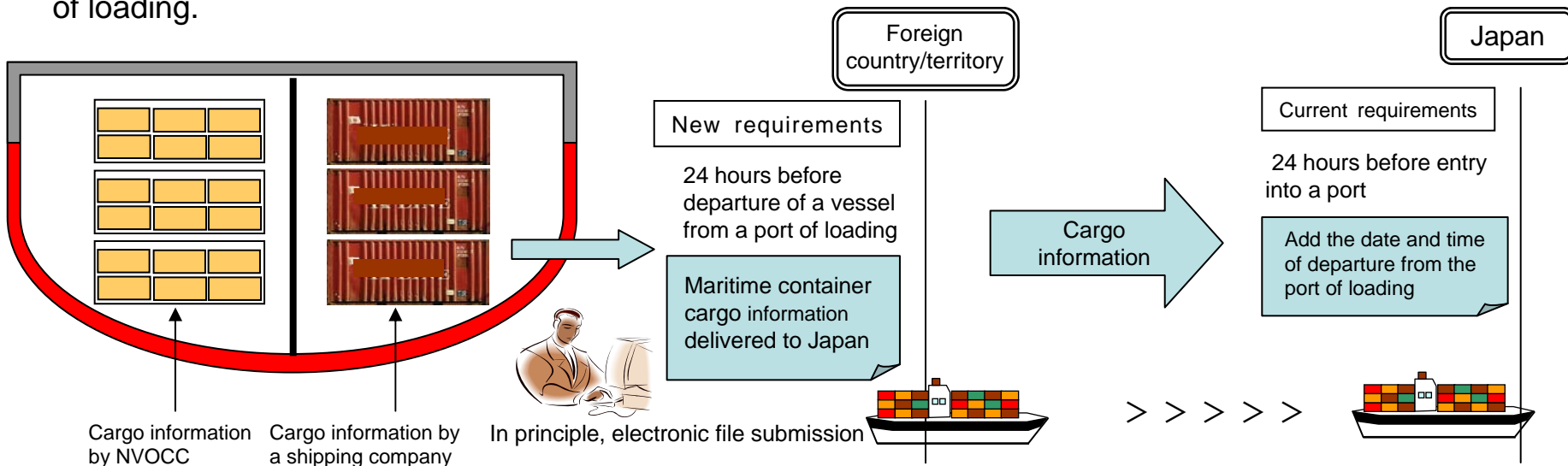


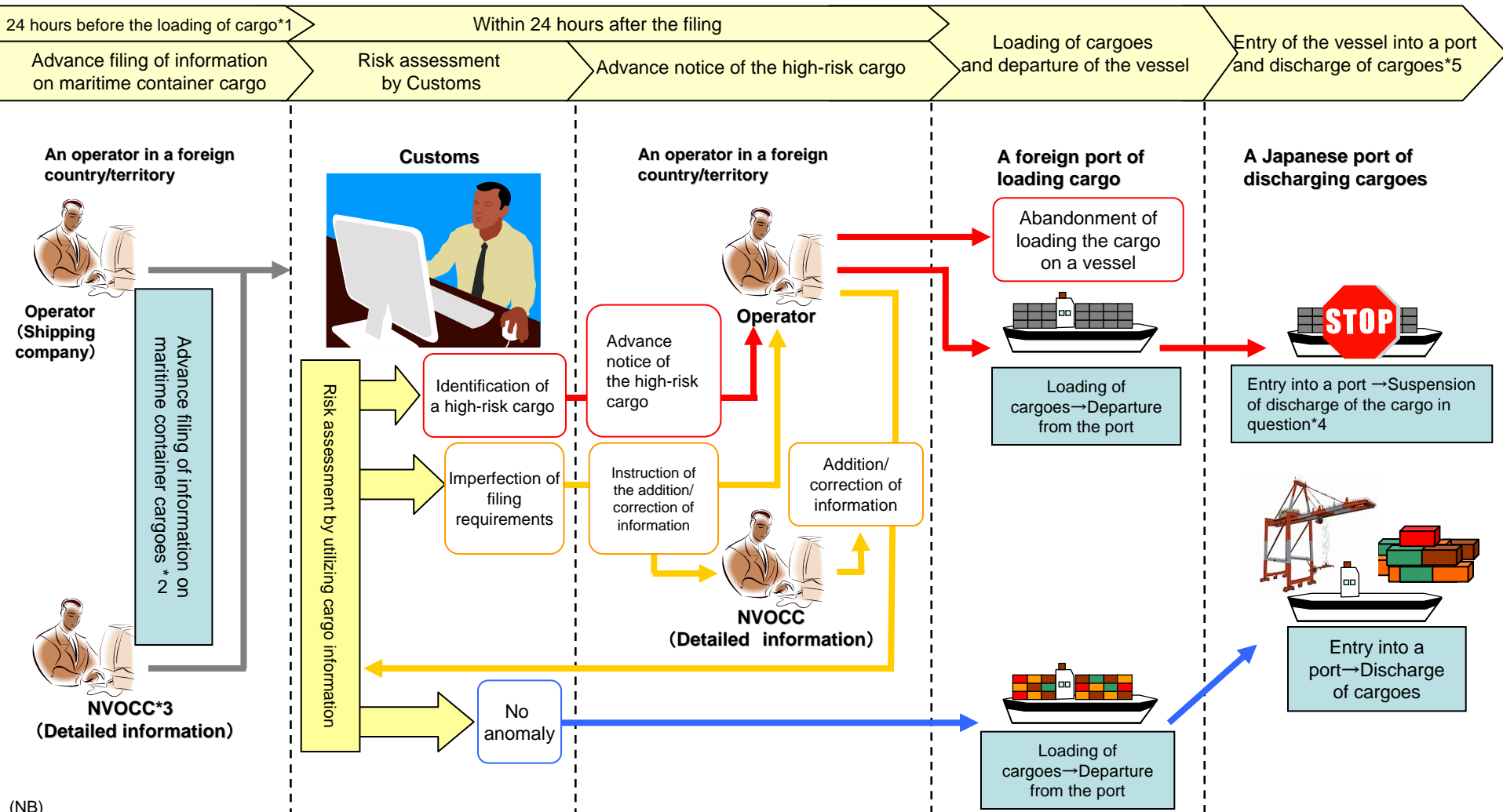
Summary of the Advance Filing Rules on Maritime Container Cargo Information

