

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~**

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

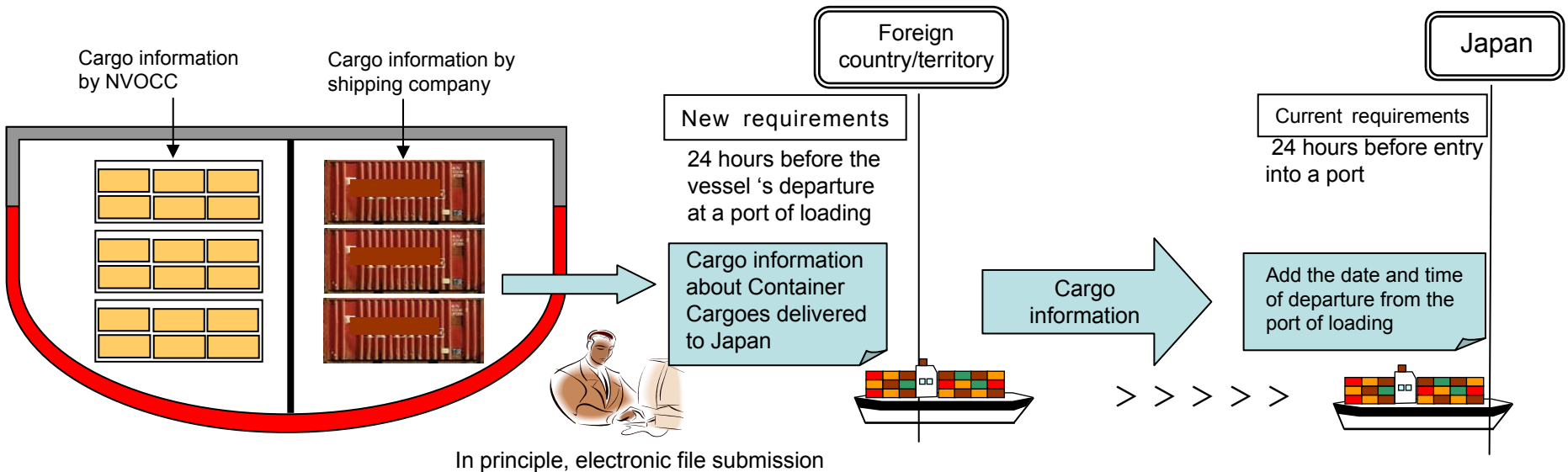
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Customs and Tariff Bureau
Ministry of Finance

