Introduction to the Integrated Cargo System (ICS) - Presentation

Submitted by: Australia
Introduction to the Integrated Cargo System (ICS)

Developed by User Services for the APEC SCCP Single Window Working Group
Housekeeping

- Introductions
- Questions?
- Handout
Session Aims

☑ Functions of the ICS
☑ Industry roles
☑ Other ICS users
☑ Import process
☑ Export process
☑ Further information
Background to the ICS

• Cargo Management Re-engineering (CMR) project
• ICS Exports Oct 2004
• ICS Imports Oct 2005
What is the ICS?

- Integrated software application
- Electronic reporting
Digital Certificates

- Communicate with ICS
- Electronic signature and entry key
- Customs Interactive or Electronic Data Interchange
What does the ICS offer?

- Import and export management
- Cargo risk assessment
- Client register
- Track cargo movement
- Client and other agency interaction
Why was the ICS developed?

• Integrate systems
• Importation increases
• Enhanced security
ICS Facts and Figures

• The ICS includes over 9,360 business rules, 15,000 pages of technical documentation and over 800 ICS screens.

• The ICS will interface with up to 12 external systems including those of the ATO and ABS.

• The ICS can handle 40,000 concurrent external users and 3,000 internal users.
Who uses the ICS?

- Carriers
- Cargo Handlers
- Service Providers
- Customs Officers
- Owners
- Owners
Carriers

Responsible for carriage of goods.

• Owners of shipping lines and airlines
Cargo Handlers

Responsible for movement and safekeeping of goods.

- Owners of sea ports and airports
- Stevedores and air cargo handlers
- Depot operators
- Warehouse operators
- Freight Forwarders
Service Providers

Responsible for offering services to importers and exporters.

- Customs Brokers
- Freight Forwarders
- Express Carriers
Owners

Responsible for the clearance of goods through Customs formalities as well as ensuring that data supplied to Customs is correct.
Customs use of the ICS

- Import / export functions
- Cargo Risk Assessment
- Client Data management
- Other agency interaction
Who uses the ICS?

- Cargo Handlers
- Carriers
- Service Providers
- Owners
- Customs Officers
- Owners
Who else uses the ICS?

ICS

TAPIN & TARCON

AQIS

ATO

QSP

ABS

Financial Institutions
• Quarantine entries/charges
• Reference files and status
TAPIN and TARCON

Tariff And Precedents Information Network

• Tariff advice services and preference inquiries

TARiff CONcessions

• Concessional items
• Over $6 billion worth of duties collected in 2007/8.
• Supplies ABN
• Tax collection
• Statistical info

• Amended Tariff unit value ranges
• Exchange rates

• Account details
Quality Software Programs

- Customs Financial Management Information System
- Manages Customs revenue collection
Who else uses the ICS?

ICS

TAPIN & TARCON

AQIS

ATO

QSP

ABS

Financial Institutions
The Import Process
### Vessel & Cargo Reporting

**Linking Fields Sea Cargo**
- Vessel ID
- Voyage No.
- First Port of Arrival /Discharge

**Linking Fields Air Cargo**
- Airline Code/Flight No.
- Date of Arrival
- First Port of Arrival
Importing Cargo

Vessel and cargo reporting formalities

Cargo Entering Australia

Goods under Customs Control
Air Impending Arrival Report 3 hours before arrival

Air Cargo Report 2 hours before arrival

Air Actual Arrival Report 3 hours after arrival

Air Waybill Outturn Report 24 hours after arrival

Underbond Movement Request

Outturn Report

Must have submitted Air Cargo Report before being approved.

24 hours after unpacking or receipt
**Sea Impending Arrival Report**
- 96 hours before arrival

**Sea Cargo Report or Cargo List Report**
- 48 hours before arrival

**Sea Actual Arrival Report**
- 24 hours after arrival

**Sea Cargo Outturn or Progressive Discharge Report**
- SCO within 5 days of starting discharge. PDR 3 hours after starting discharge and every 3 hours until complete

**Underbond Movement Request**
- Must have submitted Sea Cargo Report before being approved.

**Outturn Report**
- 24 hours after unpacking or receipt
<table>
<thead>
<tr>
<th>Vessel</th>
<th>9157674 - BUNGA TERATAI DUA</th>
<th>Voyage No</th>
<th>4137</th>
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<tbody>
<tr>
<td>Port Code</td>
<td>AUSYD</td>
<td>First Australian Port Code</td>
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<tr>
<td>Discharge</td>
<td></td>
<td>Bill Of Lading Origin Port Code</td>
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<tr>
<td>Original Loading Port Code</td>
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<tr>
<td>Ocean Bill Of Lading</td>
<td>MISC000031136</td>
<td>Country Of Origin Of Goods</td>
<td>MALAYSIA</td>
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<tr>
<td>Parent Bill Of Lading</td>
<td></td>
<td>Responsible Party</td>
<td>VI SA AUSTRALIA PTY LTD</td>
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<tr>
<td>Reported By</td>
<td>VI SA AUSTRALIA PTY LTD</td>
<td>Freight Forward Indicator NO</td>
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<tr>
<td>Principal Agent</td>
<td>M I S C AGENCIES (AUSTRALIA) PTY LTD</td>
<td>Freight Method Of Payment</td>
<td>CC - COLLECT</td>
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<tr>
<td>Consignee</td>
<td>GRANADA FURNISHINGS</td>
<td>Transit Indicator NO</td>
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</tr>
<tr>
<td>Notify Party</td>
<td></td>
<td></td>
<td></td>
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<td>Overseas Routing Port Code(s)</td>
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### Line Summary Details