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



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

Overview of the Advance Filing Rules on Maritime Container Cargo Information



(NB)

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

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

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

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

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

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 Niigata	
Area between the lines of long. 133° E and long. 152° E and between the lines of lat. 43° N and lat. 47° N	Iwate and Miyagi	
Area between the lines of long. 145° E and long. 149° E and between the lines of lat. 43° N and lat. 47° N	Fukushima and 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		Russian Far East			South Korea			China			Taiwan	
	Korsakov	Vladivostok	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	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	
	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	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.

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 Infomation	House Bill of Lading on Cargo Infomation	
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

“Description of Goods” of Data Elements

Japan Customs require to input concrete and detailed information on description of goods to easily identify the contents of cargo in conducting risk assessment. Also, in case plural goods are included in a container, each description of goods is to be inputted in the column of the description of goods and the representing Harmonized System (HS) Code (6-digit) of the plural goods is to be inputted in the column of the HS Code.

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

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

【Illustrative List of Unacceptable Description of Goods 】

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

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

Advance Notice of the Result of Risk Analysis

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

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

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

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

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 advanced 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 (NACCS), is managed and operated by Nippon Automated Cargo and Port Consolidated System, Inc. (NACCS Center). For connecting to NACCS for the advance filing, either of the following shall be selected:

1. Gateway Connection with Filer’s own System (See Note 1)

Connecting the filer’s own system to NACCS directly. Either of the following access modes shall be selected. Details on how to connect are given in the NACCS EDI Specifications.

(1) Gateway connection (SMTP/POP3):

Connecting the gateway server of the filer’s own system to the NACCS server by TCP/IP as network and transport layers and SMTP/POP3 as the higher layer. Multiple processing request messages can be sent in a batch and processing result messages need to be received by retrieving from NACCS server after a certain period of time.

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

Connecting the gateway server of the filer’s own system to the NACCS server by TCP/IP as network and transport layers and SMTP as the higher layer. This is the interactive processing in which processing request messages are sent and processing result messages are received one by one.

Note 1: The filer’s gateway server needs to be located in Japan; and the filer is required to connect the gateway server to the NACCS server, after concluding a connection agreement with NACCS Center.

2. Connection through Service Provider

Advanced filing by using service providers (see Note 2) authorized to connect their systems to NACCS. Filers planning to adopt this scheme need to obtain Reporter ID (tentatively named)” (see Note 3) beforehand.

Note 2: We announce authorized service providers permitted to access to NACCS on the following website.

<http://www.naccs.jp/e/afr/index.html> (NACCS website)

* The gateway connection in Schemes 1 (1) and (2) above shall be adopted for connections between NACCS and service providers, provided that those SP’s servers are located in Japan.

