » The House Airway bill issued by the holder of the Parent Waybill to the Air Cargo Reporter. This is required only if the cargo is carried on a House Bill.
- ***Consignor** » The party overseas who has dispatched the goods to Australia.
- ***Consignee** » The party in Australia who will be receiving the goods
- ***Notify Party** » A party involved in the import transaction who requires notification of the goods arrival, eg a bank.
- **Contacts** » You may nominate a contact person and international telephone no for each of the parties Consignor, Consignee and Notify.

Routing Information – Air Cargo Report

- ***Arrival Date** » The date on which the goods are due to arrive at the discharge port.
- ***Flight No** » The identification number of the flight
- ***Airline Code** » The identification code of the airline. Click on the lookup to search for the name of the airline or enter the code if known.
- **Freight Forwarder (Indicator)** » Check this box if the consignee is a freight forwarder or co-consolidator.
- ***Original Port of Loading** » Overseas port where the subject goods were loaded. Click on the lookup to search for the name of the terminal or enter the code if known.

- **First Australian Port** » *the* first port at which the airline calls on arrival in Australia. Used only when the cargo is transit cargo, that is the Port of Discharge and Destination are not in Australia or Australian Territories. Click on the lookup to search the name of the terminal or enter the code if known.
- ***Port of Discharge** » Port where the subject cargo is unloaded. Click on the lookup to search the name of the terminal or enter the code if known.
- ***Destination** » Final Destination of subject cargo, eg inland destination. Click on the lookup to search for the name of the terminal or enter the code if known.
- ***Waybill Origin** » Place where waybill was issued
- **Origin Country** » The place where the goods originated from. Click on the lookup to search for the name of the country or enter the code if known.
- ***Payment Method** » Select from code list.

Goods Details – Air Cargo Report

- **UCN** » Unique Consignment Number. A single reference assigned to the consignment to guarantee unique identification.
- **Self Assessed Clearance Indicator** » Used to indicate that the goods are the subject of a self assessed import declaration.
- **Personal Effects Indicator** » Used to indicate that the goods are personal effects.
- ***No of Packs** » The number of packages
- ***Goods Description** » The description of the goods
- ***Gross Weight** » The total weight of this goods item and the unit of measure
- ***Has Declared Value** » *Select the appropriate button.*
- **Declared Value/Declared Value Currency/Mode** » These items only appear if Declared Value is selected. Insert the value and currency.

Message Date and References -Sea Cargo Report

- ***Reference** » Enter a unique reference
- ***Responsible Party Client ID** » The Customs Client ID (*eg ABN) of the declarant, ie the user's ABN/CCID or his client's Customs Client ID if the user is acting as an agent..
- ***Master Bill No** » The Master Airway bill issued by the Carrier.
- **Parent Bill No** » The Airway bill issued to the Air Cargo consolidator
- **House Bill No** » The House Airway bill issued by the holder of the Parent Waybill to the Air Cargo Reporter. This is required only if the cargo is carried on a House Bill.
- ***Consignor** » The party overseas who has dispatched the goods to Australia.
- ***Consignee** » The party in Australia who will be receiving the goods
- ***Notify Party** » A party involved in the import transaction who requires notification of the goods arrival, eg a bank.
- **Contacts** » You may nominate a contact person and international telephone no for each of the parties Consignor, Consignee and Notify.

Routing Information – Sea Cargo Report

- ***Principal Agent** » The carrier or carrier's agent responsible for the operation of the vessel.
- ***Voyage No** » The voyage number of the vessel.
- ***Vessel IMO** » Registered No (eg Lloyds No) of the carrying vessel. Click on the lookup to search for the vessel's name or enter the code if known.
- ***Freight Forwarder (Indicator)** » Check this box if the consignee is a freight forwarder or co-consolidator.
- ***Original Port of Loading** » Overseas port where the subject goods were loaded. Click on the lookup to search for the port name or enter the code if known.
- ***First Australian Port** » the first port at which the vessel calls on arrival in Australia. Used only when the cargo is transit cargo, that is the Port of Discharge and Destination are not in Australia or Australian Territories Click on the lookup to search for the port name or enter the code if known.
- ***Port of Discharge** » Port where the subject cargo is unloaded. Click on the lookup to search for the port name or enter the code if known.
- ***Destination** » Final Destination of subject cargo, eg inland destination. Click on the lookup to search for the port name or enter the code if known.
- ***Waybill Origin** » Place where waybill was issued. Click on the lookup to search for the port name or enter the code if known.
- ***Origin Country** » Two character country code to indicate the origin of the goods. Click on the lookup to search for the country name or enter the code if known.
- ***Payment Method** » Select from code list

Goods Details – Sea Cargo Report

- ***Action** » Choose the action type to be sent to Customs. Either Insert, Amend, Delete or No Action.
- ***Cargo Type** » Choose FCL(Full Container Load), FCX(FCL with multiple bills), LCL(Less than Container Load), Break Bulk or Bulk

The following information is entered only if the cargo type is either FCL/FCX/LCL.:

- ***Equipment No** » Identifies the specific piece of equipment.
- ***Size** » The CMR coded size of the container. Select from list.
- ***Equipment Type** » The CMR coded equipment type. Select from list
- ***Seal No** » The number of the seal attached to the equipment.

The following information may/must be entered for all cargo types:

- **UCN** » Unique Consignment Number. A single reference assigned to the consignment to guarantee unique identification.
- **Fumigation** » Indicates whether the equipment will require fumigation
- **Hazardous** » Indicates whether the goods are hazardous/dangerous goods
- **Perishable** » Indicates whether the goods are perishable
- **Timber** » Indicates whether the cargo or its packing contains timber

- **Self Assessed Clearance Indicator** » Indicates that the goods are the subject of a self assessed import declaration.
- **Personal Effects Indicator** » Indicates that the goods are personal effects.
- **Shipper Owned Container Indicator** » Shipper owned equipment
- **Special Reporter No** » A unique system generated number given to a special reporter to be used when reporting abbreviated cargo reports.
- **No of Packs** » The number of packages
- ***Package Type** » Type of package
- ***Goods Description** » The description of the goods
- **Marks** » Marks and numbers, Only required if goods are LCL or break bulk
- ***Net Weight** » The net weight of this goods item and the unit of measure
- ***Gross Weight** » The total weight of this goods item and the unit of measure
- ***Volume** » The volume of this goods item and the unit of measure.

Part C - CMR Import Underbond Movements

1. Create an Air Underbond Movement Request

- To create a new air underbond movement request, click on 'Underbond Movements' on the green menu bar.

The screenshot shows the application's main menu bar with the following items: Home, Manifests, Underbond Movements, Status, History, Help, and Logoff. Below the menu bar, the 'Home' page is displayed with the following sections:

- Manifests**: Air and Sea Cargo Reports.
- Underbond Movements**: Underbond Requests, Responses and Status.
- Status**: View detailed status of Cargo Reports and Underbond Movements.
- History**: View message history (to and from Customs) of a Cargo Report or Underbond Movement.

- Click on 'NEW'.

The 'Underbonds' form includes the following fields and buttons:

- Reference Type***: Underbond Ref (dropdown)
- Reference**: [Text input]
- Date**: [Text input] - [Text input]
- Discharge Establishment ID**: [Text input] (lookup icon)
- Originating Establishment ID**: [Text input] (lookup icon)
- Destination Establishment ID**: [Text input] (lookup icon)
- Condition**: ALL (dropdown)
- Buttons: Lookup, New, Delete Selected, Clear Selection

- Choose the "Air Underbond" button.

The 'New Underbond' screen displays the following text and buttons:

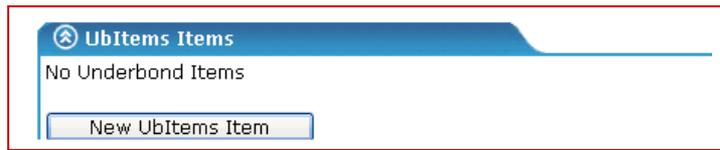
Please Select a new underbond using the buttons below.

