

Enhancement of Reporting Scheme for “Advance Information on Air Cargo/Passenger”

November 2017



Customs and Tariff Bureau, Ministry of Finance
Nippon Automated Cargo And Port Consolidated System, Inc.



1. <Outline> Enhancement of reporting scheme for “Advance Information on Air Cargo”
2. <Outline> Enhancement of reporting scheme for “Advance Passenger Information; **API**” and “Passenger Name Record; **PNR**”
3. Consideration of program changes for “Advance Information on Air Cargo” procedures
4. Development schedule for “Advance Information on Air Cargo”
5. Consideration of program changes for introducing reporting scheme on **“Outbound PNR”**
6. Other information (Contact point for inquiry etc.)

【Reference materials】

- ① Advance Air Cargo Manifest Information Registration (ADM01) procedure
⇒ Draft Input Fields
- ② Advance Air Cargo Manifest Information Registration (House Manifest) (HDM01) procedure
⇒ Draft Input Fields
⇒ Draft EDIFACT Segment Table
- ③ Questionnaire sheet
- ④ ARINC
- ⑤ SITA

1. <Outline> Enhancement of Reporting Scheme for “Advance Information on Air Cargo” (1)

Main points of change (to be implemented in 2018 fiscal year)

1. Increase target items for filing



- Filing Consignor/Consignee information for MAWB will become mandatory.

- House Manifest will be added to the target for filing.

2. Filing via NACCS will become mandatory



- In principle, manifest information of air cargo will have to be filed through NACCS.

Inbound/Outbound	Obligation	Reporter	Items	Current operation	After enhancement (to be implemented in 2018 FY)
Inbound	Reporting is obliged	Captain	Filing target	Air cargos on foreign aircraft	Same as current operation
			Filing deadline	- 3 hours before arrival - (If flight time is less than 5 hours and more than 3 hours) ⇒ 1 hour before arrival - (If flight time is less than 3 hours) ⇒ before arrival	Same as current operation
			Filing method	(1) Submit paper (2) File through NACCS	In principle, filing through NACCS is obliged by law
			Filing contents	[MAWB information] Place of Origin, Place of Destination, Marks and Numbers, Goods Description, Number of Packages and MAWB number	<p>【Additional filing contents for MAWB】 - Consignor/Consignee name and address (Customs law enforcement order)</p> <p>【New filing target; House Manifest】 (Customs law enforcement order) (Filing contents) Place of Origin, Place of Destination, Marks and Numbers, Goods Description, Number of Packages, Consignor/Consignee name and address and HAWB number</p>

Note; MAWB ⇒ Master Air Way Bill issued by airline companies.

HAWB ⇒ House Air Way Bill issued by forwarders.

1. <Outline> Enhancement of Reporting Scheme for "Advance Information on Air Cargo" (2)

Japan Customs conducts risk assessment based on advance air cargo information which in principle is filed 3 hours before arrival.

Foreign countries

[Current operation]

MAWB information

Place of Origin, Place of Delivery, Marks and Numbers, Goods Description, Numbers and MAWB number

Filing method

- Submit paper
- Filer via NACCS

Japan

+ Flight information

[After enhancement (to be implemented in 2018 FY)]

MAWB information

Place of Origin, Place of Destination, Marks and Numbers, Goods Description, Number of Packages, **Consignor/Consignee name and address**, and MAWB number

Filing method

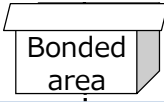
In principle
Filing via NACCS is obliged by law

House Manifest information

Place of Origin, Place of Destination, Marks and Numbers, Goods Description, Number of Packages, **Consignor/Consignee name and address**, MAWB number and HAWB number

Import declaration

Forwarder (Customs broker)



Arrival

+ Flight information

Take off

Filing deadline

In principle, 3 hours before arrival

2. <Outline> Enhancement of reporting scheme for “API” and “PNR”

Main points of change

1. PNR on outbound passengers will also be a target for filing. 【Customs Law enforced in June 2017】
* NACCS procedure for submitting outbound PNR data by attaching file will be made.
2. In principle, “Inbound/Outbound API” and “Inbound/Outbound PNR” will have to be filed via NACCS.
【Customs Law to be enforced in 2018 FY】

* Now the cost of enabling submission of inbound PNR via NACCS is borne by Japanese government.