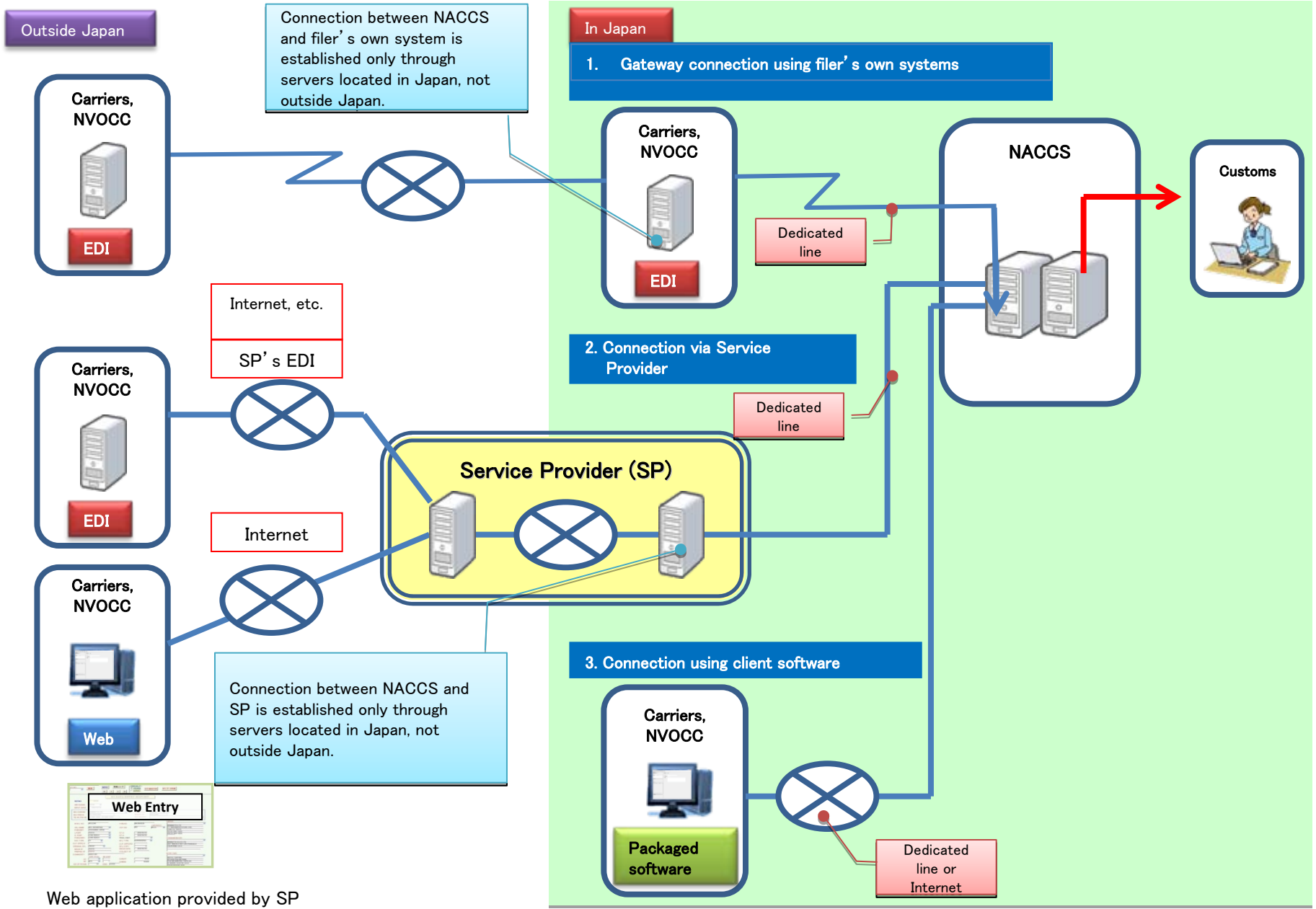
Note 3: A reporter ID (tentatively named)” is needed to identify the filer when reporting via a service provider. A Reporter ID can be obtained through the Reporter ID Issuance System (tentatively named) operated by NACCS Center on the Internet which is scheduled to be available after summer 2013.

3. Connection using Client Software (See Note 4)

Advanced filing by using the packaged client software provided by NACCS Center which is to be installed in the filer’s computer.

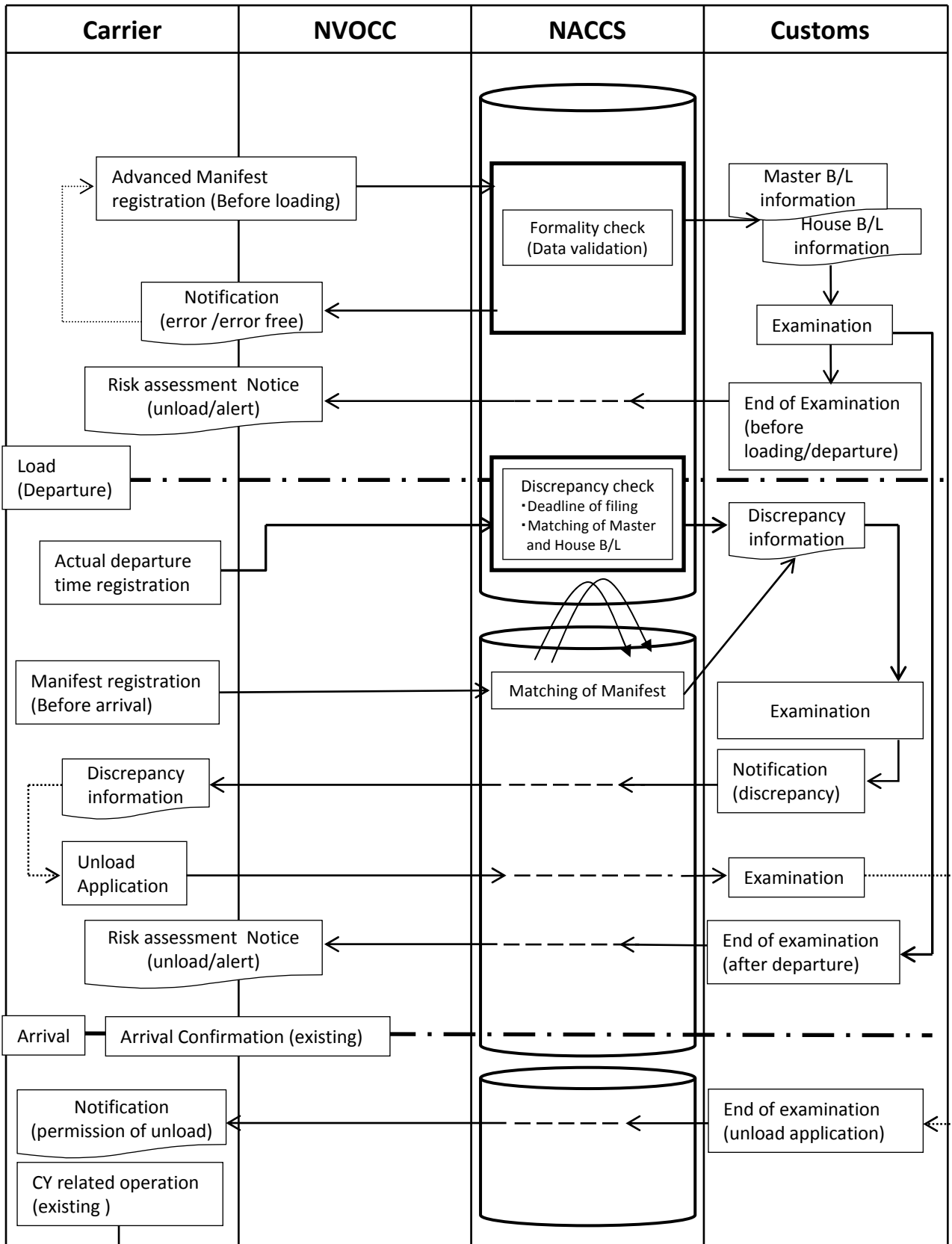
Note 4: Available for those who have offices in Japan and have concluded a service agreement with NACCS Center.