- Enter all required details. Then click on 'SAVE'.

The 'New Underbond' form is shown with the following details:

- Buttons: Save, Send, New, Delete, History, Save Layout
- *Flight No:** QF105
- Estimated Arrival Date:** [Text input]
- *Reference:** A-10230
- *Client ID:** 12115587555
- *Discharge Establishment ID:** 8506C (AUSYD 01D - BAX GLOBAL SYDNEY AIR DEPOT)
- *Request Reason:** Delivery to Final Destination (dropdown)
- *Originating Establishment ID:** FA34A (AUADL 02D - PATRICK TASMANIA PTY LIMITED)
- *Mode of Movement:** Air (dropdown)
- *Destination Establishment ID:** 8506C (AUSYD 01D - BAX GLOBAL SYDNEY AIR DEPOT)
- Transhipment Overseas Dest Port Code:** [Text input] (lookup icon)

- Click on 'New UblItems' to enter a new underbond item.



- Enter the details of the underbond item and then click on 'Save Item'. Once you click on 'SAVE ITEM'.

Air Underbond Item

New Underbond.

New Air Underbond Item

* Required for CMR Imports

* Action

* Master Air WayBill

House Air WayBill

UCN

* No of Packs

- You will be taken back to the Goods Item section where you can continue to add, amend or delete goods items as required.

The screenshot shows a window titled 'UbItems Items' with a blue header. Below the header, it says 'Total No of Packs: 20'. Below that is a table with the following data:

Master Air WayBill	House Air WayBill	No of Packs	Last Action	Next Action	Actions
AR87655HKG		20	No Action	Insert	<input type="button" value="edit"/> <input type="button" value="delete"/>

At the bottom of the window, there is a button labeled 'New UbItems Item'.

- When all items have been completed and you have provided all the required data you can SEND the Air Underbond Request. See section C-3.

2. Create a Sea Underbond Movement Request

- To create a new sea underbond movement request, click on 'Underbond Movements' on the green menu bar.
- Click on 'NEW' and then click on the 'Sea Underbond' button.

New Underbond

Please Select a new underbond using the buttons below.

- Enter all required details. Then click on 'SAVE'.

New Underbond. * Required For Underbond

Save Send New Delete History Save Layout

Details

* Inbound Voyage No: 1235 Underbond By Sea Voyage No:

* Inbound Vessel IMO: 7526493 (OCL EXPORTER) Underbond By Sea Vessel IMO:

Details

* Reference: 7-3834-A * Client ID: 1157854222

* Discharge Establishment ID: EG51J (AUSYD 01D - DHL SYDNEY BOND) * Request Reason: Delivery to Final Destination

* Originating Establishment ID: DK49B (AUMEL 01D - AUSTRALIAN AIR EXPRESS) * Mode of Movement: Sea Domestic Vessel

* Destination Establishment ID: EG51J (AUSYD 01D - DHL SYDNEY BOND) Transshipment Overseas Dest Port Code:

- If the vessel on which the consignment is travelling calls at ports other than those listed in the details, select 'New Routing Item' in the Additional Routing Ports section and enter any additional ports.
- Click on 'New UblItems' to enter a new underbond item.

UbItems Items

No Underbond Items

New UbItems Item

- Enter the details of the underbond item and then click on 'Save Item'. Once you click on 'SAVE ITEM'.

Sea Underbond Item

New Underbond.

New Sea Underbond Item

* Required for CMR Imports

* Action: Insert

* Ocean Bill of Lading: OCEHKG3737

House Bill:

* Cargo Type: LCL - Less than Container Load

* Equipment No: GSTU47474

UCN:

No of Packs: 28

* Package Type: PACKAGE

Save Item Back

- You will be taken back to the Goods Item section where you can continue to add, amend or delete goods items as required.

UbItems Items

Total No of Packs: 28

Cargo Type	Equipment No	Ocean Bill of Lading	House Bill of Lading	Last Action	Next Action	Actions
LCL	GSTU47474	OCEHKG3737		No Action	Insert	<input type="checkbox"/> <input type="checkbox"/>

New UbItems Item

- When all items have been completed and you have provided all the required data you can SEND the Sea Underbond Request. See section C-3.

3. Sending an Underbond Movements Request

- Once all details for the Underbond Movement Request have been completed, click on the 'SEND' button to send to Customs.
- You cannot send the Underbond Movement Request to Customs if any required fields are missing.
- Also for every new message created, it must **be sent as an ORIGINAL**.
To Change, Replace or Withdraw a message, see section C-4.

Underbond

Reference: 0910UBSEA_! Latest Status: SAVED Latest Message: UBMREQ

Send Message

Last Action: **original**

Action:

- Click on SEND MESSAGE to deliver the underbond request to Customs. You will receive a confirmation message that your declaration has been sent.

Underbond

Reference: 0910UBSEA_! Latest Status: SENT Latest Message: UBMREQ

Your message has been sent to Customs.

4. Amending and Withdrawing Underbond Movement Requests

AIR

- The following fields cannot be amended. If any of the following have been entered incorrectly and a message has already been sent to Customs, then you will need to withdraw the message and then re-create it;
 - Import Cargo Type
 - Master Waybill Number
 - House Waybill Number
 - Airline Code
 - Flight Number
 - Date of Arrival

SEA

- The following fields cannot be amended. If any of the following have been entered incorrectly and a message has already been sent to Customs, then you will need to withdraw the message and then re-create it;
 - Import Cargo Type
 - Vessel Identifier
 - Voyage Number
 - Ocean Bill of Lading
 - House Bill of Lading
 - Container Number

AIR and SEA

- If any of the header details (any details other than Goods/Line Item details) are changed, the changes must be reported back to Customs by sending the message back with a 'Replace' action.
- If you want to make any changes to an UnderBond Request Goods/Line Item, you must report the changes to Customs by sending the message back with a 'Change' action and with the Line Item Action set to either Amend or Delete.
- When goods items have been reported to Customs, the action code for that line item is set to NO ACTION so that it will not be reported to Customs unless the user resets the action to:
 - Delete – Indicates that the line item is to be deleted
 - Insert – Used to re-instate a line item that has been deleted or if Customs reject a line item insert or an entire original message
- With underbond requests, there is no Goods/Line Item "Amend" action. If a line item has to be altered then you must first delete it, send a Change message to Customs, create (insert) a new line item and send another Change message to Customs..
- Once the line item details have been changed, the changes must be reported to Customs by sending the message back with a 'Change' action.

5. Lookup Underbond Requests

- To search for an underbond request or status of a particular request, click on the 'LOOKUP' button to display all records or enter the criteria in the fields such as Reference Type, Reference, Discharge Establishment ID, Originating Establishment ID, Destination Establishment ID and Condition.

Reference*	System Reference	Date/Time	Status	Carrier/Flight/Voyage	Select/Unselect All
10	0910UBSEA_1	09/10/2005 20:06	SENT		<input type="checkbox"/>
9	SNG012	08/10/2005 22:11	SENT		<input type="checkbox"/>
2	myair ub	08/10/2005 20:38	ERROR		<input type="checkbox"/>
6	0810UBSEA_2a	08/10/2005 17:20	SENT		<input type="checkbox"/>
5	0810SEAUB_A1	08/10/2005 16:24	SENT		<input type="checkbox"/>
4	0810UBSEA_1	08/10/2005 11:40	SENT		<input type="checkbox"/>
3	0810sea_1	08/10/2005 09:44	SENT		<input type="checkbox"/>

- If there is an error response, you must go to STATUS (see section D-1) to view more information about the error.