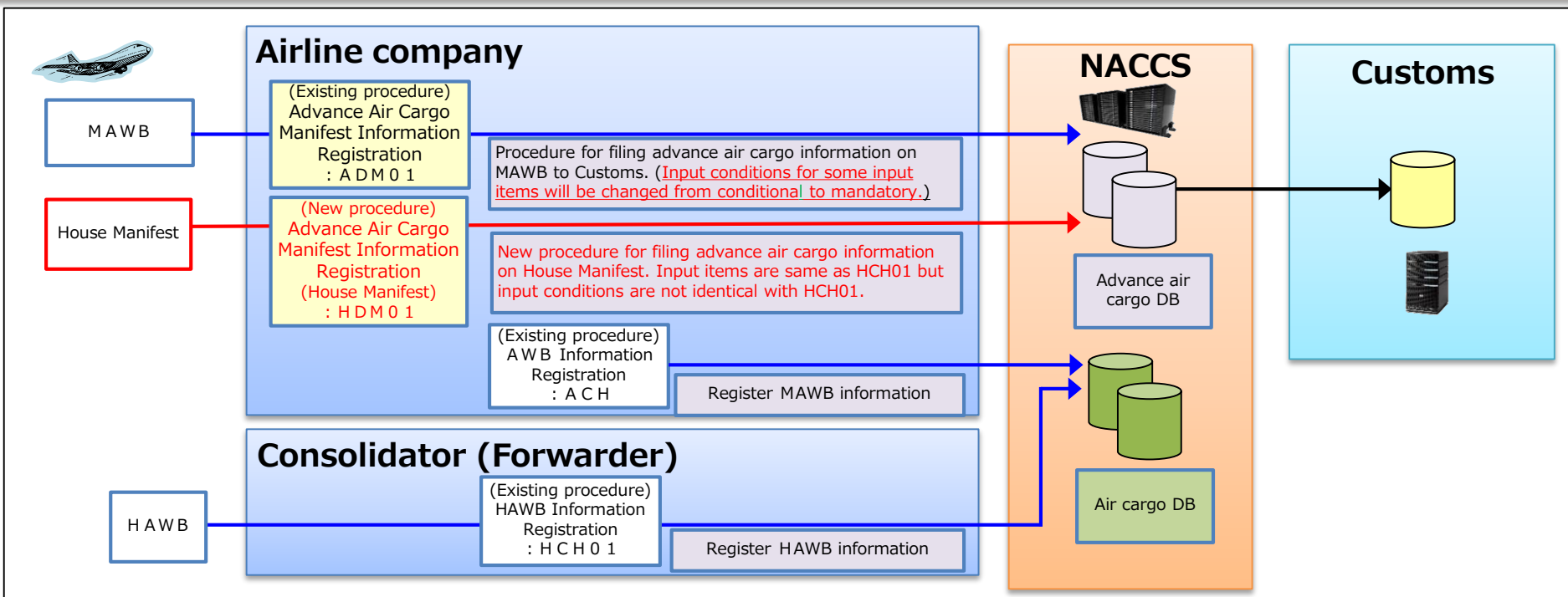
However, MOF understands that this point should be reviewed.

Targeted timing of review is FY2018, when the submission of PNR will have to be done not by paper but via NACCS.