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

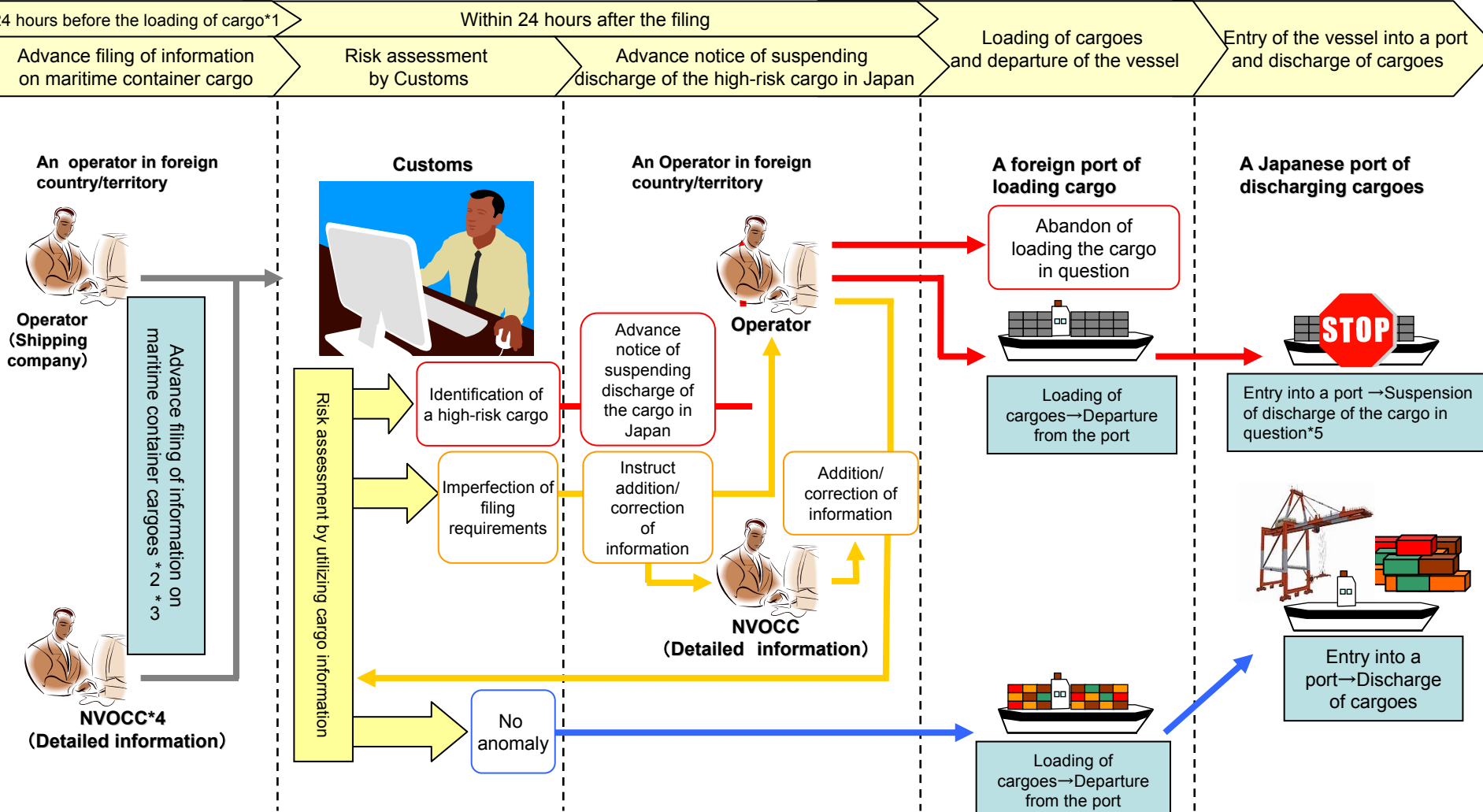
The rule requires a filer to electronically submit information for maritime container cargoes to be loaded on a vessel intended for entry into a port in Japan, in principle 24 hours before departure of the vessel from a port of loading.

※Empty containers, Platform containers and Transit cargoes will be excluded for the time being from application of the Advance Filing Rules on Maritime Container Cargo Information.

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 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.
Filing particulars	Carrier	Mandatory to file cargo information at Master B/L level
	NVOCC	Mandatory to file cargo information at House B/L level
Filing methods		In principle, mandatory electronic file submission



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



(NB)

(*1) The deadline as set forth in the legislation is 24 hours before the departure from a port and in case the filing was made after the deadline, the cargoes cannot be discharged without the permission of the Director General of Customs