6. Underbond Fields Explanations

* Indicates a required field for a Cargo Report

General

- Save button** » Saves the details entered
- Send button** » Sends the underbond request to Customs
- New button** » Creates a new underbond request
- Delete button** » Deletes the current cargo report, which was created and/or sent. If a message has been deleted after receiving a response from Customs, the message response will still appear under 'Status'
- History button** » Shows each action taken for that particular message transaction including EDI messages
- Save Layout button** » Will save the screen layout the way you want it to remain e.g. all groups expanded or collapsed

Header – Air Underbond Request

- *Flight No** » The identification number of the flight
- Estimated Arrival Date** » The date of aircraft arrival

- ***Reference** » Enter a unique reference
- ***Discharge Establishment ID** » Customs Establishment ID of the premises at which the goods were first unloaded. Click on lookup to search for the name of the terminal or enter the code if known.
- ***Originating Establishment ID** » Customs Establishment ID of the Underbond depot from which the goods are to be delivered. Click on the lookup to search for the name of the terminal or enter the code if known.
- ***Destination Establishment ID** » Customs Establishment ID of the Underbond depot to which the goods are to be delivered. Click on the lookup to search for the name of the terminal or enter the code if known.
- ***Responsible Party Client ID** » The Customs Client ID (*eg ABN) of the declarant, ie the user's ABN/CCID.
- ***Request Reason** » Select from AQIS, Delivery to final destination, Unpack LCL at Destination, Other movement, Time up-Send to warehouse and Transhipment
- ***Mode of Movement** » Select from Air, Rail, Road, Sea International Vessel and Sea Domestic Vessel
- **Transhipment Overseas Port Code** » The port where the goods are to be transhipped. Click on the lookup to search for the port name or enter the code if known.

Air Underbond Items

- ***Action** » Choose the action type sent to Customs. Either Insert, Delete or No Action.

- ***Master Air Waybill** » The Master Airway bill issued by the Carrier
- **House Air Waybill** » The House Airway bill issued by the holder of the Parent Waybill to the Air Cargo Reporter.
- **UCN** » Unique Consignment Number. A single reference assigned to the consignment to guarantee unique identification.
- ***No of Packs** » The number of packages.

Header – Sea Underbond Request

- ***Inbound Voyage No** » The voyage number of the ship on which the goods arrive in Australia
- ***Inbound Vessel IMO** » The vessel ID (IMO/Lloyds No) of the ship on which the goods arrive in Australia. Click on the lookup to search for the vessel name or enter the code if known.
- **Underbond by Sea Voyage No** » Required if the Mode of Transport is set to “Sea International Vessel or “Sea Domestic Vessel” then enter the Voyage Number of the on-carrying vessel.
- **Underbond by Sea Vessel IMO** » Required if the Mode of Transport is set to “Sea International Vessel or “Sea Domestic Vessel” then enter the Vessel ID of the on-carrying vessel.
- ***Reference** » Enter a unique reference
- ***Discharge Establishment ID** » The Customs Establishment ID of the place where the goods were unloaded in Australia
- ***Originating Establishment ID** » The Customs Establishment ID of the place from which the goods are to be moved underbond.
- ***Destination Establishment ID** » The Customs Establishment ID of the place to which the goods are to be moved underbond.
- ***Responsible Party Client ID** » The Customs Client ID (*eg ABN) of the declarant, ie the user’s ABN/CCID.
- ***Request Reason** » Select from AQIS, Delivery to final destination, Unpack LCL at Destination, Other movement, Time up-Send to warehouse and Transshipment
- ***Mode of Movement** » Select from Air, Rail, Road, Sea International Vessel and Sea Domestic Vessel
- **Transshipment Overseas Dest Port Code** » If the Request Reason is set to “Transshipment”, the overseas destination port (UNLODE) to which the goods are consigned.
- **Additional Routing Port** » Enter if the vessel on which the consignment is travelling calls at seaports other than those

Sea Underbond Items

- ***Action** » Choose the action type sent to Customs. Either Insert, Delete or No Action.
- ***Ocean Bill of Lading** » The ocean bill of lading issued by the Carrier
- **House Bill** » The House bill issued by the holder of the Parent Waybill
- ***Cargo Type** » Choose LCL (Less than Container Load), FCL(Full Container Load), FCX(FCL with multiple bills), Break Bulk or Bulk
- ***Equipment No** » *Identifies the specific piece of equipment*
- **UCN** » Unique Consignment Number. A single reference assigned to the consignment to guarantee unique identification.

- **No Packs** » No of packages
- ***Package Type** » Type of package

PART D STATUS

1. Lookup Responses from Customs

- The latest status in CMR Exports is determined by the response received from Customs to the last message sent.
- When you have received a response from Customs, the message status will change from SENT to either ACCEPTED or one of several ERROR conditions.
- Click on ‘Status’ in the green menu bar to view more details.

- Clicking on the LOOKUP button will list all responses received. You can limit your search by selecting the criteria in the search fields. Such search filters include:
 - *Status Type* – Choose the response type received from Customs
 - *Reference* – Enter the reference for that message
 - *Response Msg Type* – Choose Seacargo report release, Air Cargo Report Release, Underbond Movement Request Error Response, or Underbond Movement Request Response
 - *Original Msg Type* - Choose all, Import Air Cargo Report, Import Sea Cargo Report or Underbond movement request
 - *Date* – Enter the date range in which to search

Search has found 6 matching records

StatusID	MsgType	Date/Time	StatusType	StatusDesc	ReasonStmnt	OrigMsgNo	OrigDocType	Orig Record No
104	AIRCRR	09-10-2005 13:38	SEE DETAIL		The field PORTOFDISCHARGE containing value (AUMEL) is not valid for this transaction type	TG1-0810air_1	AIRCRR	0810air_1
113	AIRCRR	09-10-2005 13:38	SEE DETAIL		The field PORTOFDISCHARGE containing value (AUMEL) is not valid for this transaction type	TG1-0810air_1	AIRCRR	0810air_1
49	AIRCRR	08-10-2005 08:27			THIS TRANSACTION WAS ACCEPTED WITHOUT ERRORS AND WARNINGS	TG1-0810AIR_1	AIRCRR	0810AIR_1
53	AIRCRR	08-10-2005 08:27			THIS TRANSACTION WAS ACCEPTED WITHOUT ERRORS AND WARNINGS	TG1-0810AIR_1	AIRCRR	0810AIR_1
					THIS TRANSACTION WAS REJECTED			

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1. Clicking on the Status ID link will take you back into the message to fix up any errors.

1. Air Cargo Report Processing Rules

AIRCR - Messaging Rules

1. The valid Message Function Codes for an AIRCR are:
 1. Original (9)
 2. Change (4)
 3. Withdraw (50)
2. AIRCR messages must quote a unique Sender Reference. The ICS will use this number and the associated version number to ensure duplicate messages are not processed.
3. The version number for an Original (9) message must be set at 1 or greater.
4. Before the AIRCR message is processed at the application level:
 1. All non significant leading and trailing blanks will be stripped;
 2. Multiple spaces will be compressed;
 3. Illegal characters will be removed; and
 4. All nulls will be converted to blanks.
5. Any errors in an AIRCR message will be reported in an AIRCR Response message (AIRCRR).
6. Any advice messages resulting from the AIRCR message will be reported in an AIRCR Response message (AIRCRRR).
7. The maximum number of errors and advices that can be reported will be 50. No further errors or advices will be processed once the maximum number allowed for AIRCRR has been reached.
8. A Change to an AIRCR will be rejected if there is no difference between the Original and the Change AIRCR.
9. Each Change AIRCR message will be considered to be a new version of the message. For each version of a message the sender's reference version number must be unique and incremented from the previous version.
10. Change or Withdraw AIRCR messages for which no original exist will be rejected by the ICS.
11. The Withdrawal of an AIRCR is for the entire record.
12. An AIRCR received by EDI will not be accepted until the entire validation process is complete and any errors have been reported in a single AIRCRR message.
13. Consignee, Consignor and Notify Party names and addresses can be provided in either structured or unstructured format.
14. Once an Air Cargo Report has been created, amended or withdrawn online through the ICS, future processing via EDI will not be permitted.