Brief information on “outbound PNR”

Inbound/ Outbound	Obligation	Reporter	Item	Current operation	After enhancement (to be implemented in FY2018)
Outbound	Japan Customs can ask for submission	Captain	Filing target	–	Reservation records for passengers onboard outbound aircraft and special aircraft 【Customs Law enforced in June 2017】
			Filing deadline (Filing timing)	–	<After filing operation via NACCS starts> Twice per 1 flight; “72 hours before departure” and “soon after departure”. 【Same as inbound PNR】
			Filing method	–	In principle, filing has to be done via NACCS. 【Customs Law to be enforced in 2018 FY】
			Filing contents	–	Same items as inbound PNR (35 items) 【Customs Law Enforcement Order enforced in June 2017】

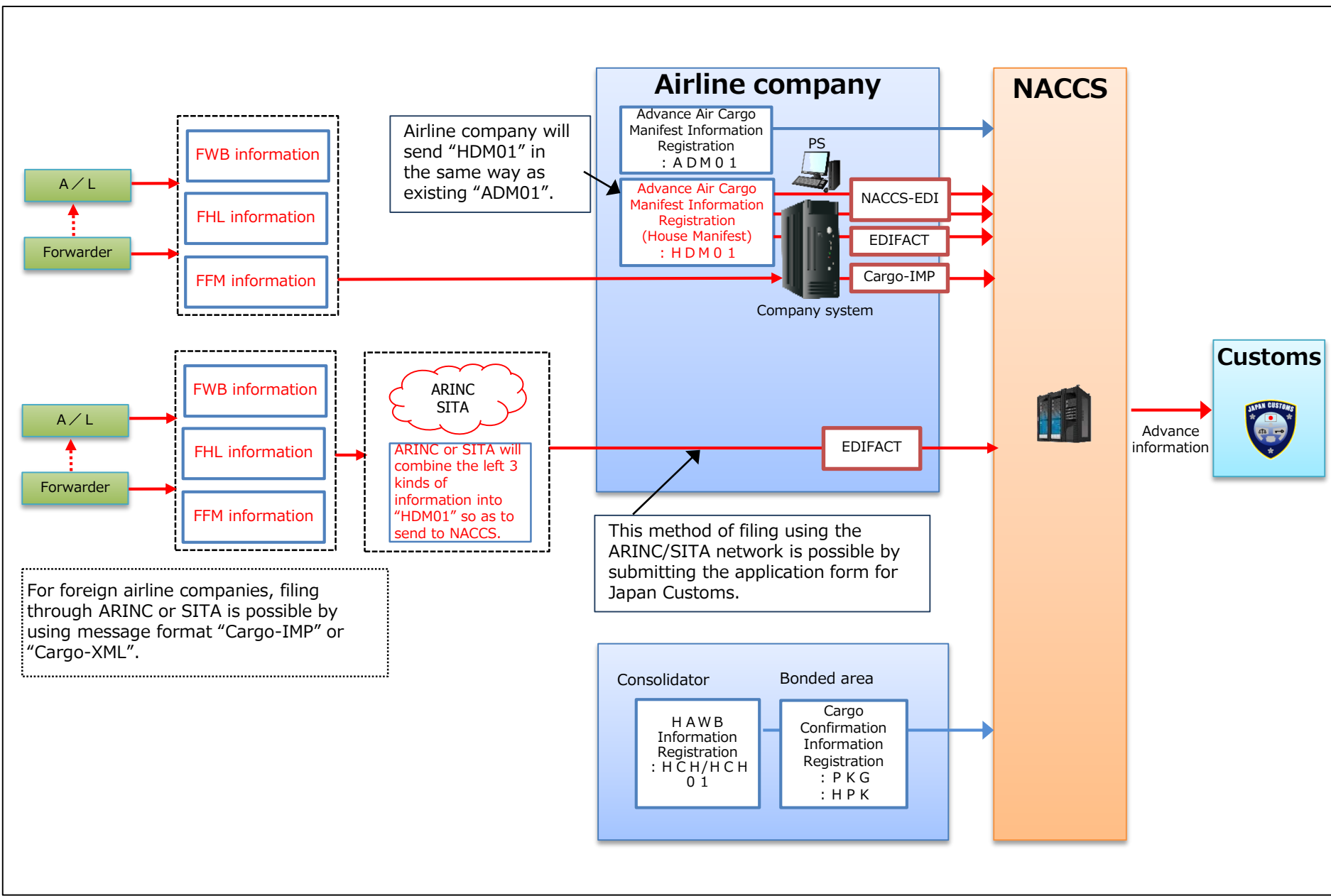
3. Consideration of program changes for “Advance Information on Air Cargo” procedures (1)