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

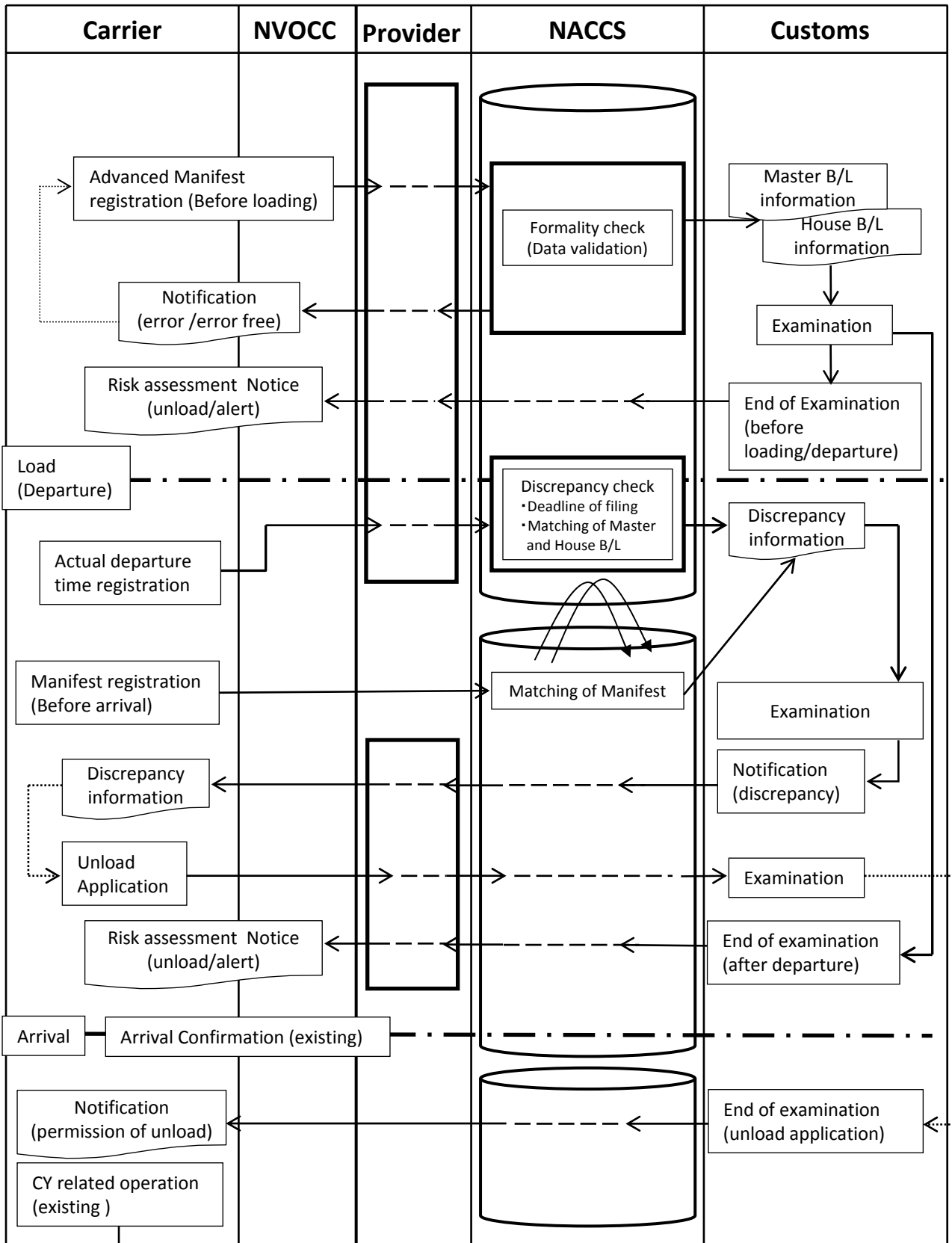


* "Carriers" include Shipping Agents.