AIRCR - Processing Rules

1. AIRCR messages are sent by carriers, freight forwarders and service providers to Customs detailing the importation of air cargo consignments.
2. AIRCR messages must be reported to Customs within a specified time of the aircraft's arrival. See [Import Cargo Reporting Timeframes](#) for more detail.

3. An AIRCR is uniquely identified by:
 1. Airline Code
 2. Flight Number
 3. Date of Arrival
 4. Master Air Waybill (MAWB)
 5. House Air Waybill (HAWB) (if applicable)
4. The unique identifiers within an AIRCR cannot be amended. The existing AIRCR must be withdrawn and a new AIRCR submitted with the new identifiers supplied.
5. A MAWB reported on an AIRCR will be linked to an Air Impending Arrival Report (AIRIAR) by:
 1. Airline Code
 2. Flight Number
 3. Date of Arrival
 4. Port of Discharge
6. The AIRCR may be linked to one or more Underbond Movement Requests (UBMREQ), Import Declarations (IMD) or Air Waybill Outturn Reports (AIROUT). These links are established using the following AIRCR elements:

UBMREQ	IMD	AIROUT
Airline Code	MAWB	Airline Code
Flight Number	HAWB (if applicable)	Flight Number
Arrival Date		Date of Arrival
Port of Discharge		MAWB
MAWB		HAWB (if applicable)
HAWB (if applicable)		

- 7.
8. A Cargo Status Advice (CARST) will be generated when the following three events have occurred.
 1. There is a valid AIRIAR relevant to the goods reported in the AIRCR.
 2. The aircraft has left its last overseas port of departure.
 3. The screening period has expired.
9. The ICS will issue the user with an advice if the AIRCR is received outside of the allowable reporting period.
10. For all amendments to an AIRCR, the full report with all attributes is required.
11. An AIRCR message cannot be Changed or Withdrawn if it has a status of Seized.

12. A Withdraw AIRCR will be rejected if there are incomplete Underbond Movement Requests associated with the AIRCR.
13. All port references are to be supplied in UNLOCODE format.
14. Where a consignment is declared as having No Commercial Value the monetary amount, currency and method of payment are not to be reported. The value should be reported as NDV.
15. Master Air Waybills are to be reported as a single 11 digit sequence.
16. AIRCRs that report domestic cargo will not be processed by the ICS.
17. MAWB Consolidations that have HAWBs attached cannot be withdrawn.
18. A separate AIRCR must be reported for a MAWB that is part shipped.
19. Only one AIRCR must be reported for a HAWB that is part shipped.
20. When a MAWB is reported and identified as a part shipment (new flight details for a previously reported MAWB), each bill beneath the MAWB that has been out turned as short or that has not been out turned the following must occur.
 1. a ghost record will be created beneath the MAWB part (note that 'ghosts' is the new term for an Air Cargo Report part shipment copy).
 2. set the Airline Code, Flight Number, Date of Arrival and Port of Discharge to the same as that of the MAWB part.
 3. set the number of packages on the ghosts to the original number of packages less the total number of packages out turned.
21. All AIRCRs and ghosts must be out turned in an AIROUT message.
22. The Freight Forwarder Indicator must be set within an AIRCR if there are lower level air waybills to be reported.
23. The Self Assessed Clearance Indicator can be set if the goods are valued below the import threshold.
24. The Transit Indicator will be set by the ICS where the discharge and destination ports are overseas ports. If the AIRCR is for Transit Cargo, the first Australian port must be provided.
25. If the AIRCR is reporting Transshipment cargo (overseas destination port) then a transshipment number will be generated for the AIRCR.
26. The Responsible Party Client ID is mandatory for an Original AIRCR. This is the ABN/CCID of the owner of the information, not the ABN/CCID of the document sender (note that the owner and sender may be the same client).
27. The Responsible Party Client ID cannot be changed. The AIRCR must be withdrawn and a new AIRCR submitted.
28. When a Special Reporter Number is supplied, it must match the Special Reporter Number stored against the ABN/CCID of the Responsible Party.

Data Dependency Tables

An Air Cargo Report Message can be Created, Changed or Withdrawn. The mechanism for carrying out these transactions utilises Message Function Code. The Message Function Code is a document level transaction indicator that is applied to the document.

Message Function Code	Action
ORIGINAL (9)	A new Air Cargo Report with a unique sender's reference.
CHANGE (4)	A full Air Cargo Report containing changes to attributes excluding attributes contained within the unique business identifier.
WITHDRAW (50)	A withdrawal of an existing Air Cargo Report.

Data Dependency Table for Original and Change

The following table models the data elements of the Air Cargo Report document where the document is considered an "Original" or a "Change".

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is AIRCR
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	
Message Function Code	Mandatory	See Message Function Code table above.
Parent Sub-Master Air Waybill Number	Optional	Used to identify the parent co-load/consolidation house bill where applicable. Only a house bill can have another house bill as its parent.
House Air Waybill Number	Optional	Required if this Air Cargo Report is for a House Air Waybill.
Master Air Waybill Number	Mandatory	
Method of Payment	Mandatory	
Special Reporter Number	Optional	A Special Reporter is a person who is registered as a special reporter in respect of low value cargo of a particular kind. The Special Reporter Number provided is validated by Customs.
Responsible Party Client ID	Mandatory	The Australian Business Number (ABN) or Customs Client Identifier (CCID) belonging to the party who issued the waybill, or, the party who entered into a contractual agreement with another party to report cargo to Customs.
Consignee Name and Address Unstructured		
Consignee Name	Conditional	Must be blank if any of the Consignee 'Structured' segments are populated.
Consignee Address	Conditional	Must be blank if any of the Consignee 'Structured' segments are populated.

		Either of the first two lines must contain at least 1 character.
Consignee Name and Address Structured		
Consignee Name	Conditional	Must be blank if the Consignee Name 'Unstructured' or Consignee Address 'Unstructured' segments are populated.
Consignee Street and Number	Conditional	Same as for Consignee Name.
Consignee City	Optional	Same as for Consignee Name.
Consignee Post Code	Optional	Same as for Consignee Name.
Consignee Country	Optional	Same as for Consignee Name.
Consignee Contact	Optional	Same as for Consignee Name.
Consignee Contact Phone Number	Optional	Same as for Consignee Name.
Consignor Name and Address Unstructured		
Consignor Name	Conditional	Must be blank if any of the Consignor 'Structured' segments are populated.
Consignor Address	Conditional	Must be blank if any of the Consignor 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.
Consignor Name and Address Structured		
Consignor Name	Conditional	Must be blank if the Consignor Name 'Unstructured' or Consignor Address 'Unstructured' segments are populated.
Consignor Street and Number	Conditional	Same as for Consignor Name.
Consignor City	Optional	Same as for Consignor Name.
Consignor Post Code	Optional	Same as for Consignor Name.
Consignor Country	Optional	Same as for Consignor Name.
Consignor Contact	Optional	Same as for Consignor Name.
Consignor Contact Phone Number	Optional	Same as for Consignor Name.
Notify Party Name and Address Unstructured		
Notify Party	Conditional	Must be blank if any of the Notify 'Structured' segments are