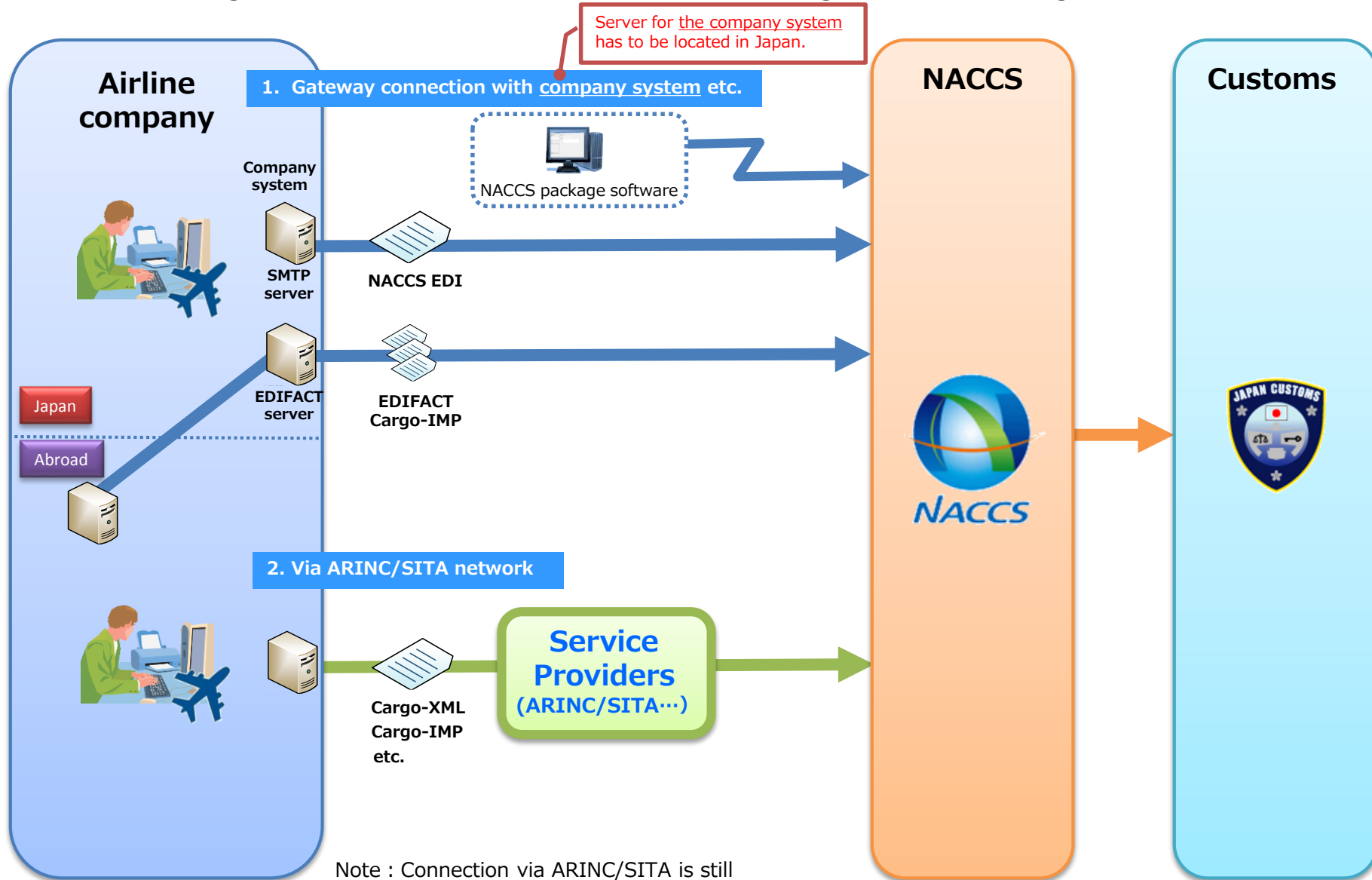
Points of modification in NACCS

1. For filing advance air cargo information on MAWB, existing procedure ADM01 will be used. In ADM01 procedure, input conditions for “Consignor/Consignee name and address” will be changed from conditional to mandatory.
2. House Manifest can be filed with new procedure “Advance Air Cargo Manifest Information Registration (House Manifest) (tentative name; HDM01)”. Implementer of HDM01 is airline companies (including those who make a filing on behalf of the captain).
3. House Manifest can be filed using package software (NACCS EDI message), company system (NACCS EDI message or EDIFACT message) or ARINC/SITA network (Cargo-IMP).