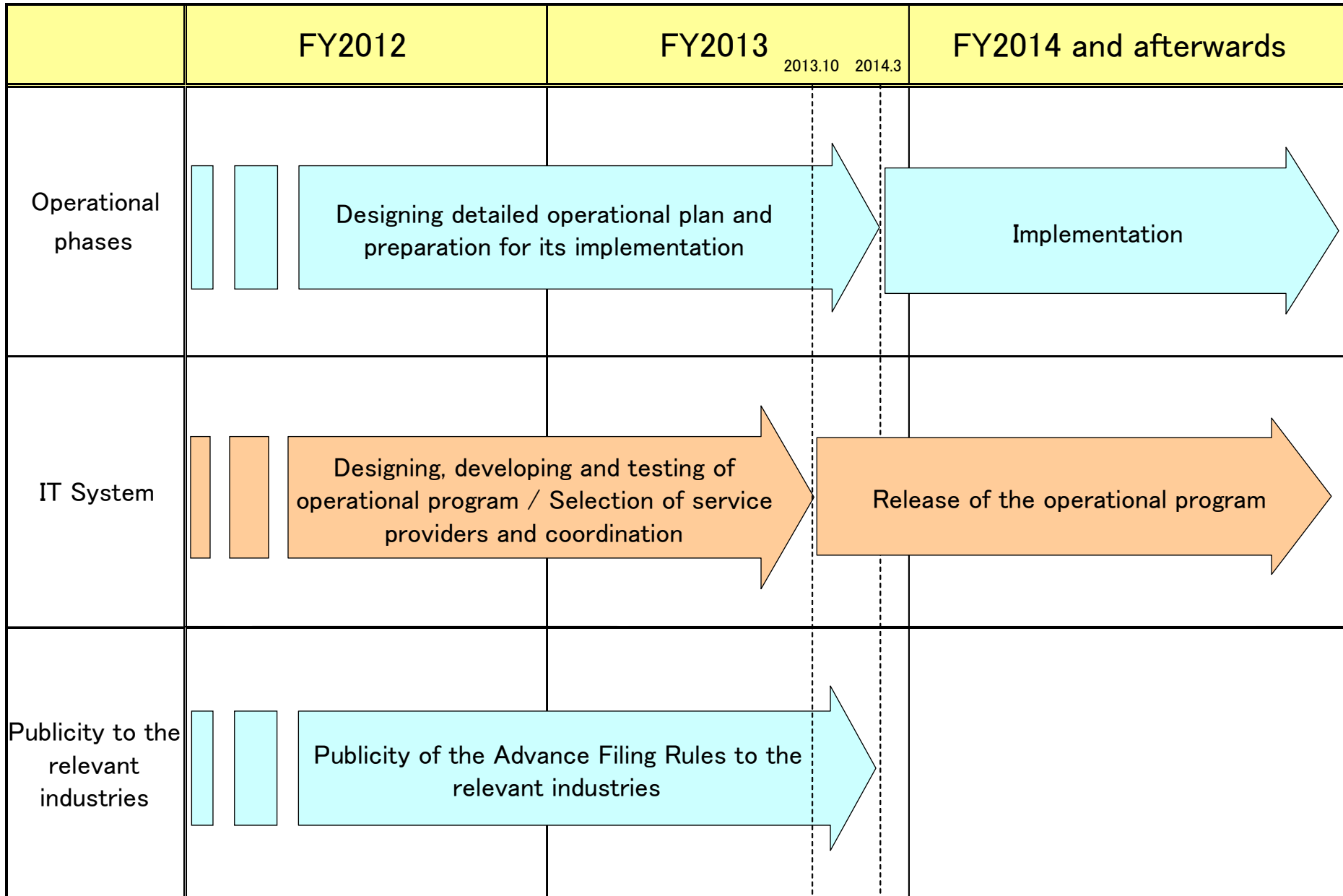
Business Process Flow under the Advance Filing Rules on Maritime Container Cargo Information



Business Process Flow under the Advance Filing Rules on Maritime Container Cargo Information «If the service provider through»



Implementation Schedule



We have received numerous questions at various briefing sessions about the Advance Filing Rules on Maritime Container Cargo Information scheduled to enter into force in March 2014. We provide our response of the most frequently asked questions to assist interested parties in fully understanding the rules.

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

A 1: Realizing the need to have more stringent border security measures in place, we will introduce the rules to enhance our security level of international logistic up to the international standard and to prevent terrorism and transnational organized crimes by screening detailed maritime container cargo information received at an early stage.

Q 2: What kind of cargo is required to be filed?

A 2: Any maritime container cargo to be loaded on a foreign trading vessel intended for entry into a port in Japan will be required to be filed. However, empty containers, and platform containers which don't fall under the definition of containers provided for in Article 1(b) of Customs Convention on Containers (Convention No. 6 of 1971), will be exempted.

In addition, maritime container cargoes not to be discharged in Japan will also be exempted from being filed until the rules are well-established, at the beginning of the rules introduced.

Q 3: Is only maritime container cargo carried by a container vessel required to be filed?

A 3: Regardless of the type of vessel, any maritime container cargo to be loaded on a foreign trading vessel intended for entry into a port in Japan will be required to be filed. Therefore, maritime container cargoes carried by other vessels than a container vessel will also be required to be filed.

Q 4: Who are obliged to file cargo information (hereinafter referred to as “filers”)?

A 4: Shipping companies will be obliged to file cargo information, who are the contractors of carriage and know the cargo information based on Ocean (Master) B/L level at the time of departure from a port of loading on a foreign trading vessel intended for entry into a port in Japan. In addition, consignors such as a NVOCC, who know the cargo information based on House B/L level at the time of departure, will also be obliged to file cargo information. However, until the rules are well-established, at the beginning of the rules introduced, those consignors who are the contractor of consigned freight forwarding business with the shipping companies will be obliged to file cargo information.