Name		populated.
Notify Party Address	Conditional	Must be blank if any of the Notify 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.
Notify Party Name and Address Structured		
Notify Party Name	Conditional	Must be blank if any of the Notify Party 'Structured' segments are populated.
Notify Party Street and Number	Conditional	Must be blank if any of the Notify Party 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.
Notify Party City	Optional	Same as for Notify Party Name.
Notify Party Post Code	Optional	Same as for Notify Party Name.
Notify Party Country	Optional	Same as for Notify Party Name.
Notify Party Contact	Optional	Same as for Notify Party Name.
Notify Party Contact Phone Number	Optional	Same as for Notify Party Name.
Additional Air Cargo Report Information		
Flight Number	Mandatory	No stripping of characters undertaken.
Airline Code	Mandatory	
Port of Destination	Mandatory	Must be a valid UNLOCODE.
Port of Discharge	Mandatory	Must be a valid UNLOCODE.
Original Port of Loading	Mandatory	Must be a valid UNLOCODE.
First Australian Port	Conditional	Only required for Transit Cargo. Transit cargo is international cargo that is not scheduled to be discharged from an aircraft at an Australian airport. Transit cargo is derived from overseas port of loading, an overseas discharge port code and an overseas destination port code. If the discharge port code and destination port code are overseas, this field is mandatory.
Waybill Origin	Mandatory	Must be a valid UNLOCODE.
Overseas Routing Port	Optional	Must be valid UNLOCODE(s).
Date of Arrival	Mandatory	The local date in the format CCYYMMDD. This is equivalent to the scheduled date of arrival. Must match the Estimated Date of Arrival in

		the AIRIAR.
Freight Forwarder Indicator	Optional	If selected, this indicates that the waybill being reported is not a straight line waybill and, at least one other house waybill will quote this house as its parent.
Reportable Documents Indicator	Optional	Reportable document means: <ul style="list-style-type: none"> any paper or other material on which there is writing; or any paper or other material on which there are marks, figures, symbols or perforations having a meaning for persons qualified to interpret them; or any paper or other material on which a photographic image or other image is recorded; or any article or material from which sounds, images or writing is capable of being produced with or without the aid of a computer or of some other device. but does not include any such paper, article or other material: <ul style="list-style-type: none"> that comprises advertising material; or that does not yet contain the sounds, images or writing for the carriage of which it was produced.
Unique Consignment Reference Number	Optional	Not currently in use by Customs. (International standard reference for the consignment)
Declared Value	Mandatory	Straight Line waybills: Must be a positive numeric value if the Cargo has a commercial value – element code '44' in the MOA segment. If the cargo has no commercial value, the element code in the MOA segment is to be '96'. Co-load/Consolidation waybills: If unknown, the element code in the MOA segment is to be '96'.
Declared Value Currency Code	Conditional	Required when Declared Value is not equal to NDV.
Personal Effects Indicator	Optional	Indicates that the consignment is someone's personal effects only.
Self-Assessed Clearance Indicator	Optional	For use on straight line waybills where the value of the consignment is below the entry threshold. Cannot be used where the Freight Forwarder Indicator is set.
Number of Packages	Mandatory	Report the number of packages for this consignment. Note: Short landed or zero landed consignments are to be reported in the Air Waybill Outturn Report (AIROUT).
Goods Description	Mandatory	

Gross Weight Unit	Mandatory	Valid Gross Weight Units are: <ul style="list-style-type: none"> • KG (Kilograms) • LB (Pounds)
Gross Weight	Mandatory	Amount is to be rounded to the nearest two decimal place.

Data Dependency Table for Withdrawal

The following table models the data element of the Air Cargo Report document where the document is considered a "Withdraw".

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is AIRCR
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	
Message Function Code	Mandatory	See Message Function Code table above.
House Air Waybill Number	Optional	Required for the withdrawal of a House Air Waybill.
Master Air Waybill Number	Mandatory	
Airline Code	Mandatory	
Flight No	Mandatory	
Date of Arrival	Mandatory	The local date in the format CCYYMMDD. This is equivalent to the scheduled date of arrival. Must match the Estimated Date of Arrival in the AIRIAR.

NOTE: for further details in relation to a Business Term, refer to the User Data Dictionary.

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2. Sea Cargo Processing Rules

SEACR - General Rules.

1. The valid Message Function Codes for a SEACR are:
 1. Original (9)
 2. Change (4)
 3. Withdraw (50)
2. SEACR messages must quote a unique Sender Reference. The ICS will use this number and the associated Sender Reference Version Number to ensure duplicate messages are not processed.
3. The version number for an Original (9) message must be set at 1 or greater.
4. Before the SEACR message is processed at the application level:
 1. All non significant leading and trailing blanks will be stripped;
 2. Multiple spaces will be compressed;
 3. Illegal characters will be removed; and
 4. All nulls will be converted to blanks.
5. Any errors in an SEACR message will be reported in an SEACR Response message (SEACRR).
6. Any advice messages resulting from the SEACR message will be reported in a SEACR Response message (SEACRR).
7. The maximum number of errors and advices than can be reported will be 50. No further errors or advices will be processed once the maximum number allowed for SEACRR has been reached.
8. A Change to an SEACR will be rejected if there is no difference between the Original and the Change SEACR.
9. Each Change SEACR message will be considered to be a new version of the message. For each version of a message the senders reference version number must be unique and incremented from the previous version.
10. Change or Withdraw SEACR messages for which no original exist will be rejected by the ICS.
11. The Withdrawal of an SEACR is for the entire record.
12. Consignee, Consignor and Notify Party names and addresses can be provided in either structured or unstructured format.
13. Once a Sea Cargo Report has been created, amended or withdrawn on line through the ICS Interactive Facility, future processing via EDI will not be permitted.
14. Where the Message Function Code is 9 (Original) , the valid Line Action Code is I (Insert).
15. Where the Message Function Code is 4 (Change) and the Line Action Code is populated, the valid codes are I (Insert), A (Amend) or D (Delete).
16. To insert a new line to an existing record, the Message Function Code is 4 (Change) and the Line Action Code is I (Insert).
17. To amend unprotected header details, the Message Function Code is 4 (Change) and the Line Action Code is not populated.

18. To amend a line record, the Message Function Code is 4 (Change) and the Line Action Code is A (Amend).
19. To delete a line record, the Message Function Code is 4 (Change) and the Line Action Code is D (Delete).

SEACR - Processing Rules.

1. SEACR messages are sent by carriers, freight forwarders and service providers to Customs detailing the importation of sea cargo consignments.
2. The SEACR must be reported within a specified time of arrival of the vessel into Australia. See [Import Cargo Reporting Timeframes](#) for more detail.
3. If the Cargo Reporter is carrying cargo on behalf of another Cargo Reporter then the Freight Forwarder Indicator should be set. This denotes that there is to be a further cargo report lodged in relation to the cargo of this SEACR. If the indicator is not set and a further cargo report is submitted than the indicator will be automatically set by the ICS.
4. The Sea Cargo Report is uniquely identified by the following:
 1. Vessel Identifier;
 2. Voyage Number;
 3. Ocean Bill of Lading; and
 4. House Bill of Lading (if applicable).
5. The unique identifiers within a SEACR cannot be amended. The existing SEACR must be withdrawn and a new SEACR submitted with the new identifiers supplied.
6. A Cargo Status Advice (CARST) will be generated when:
 1. There is a valid SEAIAR relevant to the goods reported in the SEACR
 2. The Vessel has left its last overseas departure; and
 3. The screening period has expired.
7. The ICS will issue the user with an advice if the SEACR is received outside of the allowable Reporting period.
8. When Transshipment cargo is reported. Customs will generate a transshipment number. This number will be automatically sent to the Cargo Reporter as part of the Cargo Status Advice message.
9. All In-Transit cargo on transiting vessels arriving at Australian ports must be reported in the ICS.
10. In-Transit cargo is identified by the ACS via the presence of overseas discharge and destination ports on the cargo report. When this occurs the First Australian Port field must be populated.
11. List of SEACR Indicators
 1. Freight Forwarder Indicator
 2. Self Assessed Clearance Indicator
 3. Reportable Documents Indicator
 4. Shipper Owned Indicator
 5. Fumigation Indicator
 6. Hazardous Goods Indicator

7. Perishable Goods Indicator
8. Personal Effects Indicator
9. Timber Indicator
12. If there are values supplied for both the Self-Assessed Clearance Indicator and the Freight Forwarder Indicator then SEACR will be rejected.
13. If the Special Reporter Number supplied on the Cargo Report cannot be validated against the Responsible Party ID then the Cargo Report will be rejected.
14. A SEACR will be linked to a Sea Impending Arrival Report (SEAIAR) by the following:
 1. Vessel Identifier
 2. Voyage Number
 3. Port of Discharge
 4. The first Australian Port of Discharge (for transit cargo)
15. The SEACR can also be linked to one or more Underbond Movement Requests (UBMREQ), Import Declarations (IMD), Progressive Discharge Report (PRODIS) or Sea Cargo Outturn (SEAOUT). These links are established using the following SEACR elements:

UBMREQ	IMD	PRODIS	SEAOUT
Vessel Identifier	Vessel Identifier	Vessel Identifier	Vessel Identifier
Voyage Number	Voyage Number	Voyage Number	Voyage Number
Port of Discharge	Port of Discharge	Port of Discharge	
Ocean Bill of Lading	Bill of Lading	Container Number	Ocean Bill of Lading.
House Bill of Lading (if applicable)	Container Number (if applicable)		House Bill of Lading
Import Cargo Type	Import Cargo Type		Import Cargo Type
Container Number (if applicable)			Container Number

16.