4. House Manifest will be registered not to “Air cargo DB” but to “Advance Air cargo DB”, so it will not affect the following import procedures. Furthermore, House Manifest can not be inquired about through the “Inquiry for Import Cargo Information (IAW)” procedure.
5. Regarding ADM01 and HDM01, draft input/output fields and draft segment table for EDIFACT message are as per attached.
6. To be implemented in March 2019 (Connectivity test is scheduled to be available from January 2019.)

3. Consideration of program changes for "Advance Information on Air Cargo" procedures (2)



▶ The following connection methods are available for filing advance air cargo information.



Note : Connection via ARINC/SITA is still under consideration and not determined yet.

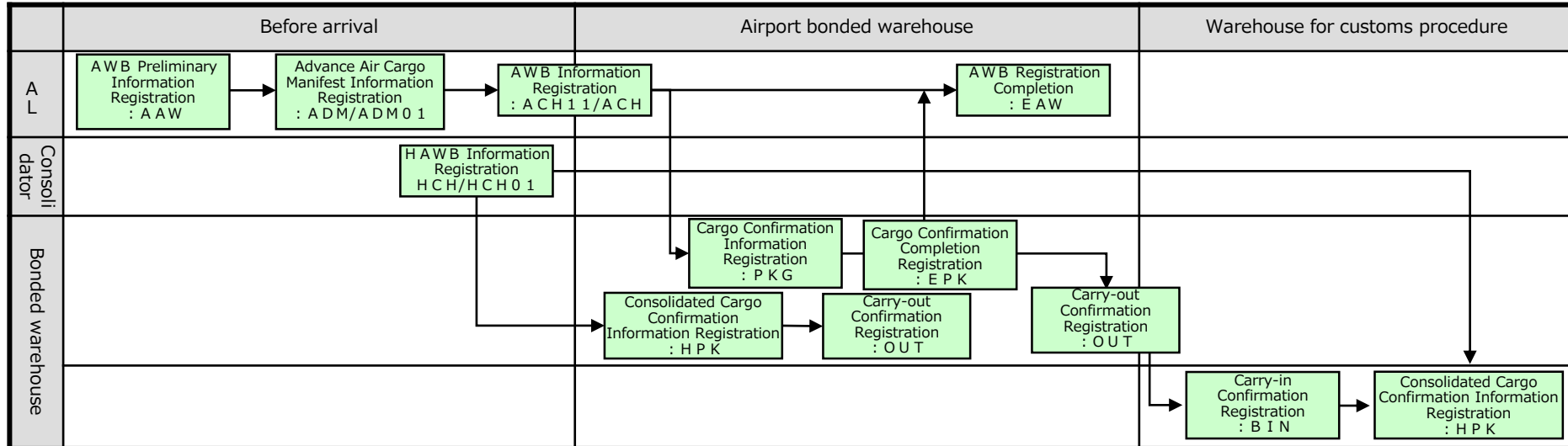
【Reference material 2】 Features for each connection type