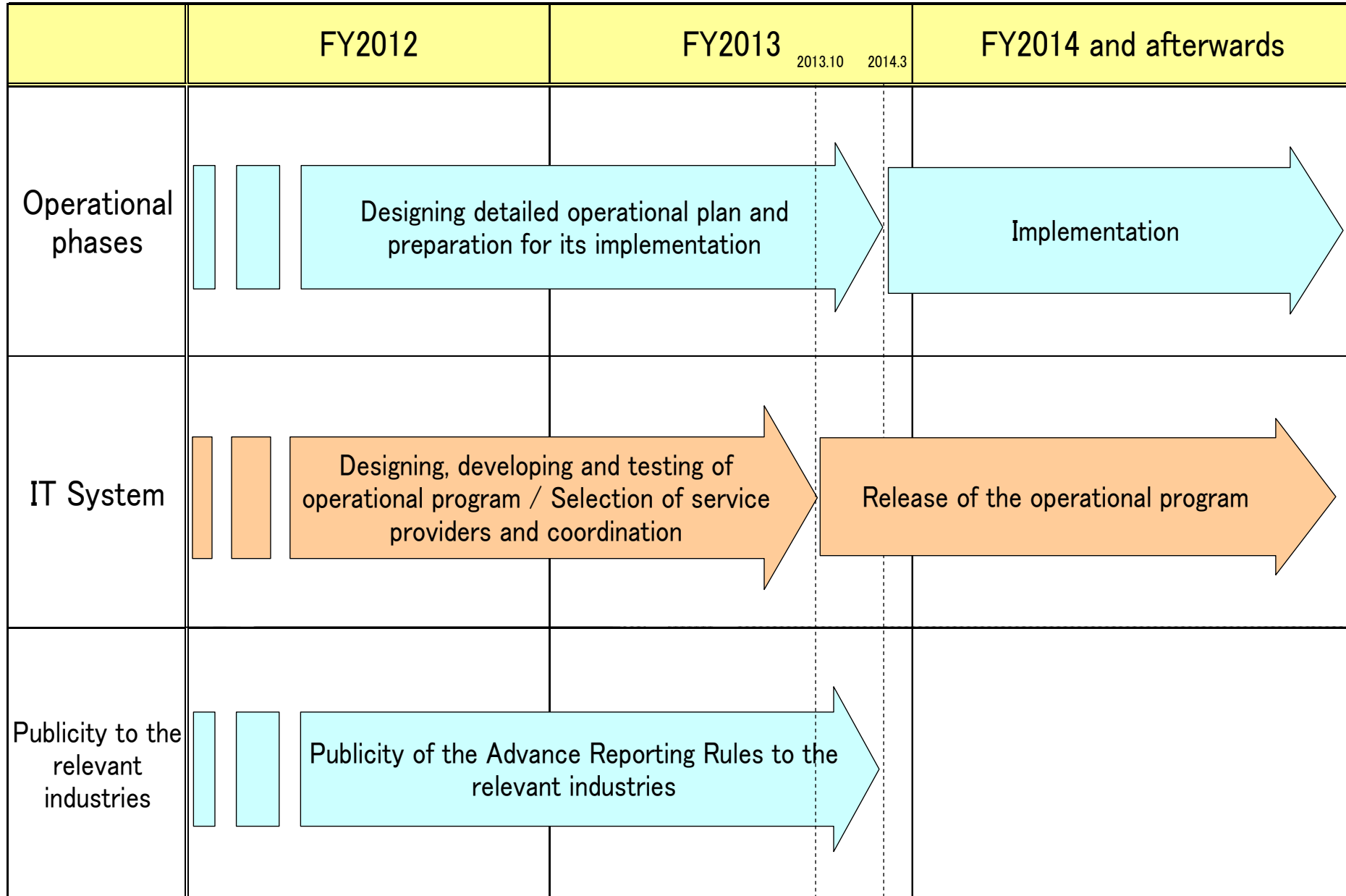
(*2) Filing in electronic form by utilizing NACCS is mandatory

(*3) Cargo information must be filed by 24 hours before the departure of a vessel from a loading port where maritime container cargoes bound for Japan are loaded

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

(*5) Close inspection will be conducted after the inspection arrangement is made

3. Implementation Schedule



Data elements of the Advance Filing Rules on Maritime Container Cargo Information (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

Data elements of the Advance Filing Rules on Maritime Container Cargo Information (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 Information	House Bill of Lading on Cargo Information	
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

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 and Russia and areas considered as foreign country(Khabomai, Shikotan, Kunashir and Iturup) onry)	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 and People's Republic of China and Russia and areas considered as foreign country(Khabomai, Shikotan, Kunashir and Iturup) onry)	Aomori,Akita,Yamagata and Niita	
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 Ibaragi	
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 and People's Republic of China and Russia onry,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 onry,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 (Setonaikai side only) and Wakayama	
Area between the lines of long. 117° E and long. 140° E and between the lines of lat. 30° -30.00' N and lat. 46° N (Republic of Korea and People's Republic of China and Russia onry)	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 onry,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 and People's Republic of China and Russia onry)	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 and People's Republic of China and Taiwan and Philippines onry)	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	
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)	