Data Dependency Tables

A Sea Cargo Report Message can be Created, Changed or Withdrawn. The mechanism for carrying out these transactions utilises Message Function Code. The Message Function Code is a document level transaction indicator that is applied to the document.

Message Function Code	Action
ORIGINAL (9)	A new Sea Cargo Report with a unique sender's reference.
CHANGE (4)	A full Sea Cargo Report containing changes to attributes excluding attributes contained within the unique business identifier.
WITHDRAW (50)	A withdrawal of an existing Sea Cargo Report.

Data Dependency Table for Original and Change

The following table models the data elements of the Sea Cargo Report Document where the document is considered an "Original" or a "Change".

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is SEACR
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	
Message Function Code	Mandatory	See Message Function Code table above.
House Bill of Lading	Optional	
Parent Bill of Lading	Optional	
Ocean Bill of Lading	Mandatory	
Method of Payment	Mandatory	
Principal Agent Id	Mandatory	The Australian Business Number (ABN) or Customs Client Identifier (CCID) belonging to the Principal Agent.
Responsible Party Client ID	Mandatory	The Australian Business Number (ABN) or Customs Client Identifier (CCID) belonging to the party who issued the bill, or the party who entered into a contractual agreement with another party to report cargo to Customs.
Consignee Name and Address Unstructured		
Consignee Name	Conditional	Must be blank if any of the Consignee 'Structured' segments are populated.
Consignee Address	Conditional	Must be blank if any of the Consignee 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.
Consignee Name and Address Structured		
Consignee Name	Conditional	Must be blank if the Consignee Name 'Unstructured' or Consignee Address 'Unstructured' segments are populated.
Consignee Street and Number	Conditional	Same as for Consignee Name.
Consignee City	Optional	Same as for Consignee Name.
Consignee Post Code	Optional	Same as for Consignee Name.

Consignee Country	Optional	Same as for Consignee Name.
Consignee Contact	Optional	Same as for Consignee Name.
Consignee Contact Phone Number	Optional	Same as for Consignee Name.
Consignor Name and Address Unstructured		
Consignor Name	Conditional	Must be blank if any of the Consignor 'Structured' segments are populated.
Consignor Address	Conditional	Must be blank if any of the Consignor 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.
Consignor Name and Address Structured		
Consignor Name	Conditional	Must be blank if the Consignor Name 'Unstructured' or Consignor Address 'Unstructured' segments are populated.
Consignor Street and Number	Conditional	Same as for Consignor Name.
Consignor City	Optional	Same as for Consignor Name.
Consignor Post Code	Optional	Same as for Consignor Name.
Consignor Country	Optional	Same as for Consignor Name.
Consignor Contact	Optional	Same as for Consignor Name.
Consignor Contact Phone Number	Optional	Same as for Consignor Name.
Notify Party Name and Address Unstructured		
Notify Party Name	Conditional	Must be blank if any of the Notify 'Structured' segments are populated.
Notify Party Address	Conditional	Must be blank if any of the Notify 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.
Notify Party Name and Address Structured		
Notify Party Name	Conditional	Must be blank if any of the Notify Party 'Structured' segments are populated.
Notify Party Street and Number	Conditional	Must be blank if any of the Notify Party 'Structured' segments are populated. Either of the first two lines must contain at least 1 character.

Notify Party City	Optional	Same as for Notify Party Name.
Notify Party Post Code	Optional	Same as for Notify Party Name.
Notify Party Country	Optional	Same as for Notify Party Name.
Notify Party Contact	Optional	Same as for Notify Party Name.
Notify Party Contact Phone Number	Optional	Same as for Notify Party Name.
Additional Sea Cargo Report Information		
Voyage Number	Mandatory	The Voyage Number must be the Principal Agent's Voyage Number.
Vessel Id	Mandatory	
Port of Destination	Mandatory	Must be a valid UNLOCODE.
Port of Discharge	Mandatory	Must be a valid UNLOCODE.
Country of Origin of Goods	Mandatory	Must be a valid UNLOCODE.
Bill of Lading Origin	Mandatory	Must be a valid UNLOCODE.
Original Port of Loading	Mandatory	Must be a valid UNLOCODE.
First Australian Port	Conditional	Only required for Transit Cargo. Transit cargo is international cargo that is not scheduled to be discharged from a vessel at an Australian port. Transit cargo is derived from overseas port of loading, an overseas discharge port code and an overseas destination port code. If the discharge port code and destination port code are overseas, this field is mandatory.
Overseas Routing Ports	Optional	Must be a valid UNLOCODE(s).
Freight Forwarder Indicator	Optional	If selected, this indicates that the bill being reported is a consolidation bill and, at least one other house bill will quote this bill as its parent.
Sea Cargo Report Line Detail		
Line Action Code	Optional	<p>Must be provided when line level actions are being performed.</p> <p>Valid Line Action codes are:</p> <ul style="list-style-type: none"> • I (Insert) • A (Amend) • D (Delete)

Container Number	Conditional	Not required if Import Cargo Type is reported as B/B (Break bulk) or BLK (Bulk).
Container Size	Conditional	Not required if Import Cargo Type is reported as B/B (Break bulk) or BLK (Bulk).
Seal Number	Optional	
Unique Consignment Reference Number	Optional	
Fumigation Indicator	Optional	
Hazardous Goods Indicator	Optional	
Perishable Goods Indicator	Optional	
Personal Effects Indicator	Optional	
Reportable Documents Indicator	Optional	<p>Reportable document means:</p> <ul style="list-style-type: none"> any paper or other material on which there is writing; or any paper or other material on which there are marks, figures, symbols or perforations having a meaning for persons qualified to interpret them; or any paper or other material on which a photographic image or other image is recorded; or any article or material from which sounds, images or writing is capable of being produced with or without the aid of a computer or of some other device. <p>but does not include any such paper, article or other material;</p> <ul style="list-style-type: none"> that comprises advertising material; or that does not yet contain the sounds, images or writing for the carriage of which it was produced.
Self-Assessed Clearance Indicator	Optional	<p>For use on consignment level bills where the value of the consignment is below the entry threshold value set by Customs.</p> <p>Cannot be used where the Freight Forwarder Indicator is set.</p>
Timber Indicator	Optional	
Shipper Owned Container Indicator	Optional	
Special Reporter Number	Optional	Special Reporter means a person who is registered as a special reporter in respect of low value cargo of a particular kind.