Q 5: Do service providers become the filers?

A 5: In order to comply with the rules, the filers can send cargo information through the service providers, etc., who are permitted to connect with Nippon Automated Cargo and Port Consolidated System (NACCS), without entering into a direct service agreement with NACCS Center.

Therefore, service providers are merely considered as a provider offering connection services, etc. when the filers send cargo information through NACCS, and they don't become the filers themselves.

Q 6: Can shipping agents file cargo information?

A 6: Shipping agents can file cargo information on behalf of the filers if an appropriate contract is concluded with the filers. Given the contractual relationship with the filers, when the shipping agents file cargo information to play the same role of providing connection services, etc. as service providers, they need to use the Reporter ID of the filers in filing to NACCS. On the other hand, when they file cargo information as filers, they need to use their own ID. (Shipping agents may be penalized in case of overdue filing.)

Q 7: When is the deadline of filing of cargo information?

A 7: In principle, the deadline is 24 hours before departure from a port of loading because the filers and Japan Customs can confirm the date and time of the departure.

However, in the light of the current circumstances in logistics, in case that relaxed measures apply to certain coastal routes departing from ports of loading in Japan's neighboring countries/areas based on the Pre-arrival filing (the current rules) before entry into a port in Japan, the deadline will be extended by departure from a port of loading.

When the filing is made 24 hours before loading of a cargo on a vessel, shipping companies can receive an advance notice before loading of the cargo and stop loading the cargo on a vessel.

Q 8: Why isn't the deadline 24 hours before loading of cargo like in other foreign countries?

A 8: It is difficult for the filers and Japan Customs to precisely know the date and time of loading of container cargoes on a vessel. Therefore, the date and time of departure from a port of loading, which the filers and Japan Customs can confirm, is adopted for the basis of the time of the filing.

Q 9: What is the reason for adopting relaxed measures for the deadline of filing?

A 9: Given the current circumstances in logistics, in response to strong demands for creating relaxed measures by public comments, etc., we decided to adopt relaxed measures for the deadline of filing concerning some shipping routes within the seas around Japan to the minimal extent necessary, which are difficult to be modified to adjust a form of logistics to the new system by the rules enter into force but are able to be ensured a certain level of security assurance in conducting risk analysis by Japan Customs, until the rules are well-established.

Q 10: When is the deadline for transshipped cargo at a port outside Japan?

A 10: The rules require the filers to file cargo information at least 24 hours before departure of a port of loading on a foreign trading vessel intended for entry into Japan. For instance, if a cargo from Europe is transshipped at a port in Singapore, the cargo information is required to be filed at least 24 hours before departure from the port in Singapore.

Q 11: If an unscheduled transshipment of a cargo is conducted due to vessel schedule changes, is it required to be filed not only the cargo information based on Master B/L level from a shipping company, but also the cargo information based on House B/L level from a NVOCC linked to relevant Master B/L at least 24 hours before departure from a port of transshipment?

A 11: Even if an unscheduled transshipment of a cargo is suddenly conducted, as a general rule, both the cargo information based on Master B/L level and the cargo information based on House B/L level are required to be filed again at least 24 hours before departure from a port of transshipment.

Q 12: How was it decided the data elements to be filed?

A 12: Based on the necessary data elements to be filed provided for in the “WCO SAFE Framework of Standards to Secure and Facilitate Global Trade”, we decided the data elements to be filed which should be fulfilled the requirement of risk analysis by Japan Customs in the light of the data elements required by other foreign countries and the results of hearing from interested parties.

Q 13: Is the description of “to order” accepted in the “Consignee” field?

A 13: In the light of the results of hearing from interested parties, if the concrete name, address and telephone number are appropriately filled in the fields relevant to the “Notify Party”, the description of “to order” is accepted in the “Consignee” field.

Q 14: Is it difficult for the filers outside of Japan to fill in the “Harmonized System Code (6-digit)” field?

A 14: The “Harmonized System Code (6-digit)” is an indispensable element for Japan Customs to conduct risk analysis. As the “Harmonized System Code (6-digit)” is used over the world, we think that the filers can fill in the “Harmonized System Code (6-digit)”.

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

A 15: As the “Description of Goods” field is crucial for Japan Customs to conduct risk analysis, concrete and detailed description is needed to easily identify the contents of the cargo.

In addition, in case that several goods are loaded in a container, not only the description of main goods but also the description of other goods are needed to be filed in the “Description of Goods” field.

Q 16: What is the difference between the “Port of Origin” and the “Port of Loading”?

A 16: When transshipment is scheduled, the port where cargo is firstly shipped for Japan becomes the “Port of Origin”, while the port where the cargo is transshipped from one vessel to another which intended for entry into Japan becomes the “Port of Loading”.

Q 17: Can the filed cargo information be corrected?

A 17: As cargo information to be filed in the rules is the scheduled information of a cargo to be loaded, it could be included unfixed information. Therefore, in the light of the results of hearing from interested parties, the filed cargo information can be corrected, where necessary, in principle until the “Departure Time Registration (ATD)” is completed.

However, the system does not allow the “Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading” and “B/L Number” to be modified.

Q 18: When the necessary correction is made through the “Registered Advance Cargo Information (CMR)” or the “Update Registered Advance Cargo Information (House B/L) (CHR)”, is it necessary to contact Japan Customs in advance?