▶ Message format and access line for each connection type are as follows;

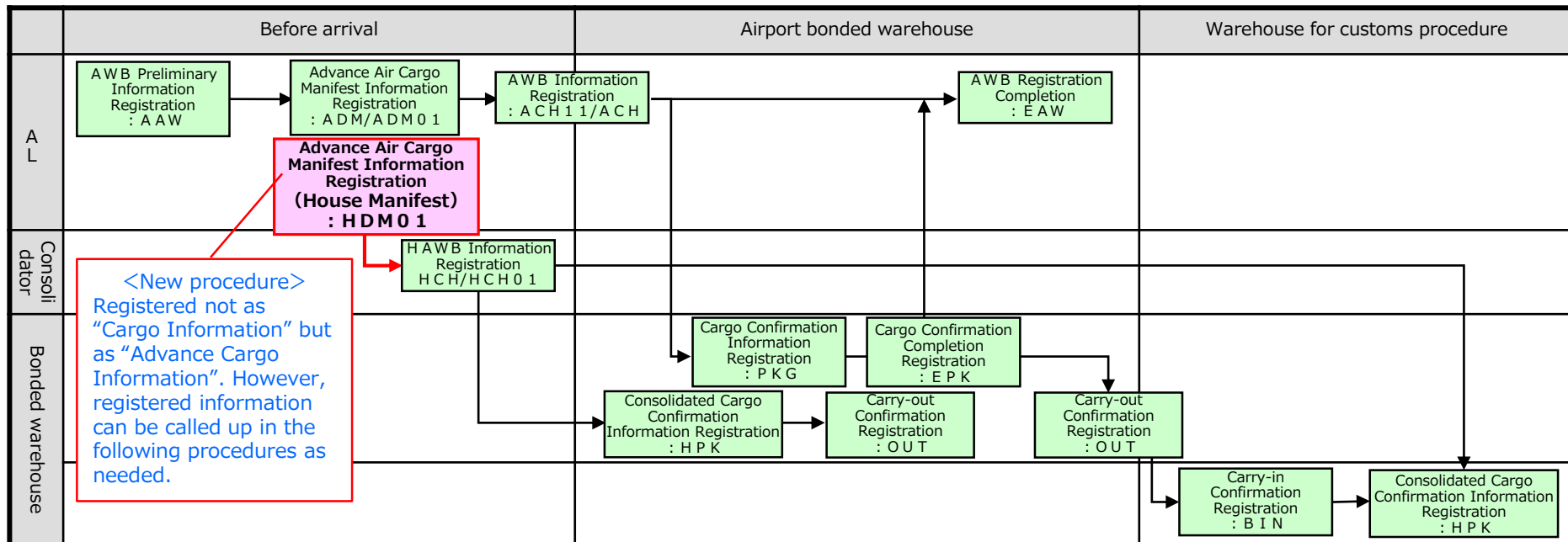
Connection type	Company system	ARINC network	SITA network
Message format	NACCS-EDI → For "SMTP two-way" or "SMTP/POP3" users. EDIFACT・Cargo-IMP → For "SMTP/POP3" users.	Cargo-IMP Cargo-XML etc.	Cargo-IMP Cargo-XML etc.
Cargo-IMP (Version)	Cargo-IMP (29 th Edition) FFM; only ver.8 is compatible FWB; only ver.16 is compatible FHL; only ver.4 is compatible	Cargo-IMP (No limitation for Edition) FFM } FWB } All versions acceptable FHL }	Cargo-IMP (No limitation for Edition) FFM } FWB } All versions acceptable FHL }
Cargo-XML (Version)	-	Cargo-XML (No limitation for Edition) XFFM } XFWB } All versions acceptable XFHL }	Cargo-XML (No limitation for Edition) XFFM } XFWB } All versions acceptable XFHL }
Access line	NACCS dedicated line <u>*Server for the company system must be located in Japan.</u>	ARINC network	SITA network
Customers' development	Required		
Cost	Cost for development and access line construction will be needed.	Please make inquiry with ARINC	Please make inquiry with SITA