Number of Packages	Conditional	Not required if Import Cargo Type is reported as BLK (Bulk). Must be a positive numeric value greater than zero.
Import Cargo Type	Mandatory	Valid Import Cargo Type codes are: <ul style="list-style-type: none"> • LCL (Less than Container load) • FCL (Full Container load) • FCX (Full Container load with multiple house bills) • B/B (Break bulk) • BLK (Bulk)
Container Type	Conditional	Not required if Import Cargo Type is reported as B/B (Break bulk) or BLK (Bulk).
Package Type	Conditional	Not required if Import Cargo Type is reported as BLK (Bulk).
Goods Description	Mandatory	Must be at least two characters in length and cannot be made up of only numbers and special characters.
Net Weight (Quantity)	Mandatory	Net Weight Quantity must be a number greater than zero.
Net Weight (Quantity) Unit	Mandatory	A comprehensive list of valid codes is included within the Data Dictionary.
Cargo Volume	Mandatory	Cargo Volume Quantity must be a number greater than zero.
Cargo Volume Unit	Mandatory	A comprehensive list of valid codes is included within the Data Dictionary.
Gross Weight	Mandatory	Gross Weight Quantity must be a number greater than zero.
Gross Weight Unit	Mandatory	Valid Gross Weight Units are: <ul style="list-style-type: none"> • KG (Kilograms) • LB (Pounds)
Marks & Numbers	Conditional	Required if Import Cargo Type is reported as LCL (Less than Container load) or B/B (Break bulk).

Data Dependency Table for Withdrawal

The following table models the data elements of the Sea Cargo Report Document where the document is considered a "Withdraw".

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is SEACR
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	

Message Function Code	Mandatory	See Message Function Code table above.
House Bill of Lading	Optional	Required for the withdrawal of a House Bill.
Ocean Bill of Lading	Mandatory	
Voyage Number	Mandatory	The Voyage Number must be the Principal Agent's Voyage Number.
Vessel Id	Mandatory	
Port of Discharge	Mandatory	Must be a valid UNLOCODE.

NOTE: for further details in relation to a Business Term, refer to the User Data Dictionary.

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3. Underbond Movement Request Rules

1. The valid Message Function Codes for an UBMREQ are:
 1. Original (9)
 2. Change (4)
 3. Replace (5)
 4. Withdraw (50)
2. UBMREQ messages must quote a unique Sender Reference. The ICS will use this number and the associated version number to ensure duplicate messages are not processed.
3. The version number for an Original (9) message must be set at 1 or greater.
4. Before the UBMREQ message is processed at the application level:
 1. All leading and trailing blanks will be stripped;
 2. Multiple spaces will be compressed;
 3. Illegal characters will be removed; and
 4. All nulls will be converted to blanks.
5. Any errors in an UBMREQ message will be reported in an UBMREQ Error Response message (UBMREQE).
6. Any advice messages resulting from the UBMREQ message will be reported in an UBMREQ Error Response message (UBMREQE).
7. The maximum number of errors and advices that can be reported will be 50. No further errors or advices will be processed once the maximum number allowed for the UBMREQE has been reached.
8. When an underbond movement has been approved, an approval advice will be sent in an UBMREQR message for each line of cargo.
9. A Change to an UBMREQ will be rejected if there is no difference between the Original and the Change UBMREQ.

10. Each Change UBMREQ message will be considered to be a new version of the message. For each version of a message the senders reference version number must be unique and incremented from the previous version.
11. Change or Withdraw UBMREQ messages for which no original exist will be rejected by the ICS.
12. The Withdrawal of an UBMREQ is for the entire record.
13. Once an Underbond Movement Request has been created, amended or withdrawn online through the ICS, future processing via EDI will not be permitted.
14. Where the Message Function Code is 9 (Original), the valid Line Action Code is I (Insert).
15. Where the Message Function Code is 4 (Change) and the Line Action Code is populated, the valid codes are I (Insert) or D (Delete).
16. To create a new line record, the Message Function Code is 4 (Change) and the Line Action Code is I (Insert).
17. To delete a line record, the Message Function Code is 4 (Change) and the Line Action Code is D (Delete).
18. Where the Message Function Code is 5 (Replace) only the Movement information can be changed. Line information cannot be changed when using a Replace.

UBMREQ - Processing Rules

1. An Underbond Movement is a request to move import cargo from one licensed Establishment to another licensed Establishment, whilst the cargo is still under Customs control. It facilitates the movement of International import cargo not yet released for home consumption.
2. An UBMREQ message for a unique line of cargo will be rejected if an UBMREQ already exists for that line of Cargo.
3. An UBMREQ must contain movement information or the message will be rejected.
4. Sea Cargo lines on an UBMREQ will be identified by a concatenation of the:
 1. Import Cargo Type (must be Sea)
 2. Vessel Identifier
 3. Voyage Number
 4. Container Number
 5. Ocean Bill of Lading
 6. House Bill of Lading
5. Air Cargo lines on an UBMREQ will be identified by a concatenation of:
 1. Import Cargo Type (must be Air)
 2. Master Air Waybill Number
 3. House Air Waybill Number
 4. Airline Code
 5. Flight Number
 6. Estimated Date of Arrival
6. The Discharge Establishment ID in an UBMREQ message must match the establishment of the Outturn Report and/or Progressive Discharge Report for the goods.

7. An UBMREQ will be rejected if:
 1. A line is submitted relating to in-transit cargo, which has been reported in a Cargo Report.
 2. A line is submitted for cargo, which has a status of ACS or AQIS Seized.
 3. A line is submitted for cargo which has already been reported as moving from the Originating Establishment.
8. The original arrival method must be Air or Sea or the message will be rejected.
9. The Discharge Establishment Id must be linked to the Discharge Port Code or the message will be rejected.
10. For air cargo the Discharge Establishment Id must be an Air CTO or the message will be rejected.
11. For sea cargo the Discharge Establishment Id must be a s15 Wharf or the message will be rejected.
12. The Originating Establishment Id must be a CTO, s15 Wharf or a Depot Establishment Type.
13. The Destination Establishment Id must not be the same as the Originating Establishment Id.
14. If the mode of movement is Underbond by Sea then the Originating Establishment Id must be a s15 Wharf or the message will be rejected.
15. If mode of movement is NOT Underbond by Sea then the Movement Vessel Identifier must be left blank or the message will be rejected.
16. If Mode of Movement is Underbond by Sea then the Underbond by Sea Movement Vessel Identifier must be an internationally registered ship from the Customs Ship register or the message will be rejected.
17. Underbond by Sea Movement Voyage Number is only to be reported for an Underbond by Sea movement.
18. If the Request Reason is:
 1. Deconsolidate at Destination and the Destination Establishment Id is a s77g Container Park the message will be rejected. (Cannot De-consolidate at a container park)
 2. Deconsolidate at Destination and the Destination Establishment Id is a s15 Wharf the message will be rejected. (Cannot De-consolidate at a s15 Wharf)
 3. Deconsolidate at Destination and the Freight Forwarder Indicator is NOT set (either in the Cargo Report or by the system) AND this is the lowest level House Bill reported against this unique line of cargo then the message will be rejected. (Cargo is not a de-consolidation)
 4. Time Up to s79 Warehouse then the Originating Establishment Id must not be a s79 Warehouse or the message will be rejected. (Cargo must be at a Wharf, Depot, Container Park or Air CTO)
 5. Time Up to s79 Warehouse the Destination Establishment Id must be a s79 Warehouse or the message will be rejected.
 6. Time Up to s79 Warehouse and an UBMREQ already exists for this unique line of cargo the message will be rejected.
 7. Time Up to s79 Warehouse and the Originating Establishment Id is not in the same port, as the Destination Establishment Id the message will be rejected.

8. Time Up to s79 Warehouse and there is no Actual Arrival Report (Sea or Air) the message will be rejected. (Cannot lodge a Time Up Underbond where an Actual Arrival is not reported.
9. Transhipment then this field must be a valid Overseas Destination Port from the UNLOCODES or the message will be rejected.
10. Is NOT Transhipment then the Overseas Destination Port field must be left blank or the message will be rejected.
19. An UBMREQ message will be rejected if a line of cargo is identified as LCL, a container number is quoted and the Mode of Movement is Underbond by Sea.
20. If an Ocean Bill or a MAWB is quoted and the goods have not been reported to Customs on a Cargo Report the UBMREQ will be rejected.
21. If a House Bill of Lading or a House Air Waybill Number is quoted then the associated Ocean Bill of Lading or Master Air Waybill Number reported as part of the original cargo report, must also be quoted or the message will be rejected.
22. If the Number of Packages does not equal the Number of Packages in the corresponding line of cargo on the Cargo Report the message will NOT be rejected however an advice will be returned.