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<table>
<thead>
<tr>
<th>Cargo Type</th>
<th>Container No</th>
<th>Goods Description</th>
<th>Status</th>
<th>Show Hyperlink</th>
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<td>FCL</td>
<td>CAXU9736552</td>
<td>SETS OF SOFA</td>
<td>CLEAR</td>
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Event History, Evaluation Log, Outbound Msg, Sea Impending Arrival.
• Cargo Risk Assessment (CRA) provides profiling functionality for the ICS.
CRA Terms

- Alert
- Profile
- Event
- Subsidiary
<table>
<thead>
<tr>
<th>Type</th>
<th>Vers</th>
<th>Workgroup</th>
<th>Task Event</th>
<th>Task Id</th>
<th>Status/Action/Assessment</th>
<th>Creation Date/Time</th>
<th>Due Date/Time</th>
<th>Last Action/Assess User Id</th>
<th>Supp Ind</th>
<th>Select</th>
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<td>05 JUN 2007 16:34</td>
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Importing Cargo

- Vessel and cargo reporting formalities
- Cargo Entering Australia
- Goods under Customs Control
- Research and evaluation
- Clearance formalities - $duty/taxes, AQIS, other permits
Clearance Formalities

- Declare the goods
- Duty or tax
- Provide permits
- AQIS requirements
Import Declaration

Full Import Declaration (FID)
- goods value exceeds the $1000 threshold.

Self Assessed Clearance (SAC)
- goods value is under the $1000 threshold.
There are 4 types:

- N10 - Entry for Home Consumption
- N20 - Warehouse Entry
- N10/20 - Combined Entry for Home Consumption and Warehousing
- N30 - Ex Warehouse
Self Assessed Clearances

SAC Declaration

- Cargo Report SAC
  Communicated by cargo reporter
- Short Format
  Communicated by importer or a representative

  With Lines
  For alcohol and tobacco only

  Without Lines
Importing Cargo

Cargo Entering Australia

Vessel and cargo reporting formalities

Goods under Customs Control

Research and evaluation

Clearance formalities - $duty/taxes, AQIS, other permits

Goods delivered into Home Consumption

protecting our borders
The Export Process
Sea Cargo Export Process

1. Export Declaration lodged
2. Customs issues EDN
3. Cargo transported to CTO
4. CTO Receival Notice
5. CLEAR LOAD
6. Movement Status
7. Cargo loaded onto vessel
8. Departure Report Lodged
9. Departure Report CLEAR
10. Main Manifest Lodged
11. Main Manifest CLEAR
12. Commercial Documents Created
ICS Statistics
ICS Statistics

- Messages Processed
- Import Messages
- Export Messages
- EDI vs CI Messages
# ICS Messages Successfully Processed Since Implementation

<p>| | |</p>
<table>
<thead>
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<th></th>
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<tr>
<td>Exports</td>
<td>17 520 885</td>
</tr>
<tr>
<td>Imports</td>
<td>69 616 978</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>87 137 863</strong></td>
</tr>
</tbody>
</table>

*Current as at midnight Wednesday 26 November*
Import Message By Type

- Underbond Movement Request: 6.8%
- Payment Approval: 4.5%
- Import Declaration: 20.5%
- Other: 7.1%
- Air Waybill Outturn: 12.3%
- Sea Cargo Report: 46.1%

Other includes: SAC, SCO, IAR, AAR, PDR, CLR, UPE
Export Message By Type

- CTO Receipt Notice: 41.5%
- Departure Report: 2.4%
- CTO Removal Notice: 1.2%
- Export Sub-Manifest: 7.8%
- Export Main Manifest: 3.6%
- Export Declaration: 42.2%
- Other: Depot & Warehouse Release Notice, Status Requests: 1.3%
ICS Messages Processed November 24 – 30, 2008

- **CI**
- **EDI**
No goods can leave Customs control until the appropriate duty has been paid. Here in the Invoice Room, Invoice Examining Officers work with agents and importers in assessing duty. When goods are "entered" duty is paid and advice is sent to the wharf, and the Wharf Examining Officer releases the goods. In H.I.T. in 1954/5.
Thank you for your interest and participation.

Have a great day!