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)	A foreign place of loading cargoes		South Korea			China					Taiwan	
	Russian Far East		Pusan	Pohang	Inchon	Tianjin Xingang	Dalian	Qingdao	Shanghai	Hong Kong	Kaohsiung	Keelung
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
Aomori , Akita , Yamagata and Niigata	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
Iwate and Miyagi	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
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
Toyama, Ishikawa , Fukui, Kyouto and Hyougo (Sea of Japan side)	24 hours before	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
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
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
Tottori and Shimane	24 hours before	before the departure	before the departure	before the departure	24 hours before	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before
Wakayama, Osaka and Hyougo (Setonaikai side)	24 hours before	24 hours before	before the departure	before the departure	24 hours before	before the departure	before the departure	before the departure	before the departure	24 hours before	24 hours before	24 hours before
Tokushima 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
Okayama, Hiroshima, Kagawa and Ehime	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
Yamaguchi, Fukuoka, Saga, Nagasaki, Oita and Kumamoto	24 hours before	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
Miyazaki	24 hours before	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	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	24 hours before	before the departure
Okinawa		24 hours before	before the departure	before the departure	before the departure	24 hours before	24 hours before	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	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.

1. User Connectivity in Advance Filing Rules on Maritime Container Cargo Information

The newly implementing Advance Filing Rules on Maritime Container Cargo Information state that “implementation of the advance filing of maritime container cargo information shall be executed by using the electronic data processing system”. The said system, Nippon Automated Cargo and Port Consolidated System (hereinafter referred to as “NACCS”), is managed and operated by Nippon Automated Cargo and Port Consolidated System, Inc. (hereinafter referred to as “NACCS Center”).

Followings are available connections with NACCS for Advance filing:

1. Gateway connection with reporter’s own system*¹

Advance filing by connecting the system of a party obliged to report (hereinafter referred to as “reporter”) with NACCS directly. Access scheme shall be either of the following. Further details on how to connect are given on *NACCS EDI specifications* provided by NACCS Center.

(1) Gateway connection (SMTP/POP3)

Connect gateway server of reporter’s own system with NACCS server by TCP/IP as network and transport layers and SMTP/POP3 as the higher layer. While a number of process-request messages are able to be sent in a mass, process-result messages need to be received by retrieving from NACCS server after a certain period of time since sending.

(2) Gateway connection (SMTP two-way connection)

Connect gateway server of reporter’s own system with NACCS server by TCP/IP as network and transport layers and SMTP as the higher layer. This is the interactive processing which sends/receives process-request/result messages one by one.

*¹ Reporter’s gateway server needs to be placed in Japan; and a reporter is required to connect the gateway server with NACCS server, after concluding a service agreement with NACCS Center.

2. Connection through service provider

Advance filing by using service providers*² authorized to connect their systems with NACCS. Reporters planning to adopt this scheme need to acquire Reporter ID Code*³ (provisional name) in advance.

*² As of July 2012, there are no service providers authorized to connect their systems with NACCS. NACCS Center is planning to prepare and disclose various rules on connection with NACCS, including connection agreement and EDI rules **, and invite applications from those providers interested in connecting with NACCS. Service providers authorized to connect with NACCS are to be announced on our website.

** The gateway connection in above scheme 1 (1) and (2) shall be adopted for connect ion between NACCS and service providers, whose gateway server needs to be placed in Japan. EDI and other rules will be disclosed by NACCS Center no later than Fall 2012.