[Reference material 3] Basic flow for import procedures on air cargo

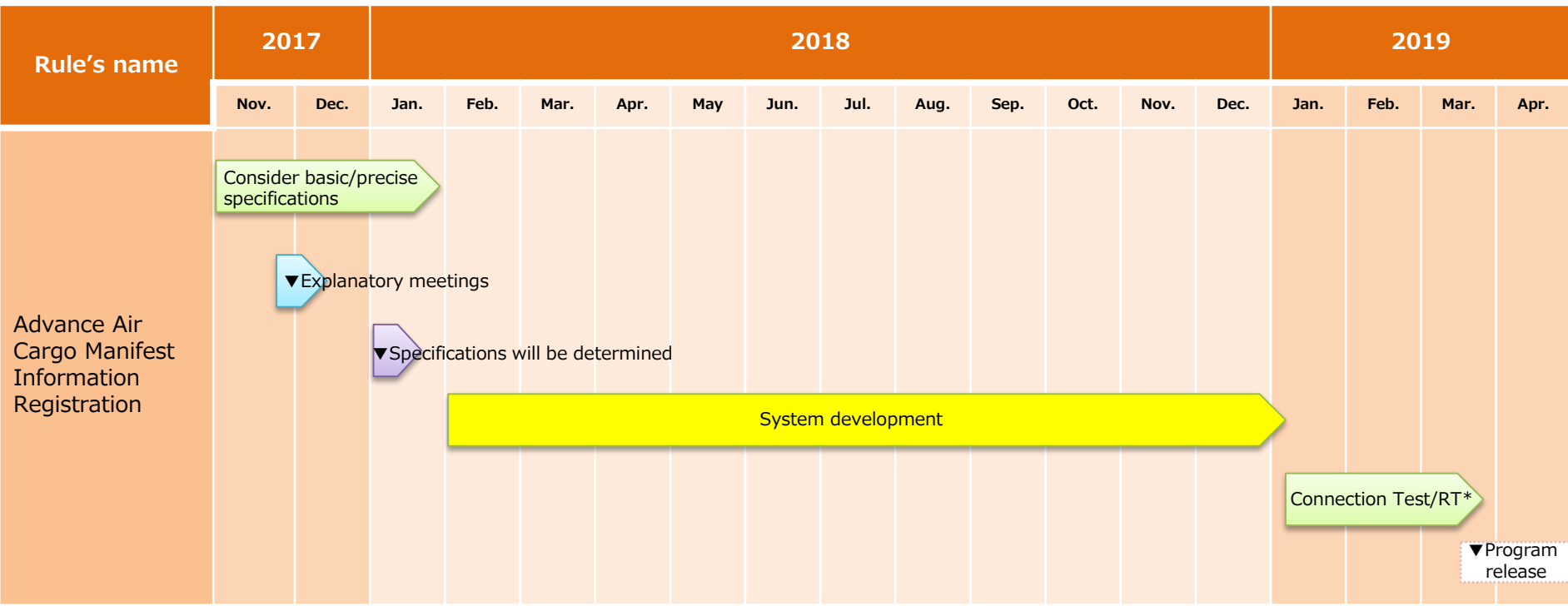
Current operation



After the enhancement



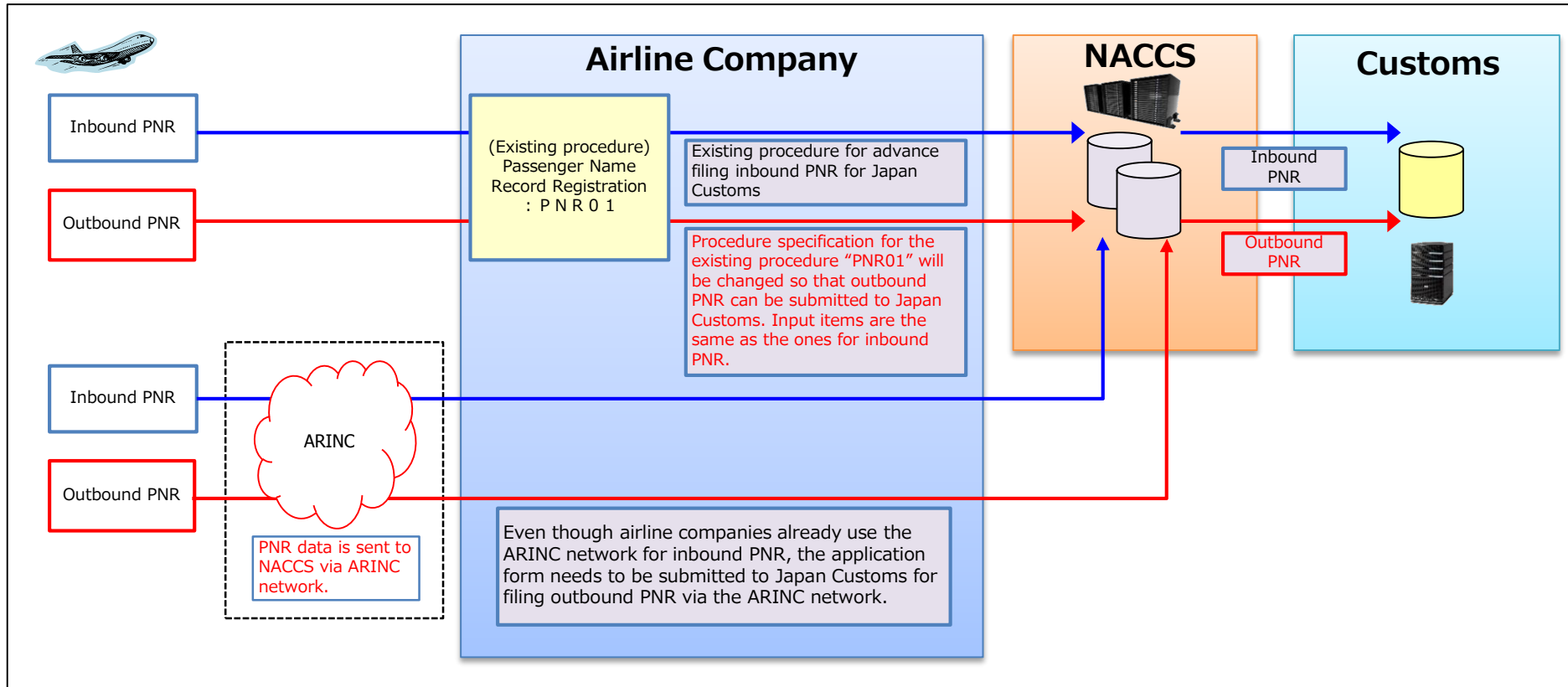
4. Development schedule for "Advance Information on Air Cargo"



* Connection Test/RT are available only for those using company systems (package software users are excluded from the target of tests.)

5. Consideration of program changes for introducing reporting scheme on "Outbound PNR"

Basic flow for outbound PNR



<Effects for NACCS users>

By the end of fiscal 2018, there will be a modification to the Customs Law specifying that submission of outbound PNR must be implemented not by paper but "through NACCS". Thus the NACCS Center will take actions in order to enable the outbound PNR procedures to be processed by the system, in the same way as current inbound PNR, within FY2018. Although no procedure specification will be changed, those airline companies who submit inbound PNR via a Service Provider (SP) system need to contact their SP beforehand, so that they can submit outbound PNR to NACCS through the SP system. We, the NACCS Center, will start an outbound PNR service around March 2019, and prior to the launch of the service, a Connectivity Test Period will be set for outbound PNR related procedures. The concrete schedule for the test will be announced as soon as possible when it is decided.