A 18: As the filed cargo information in the rules can be corrected, where necessary, it is not necessary to contact Japan Customs in advance.

However, the system does not allow the “Carrier Code”, “Vessel Code”, “Voyage Number”, “Port of Loading” and “B/L Number” to be modified.

Q 19: Cannot any filed cargo information be corrected after the “Departure Time Registration (ATD)” was completed?

A 19: After the “Departure Time Registration (ATD)” is completed, only the cargo information, to which an advance notice of risk analysis results has been given, can be corrected through the “Update Registered Advance Cargo Information (CMR)” or “Update Registered Advance Cargo Information (House B/L) (CHR)”. Therefore, necessary corrections must be completed by the time the “Departure Time Registration (ATD)” is done.

Q 20: If transshipment is suddenly conducted after cargo information was filed, is it necessary for the previously filed cargo information to be deleted?

A 20: Without deleting the previously filed the cargo information, cargo information is needed to be filed again through the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L) (AHR)” by the deadline of filing at a port of transshipment.

Q 21: How to deal with the case if cargo information cannot be filed by the deadline because of a system outage?

A 21: The filers need to contact the previously designated contact point of Japan Customs. In case that Japan Customs recognizes the difficulties in electronically filing cargo information through NACCS because of electronic or communication problems, etc., the filers need to file cargo information in writing by the deadline of filing according to the instruction of Japan Customs.

However, it is exempted from filing in case of the difficulties occurred due to natural disasters such as an earthquake, etc. or man-made disasters such as a war, etc.

Q 22: How soon does Japan Customs notify the filers of risk analysis results?

A 22: In principle, Japan Customs will notify the filers of risk analysis results within 24 hours after the cargo information is filed.

Therefore, when the filing is made 24 hours before loading of cargo, shipping companies can receive an advance notice before loading of cargo on a vessel and stop loading the cargo.

Q 23: Does Japan Custom notify the filers of a green light for loading of cargo as a result of risk analysis?

A 23: No advance notice will be sent to the filers unless the cargo is considered as security threats. Meanwhile, the filers will be notified of the “DNL” or the “DNU” when the cargo is identified high-risk as a result of risk analysis, or the “HLD” when additional information or correction of the filed cargo information is required.

Q 24: What is the reason for retaining the Pre-arrival filing (the current rules) before entry into port in Japan?

A 24: Cargo information to be filed in the Pre-departure filing (the new rules) is the scheduled information of cargo to be loaded on a vessel intended for entry into Japan. At the time of deadline of filing, some unfixed information such as quantity of cargo could be included.

Therefore, as Japan Customs needs to confirm whether the cargo, whose information was filed in the Pre-departure filing (the new rules), is actually loaded and to be unloaded at a port in Japan, we will continue to require the shipmaster who is ultimately responsible for the information of cargo loaded on a foreign trading vessel to file as well according to the Pre-arrival filing (the current rules).

In order to reduce administrative workload on filing, the filed cargo information in the Pre-departure filing (the new rules) will be able to be reused on NACCS as part of the cargo information required in the Pre-arrival filing (the current rules) as a new procedure.

Q 25: After filing cargo information in the Pre-arrival filing (the current rules), a part of discharge, etc., which are also included in the data elements of the Pre-departure filing (the new rules), are modified due to the change of vessel voyage schedule caused by bad weather. In case, is it needed to correct not only the filed cargo information in the Pre-arrival filing (the current rules) but also the filed cargo information in the Pre-departure filing (the new rules)?

A 25: In case that the filed cargo information is corrected after the cargo information was filed in the Pre-arrival filing (the current rules), only the filed cargo information in the Pre-arrival filing (the current rules) is required to be corrected unless otherwise advised by Japan Customs.

Q 26: Is a certain notice sent after the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L)(AHR)” was completed?

A 26: In order to notify of successful process completion, a process result message of “COMPLETION” will be sent.

Q 27: Who conducts the “Departure Time Registration (ATD)”?

A 27: The shipmaster of a foreign trading vessel intended for entry into Japan is obliged to file the date and time of departure from a port of loading as one of the date elements to be filed in the Pre-arrival filing (the current rules).

However, in the light of the results of hearing from interested parties, the “Departure Time Registration (ATD)” will be established so that the shipping company, who keeps updated on the vessel operational information at a port of loading and has to report under the Pre-departure filing (the new rules), can also process the procedure.

Therefore, after the foreign trading vessel departs from a port of loading, the shipping company, who files at the port of loading in the Pre-departure filing (the new rules), will conduct the “Departure Time Registration (ATD)” and then the shipmaster or his/her agent, who needs to file in the Pre-arrival (the current rules) filing, confirms the filed date and time of departure in the “ATD” and make corrections, if necessary.

Q 28: How can the shipmaster, etc. who submits the Pre-arrival filing (the current rules) confirm the date and time of departure in the “Departure Time Registration (ATD)” filed by a carrier, etc. of the foreign trading vessel who submits the Pre-departure filing (the new rules)?

A 28: After completing the “Manifest Registration (MFR)”, the filed date and time of departure from a port of loading in the “Departure Time Registration (ATD)” will be notified as a process result notice. Also, the date and time of departure can be known through the “Inquiry About Advance Cargo Information Registration (IAR)”.

Q 29: By when is the “Departure Time Registration (ATD)” needed to be completed?