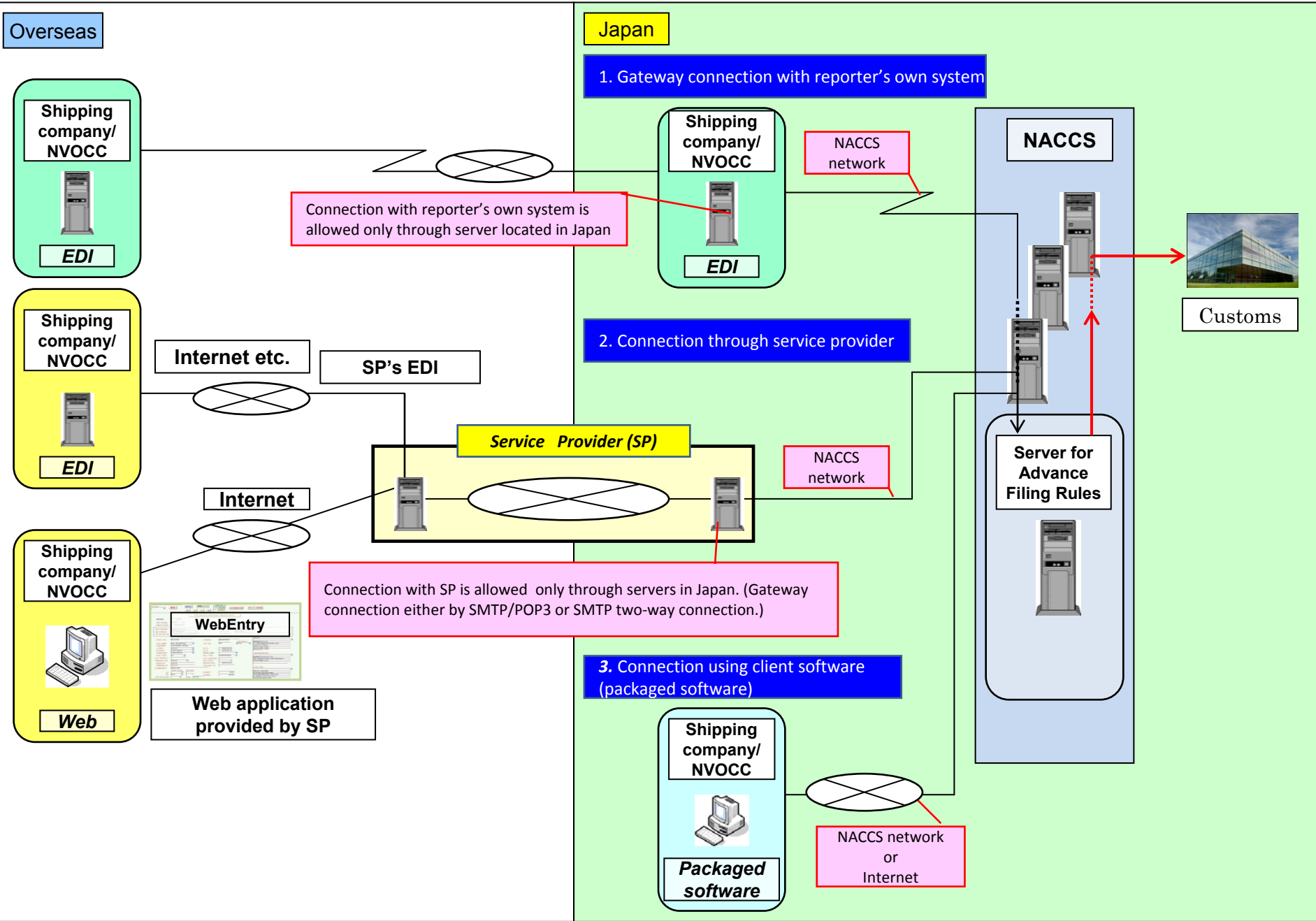
*³ Reporter ID Code (provisional name) is needed to specify the reporter when reporting via service provider. The ID is obtained through Reporter ID Code Application System (provisional name) to be provided by NACCS Center on the Internet. This service will be available after Summer 2013.

3. Connection using client software*⁴

Advance filing by using client software (packaged software) provided by NACCS Center which is installed on reporter’s PC.