Data Dependency Tables

An Underbond Movement Request Message can be Created, Changed or Withdrawn. The mechanism for carrying out these transactions utilises Message Function Code. The Message Function Code is a document level transaction indicator that is applied to the document.

Message Function Code	Action
ORIGINAL (9)	A new Underbond Movement Request with a unique sender's reference.
CHANGE (4)	A full Underbond Movement Request containing changes to attributes excluding attributes contained within the unique business identifier and Movement information.
REPLACE (5)	An Underbond Movement Request which is intended to replace the previous Movement information only.
WITHDRAW (50)	A withdrawal of an existing Underbond Movement Request.

Data Dependency Table for Original and Change

The following table models the data elements of the Underbond Movement Request Document where the document is considered an "Original" and "Change".

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is UBMREQ
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	
Message Function Code	Mandatory	See Message Function Code Table above.

Responsible Party Client ID	Mandatory	The Australian Business Number (ABN) or Customs Client Identifier (CCID) belonging to the party responsible for the movement of the cargo.
Vessel Id	Conditional	Required for sea cargo underbond movements.
Voyage Number	Conditional	Required for sea cargo underbond movements. The Voyage Number must be the Principal Agent's Voyage Number.
Airline Code	Conditional	Required for air cargo underbond movements.
Flight Number	Conditional	Required for air cargo underbond movements.
Estimated Date of Arrival	Conditional	Required for air cargo underbond movements. The local date in the format of CCYYMMDD.
Discharge Establishment Id	Conditional	Discharge Establishment ID is required when the cargo that has been discharged moves underbond for the first time.
Originating Establishment Id	Mandatory	The Originating Establishment Id is the identifier of the establishment where the underbond is to originate from.
Destination Establishment Id	Mandatory	The Destination Establishment Id is the identifier of the establishment where the underbond is destined.
Request Reason	Mandatory	The reason why the cargo is required to move underbond. Valid Request Reason codes are: <ul style="list-style-type: none"> • DEL (Delivery to Final Destination) • DCL (Deconsolidate at Destination) • MOV (Other Movement) • TUW (Time-Up to s79 Warehouse) • TSH (Transshipment) • AQS (AQIS)
Mode of Movement	Mandatory	Valid codes are: <ul style="list-style-type: none"> • AIR (Underbond by Air) • RAI (Underbond by Rail) • ROA (Underbond by Road) • IVS (Underbond by Sea International) • DVS (Underbond by Sea Domestic)
Underbond By Sea Movement Vessel Id	Conditional	Required if the Mode of Movement is IVS (Underbond By Sea International).
Underbond By Sea	Conditional	Required if the Mode of Movement is IVS (Underbond By

Movement Voyage Number		Sea International).
Underbond By Sea Overseas Routing Port	Optional	Must be a valid UNLOCODE.
Transhipment Overseas Destination Port	Conditional	Required if the Request Reason is TSH (Transhipment). Must be a valid UNLOCODE.
Line Action Code	Mandatory	Valid Line Action Codes are: <ul style="list-style-type: none"> • I (Insert) • D (Delete)
Unique Consignment Reference Number	Optional	
Import Cargo Type	Conditional	Required for sea cargo underbond movements. Valid codes are: <ul style="list-style-type: none"> • LCL (Less than Container load) • FCL (Full Container load) • FCX (Full Container load with multiple house bills) • B/B (Break bulk) • BLK (Bulk)
Container Number	Conditional	Required if Import Cargo Type is reported as anything other than B/B (Break bulk) or BLK (Bulk).
Ocean Bill of Lading	Conditional	Required if Import Cargo Type is reported as B/B (Break Bulk) or BLK (Bulk).
Master Air Waybill Number	Conditional	Required for air cargo underbond movements.
House Bill of Lading	Optional	For sea cargo this is to be used for consignments that are to be moved underbond and contain a House Bill of Lading as part of the unique identifier.
House Air Waybill Number	Optional	For air cargo this is to be used for underbond moves for House Air Waybill consignments.
Package Type	Conditional	Required if Import Cargo Type is anything other than BLK (Bulk) or blank.
Number of Packages	Conditional	Required if Import Cargo Type is anything other than BLK (Bulk). Must be a positive numeric value greater than zero.

Data Dependency Table for Replace

The following table models the data elements of the Underbond Movement Request Document where the document is considered a "Replace". A Replace is used only to change Movement information.

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is UBMREQ
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	
Message Function Code	Mandatory	See Message Function Code Table above.
Responsible Party Client ID	Mandatory	The Australian Business Number (ABN) or Customs Client Identifier (CCID) belonging to the party responsible for the movement of the cargo.
Vessel Identifier	Conditional	Required for sea cargo underbond movements.
Voyage Number	Conditional	Required for sea cargo underbond movements. The Voyage Number must be the Principal Agent's Voyage Number.
Airline Code	Conditional	Required for air cargo underbond movements.
Flight Number	Conditional	Required for air cargo underbond movements.
Estimated Date of Arrival	Conditional	Required for air cargo underbond movements. The local date in the format of CCYYMMDD.
Discharge Establishment Id	Conditional	Discharge Establishment ID is required when the cargo that has been discharged moves underbond for the first time.
Originating Establishment Id	Mandatory	The Originating Establishment Id is the identifier of the establishment where the underbond is to originate from.
Destination Establishment Id	Mandatory	The Destination Establishment Id is the identifier of the establishment where the underbond is destined.
Request Reason	Mandatory	Specifies the reason the cargo is required to move underbond. Valid Request Reason codes are: <ul style="list-style-type: none"> • DEL (Delivery to Final Destination) • DCL (Deconsolidate at Destination) • MOV (Other Movement) • TUW (Time-Up to s79 Warehouse) • TSH (Transshipment)

		<ul style="list-style-type: none"> AQS (AQIS)
Mode of Movement	Mandatory	Valid codes are: <ul style="list-style-type: none"> AIR (Underbond by Air) RAI (Underbond by Rail) ROA (Underbond by Road) IVS (Underbond by Sea International) DVS (Underbond by Sea Domestic)
Underbond By Sea Movement Vessel Id	Conditional	Required if the Mode of Movement is IVS (Underbond By Sea International).
Underbond By Sea Movement Voyage Number	Conditional	Required if the Mode of Movement is IVS (Underbond By Sea International).
Underbond By Sea Overseas Routing Port	Optional	Must be a valid UNLOCODE.
Transshipment Overseas Destination Port	Conditional	Required if the Request Reason is TSH (Transshipment). Must be a valid UNLOCODE.

Data Dependency Table for Withdrawal

The following table models the data elements of the Underbond Movement Request Document where the document is considered a "Withdraw".

Data Element	ICS Business Requirement	ICS Business Rule
Document Name	Mandatory	Code is UBMREQ
Sender Reference	Mandatory	
Sender Reference Version	Mandatory	
Message Function Code	Mandatory	See Message Function Code Table above.
Responsible Party Client ID	Mandatory	The Australian Business Number (ABN) or Customs Client Identifier (CCID) belonging to the party responsible for the movement of the cargo.
Vessel Identifier	Conditional	Required for sea cargo underbond movements.
Voyage Number	Conditional	Required for sea cargo underbond movements. The Voyage Number must be the Principal Agent's Voyage Number.
Airline Code	Conditional	Required for air cargo underbond movements.
Flight Number	Conditional	Required for air cargo underbond movements.

Estimated Date of Arrival	Conditional	Required for air cargo underbond movements. The local date in the format of CCYYMMDD.
Originating Establishment Id	Mandatory	The Originating Establishment Id is the identifier of the establishment where the underbond is to originate from.
Destination Establishment Id	Mandatory	The Destination Establishment Id is the identifier of the establishment where the underbond is destined.

NOTE: for further details in relation to a Business Term, refer to the User Data Dictionary.

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