A 29: The “Departure Time Registration (ATD)” is needed to be completed by the completion of the “Manifest Submission (DMF)” after a foreign trading vessel departed from a port of loading.

Meanwhile, if the “Departure Time Registration (ATD)” has not been completed when the “Manifest Submission (DMF)” is processed, a discrepancy notice will be sent to notify that the “Departure Time Registration (ATD)” has not been yet completed.

Q 30: How can the system identify a discrepancy concerning the deadline of filing?

A 30: The system will compare the date and time when the “Advance Cargo Information Registration (AMR)” or the “Advance Cargo Information Registration (House B/L)(AHR)” has been submitted with the filed date and time of departure from a port of loading in the “Departure Time Registration (ATD)”. As a result, if the system identifies that cargo information was not filed by the deadline, a discrepancy notice will be sent to the person who conducted the “Departure Time Registration (ATD)”.

Q 31: If a discrepancy notice concerning the deadline of filing was sent, is an advance notice of the “SPD” automatically sent?

A 31: After reviewing the contents of discrepancy notice, Japan Customs identifies whether cargo information was filed or not by the deadline. In case that cargo information was not filed, by the deadline. Japan Customs will send an advance notice of the “SPD” according to each unit of cargo information based on Ocean (Master) B/L.

Q 32: Can other interested parties in Japan than persons who file the “Advance Cargo Information Registration (AMR)” or “Advance Cargo Information Registration (House B/L)(AHR)” know about the contents of advance notice as results of risk analysis conducted by Japan Customs?

A 32: An advance notice of the results of risk analysis will be sent to interested parties in Japan registered in the “Notification Forwarding Party” fields of the “Advance Cargo Information Registration (AMR)” and the “Advance Cargo Information Registration (House B/L)(AHR)”.

In addition, it can be confirmed whether or not an advance notice of the result of risk analysis has been sent through the “Inquiry About Cargo Information (ICG)”.

Q 33: How does the system deal with the cargo of which an advance notice of the DNU is not canceled?

A 33: Unless an advance notice of the “DNU” is canceled, the “Registration of Cargo Discharge (PKI/PKK)” cannot be processed on the system.

Q 34: Is it possible to create import declaration information by using the filed cargo information before departure from a port of loading in “Advance Cargo Information Registration (AMR)” or “Advance Cargo Information Registration (House B/L)(AHR)”?

A 34: When the Advance Filing Rules on Maritime Container Cargo Information enters into force in March 2014, it will not be possible to create import declaration information by using the filed cargo information reported under the rules.

However, we are considering to make it possible to create import declaration information by using the filed cargo information reported under the rules in 2017, when NACCS is renewed.

Q 35: Is one Reporter ID enough for one corporation? Or, is it necessary for each branch office at respective port, etc. to acquire a Reporter ID? Also, if a filer already has a NACCS User ID, does he/she need to newly acquire a Reporter ID for filing cargo information in the Advance Filing Rules on Maritime Container Cargo Information?

A 35: Both batch filing from the headquarters, etc. and filing from each branch office at respective port are supposed to be operated, it is therefore recommended that necessary number of the Reporter IDs should be acquired depending on the circumstances of each corporation.

Also, if a filer already has User IDs through a service agreement concluded with NACCS Center, he/she can use the User IDs for filing cargo information.

Q 36: Who is an authorized service provider permitted to access to NACCS?

A 36: We announce authorized service providers permitted to access to NACCS on the following website.

<http://www.naccs.jp/e/afr/index.html> (NACCS website)

Q 37: How much does it cost to use NACCS new procedures for the Advance Filing Rules on Maritime Container Cargo Information?

A 37: It is under consideration at present. We will make an announcement in due course. Considering the cost the same way as before, we think that filing procedures provided for in the law could be free of charge.

Q 38: How is the Advance Filing Rules on Maritime Container Cargo Information made public?

A 38: In order to promote to make widely public, Japan Customs uploads explanatory documents concerning the rules on the Customs website in English and in Japanese. Also, we endeavor to explain the introduction of the rules in Japan and ask for cooperation to spread the information at international meetings of Customs administration, etc.

In addition, in May and September 2012, we held several briefing sessions to explain the outline of the rules and related procedure specifications, etc. for shipping companies of the foreign trading vessel bound for Japan and relevant Japanese companies. Taking such opportunities, we asked the participants to cooperate to share the information with their foreign business partners and associates.

Advance Filing Rules on Maritime Container Cargo Information

Company & Address		Contact	Telephone	Date of Agreement
The Descartes Systems Group Inc	<u>Descartes Systems Group</u> G1 Building 7F, Ginza 1-3-3, Chuo-ku Tokyo 104-0061, Japan	Japan:DejinLiu: dliu@descartes.com	+81 90 7278 7919	Nov. 30, 2012
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	<u>Descartes Systems (Suzhou) Co. Limited</u> Room 3521, No.1168 Nanjing Road(West), Citic Square Shanghai, P.R.China 200040	China:YujieZhou: yzhou@descartes.com	+86 186 2160 2020	
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Advance Filing Rules on Maritime Container Cargo Information

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Trade-Van Information Services Co.	<u>Taipei Headquarter</u> 6F, No 19-13, San Chung Road, Nankang Software Park, Taipei, Taiwan	marketing@tradevan.com.tw	+886 2 2655 1188	Dec. 5, 2012
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Advance Filing Rules on Maritime Container Cargo Information

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