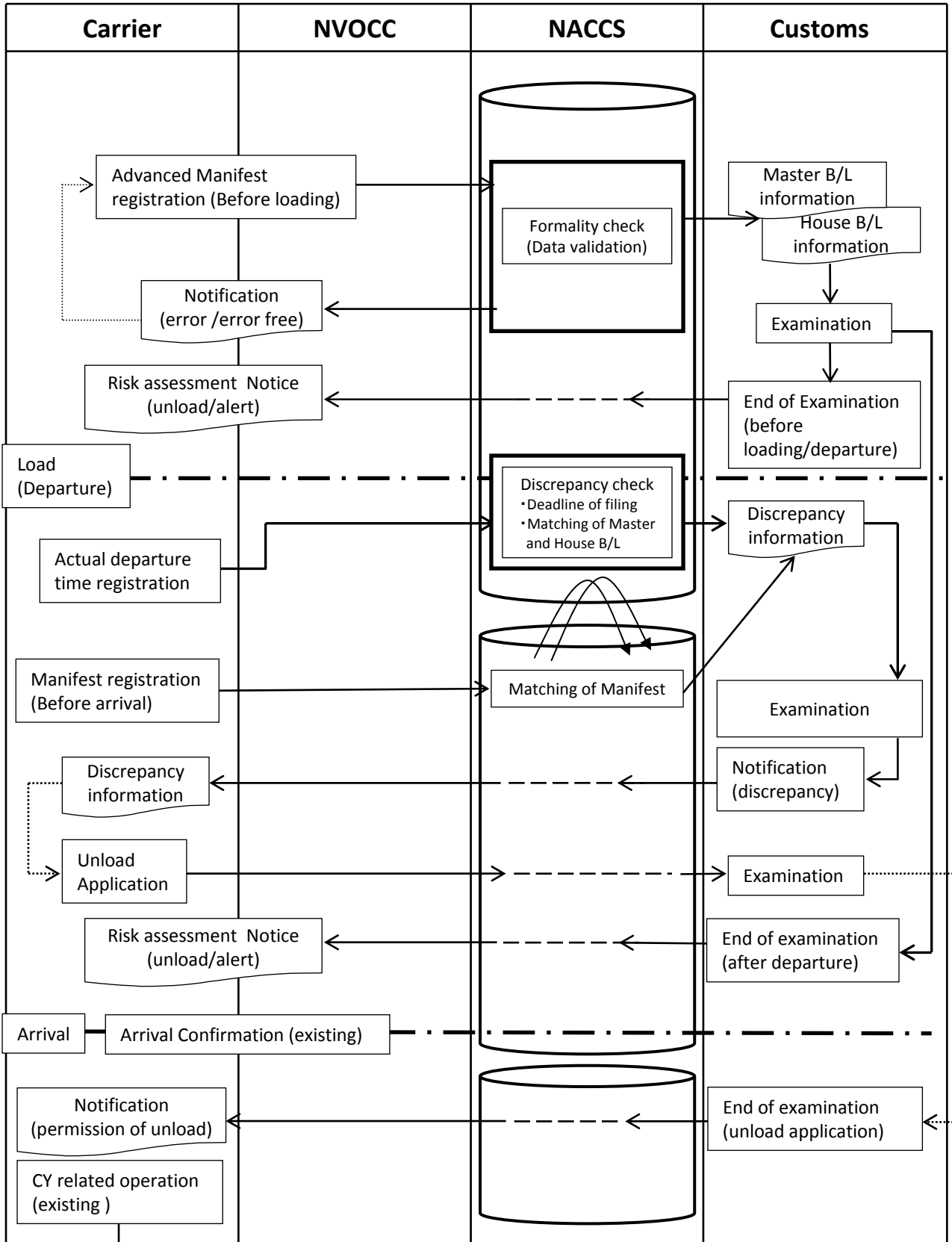
*⁴ Available for those reporters who have their offices in Japan and have concluded a service agreement with NACCS Center.

2. User Connectivity Diagram of the Advance Filing Rules on Maritime Container Cargo Information



Business Process Flow under the Advance Filing Rules on Maritime Container Cargo Information

(As of July 2012)



Business Process Flow under the Advance Filing Rules on Maritime Container Cargo Information 《If the service provider through》 (As of July 2012)

