

Newsflash– AFR for Japan, 2014

10.02.2014

Japan Advance Manifest Filing Rule Notice

Dear Sir or Madam,

Within our Leschaco News in November 2013 #7/2013, we informed you about the new Advance Manifest Filing Rule for Japanese customs.

Effective March 10th, 2014 an advanced filing (like the AMS/ ACI filing) is **mandatory** for

- all containerized cargo imported to Japan
- cargo transshipped at Japanese port

Break bulk cargo and empty containers are exempted from filing.

This rule requires all vessel operators and non vessel operators to electronically submit -24 hours before vessel departure from the port of loading at the latest- all relevant data. In order for the carrier to submit the manifest on time, it is expected that the documentation cut-off will be even earlier.

As part of the information to be submitted, following key data fields will have to be made available to your service provider (Leschaco):

- Consignor (shipper): complete name, address (incl. zip code etc.) and phone number
- Consignee: complete name, address (incl. zip code etc.) and phone number
- Notify Party: complete name, address (incl. zip code etc.) and phone number
- HS code (Harmonized System Code / 6 digits)
- Precise goods description**

**Goods description: Please note an indicative list of unacceptable descriptions:
(No claim on completeness)

Apparel Wearing apparel Appliances Auto parts Parts Chemicals hazardous Chemicals non-hazardous Equipment Flooring	Foodstuffs Iron Steel Leather articles Machinery Pipes Plastic goods Polyurethane Rubber articles	Rods Scrap STC (Said to Contain) General Cargo FAK (Freight All Kind) Tools Wires
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Any **inaccurate or incomplete data** can result in

- denial of discharge
- additional costs
- customs rejecting the cargo to be loaded
- retain cargo on board
- imprisonment

Advance Notice by Japan Customs after Risk Analysis

Japan Customs will carry out a security assessment on the data submitted and provide the following responses within 24 hours. The Japanese Customs will check the incoming data and provide the following responses within 24 hours:

Code	Summary of the Advance Notice
DNL- Do not load	Customs identify the cargo as high-risk and declare it should not be loaded on the vessel
HLD - Hold	Additional data or correction of data is required to complete the risk assessment of informed cargo
DNU - Do not unload	Customs identify the cargo as high-risk cargo after the vessel has departed from a port of loading and cargo will not be allowed to discharge at any port in Japan

DNU is applied to the cargo when the vessel departed from a port of loading without cancelling the HLD message.

Mentioned deadline for filing, 10th of March 2014 Japanese time, applies to vessel departures from any port of loading. In case current shipments of yours are being transshipped after March 10th, 2014, a filing will have to be done accordingly although it was still not due when the vessel departed from the port of origin.

If this rule already applies to cargo in transit, you will be contacted shortly in case the data submitted does not match the filing requirements. Please amend your shipping instructions for shipments to Japan or being transshipped via Japan including aforementioned key data fields. To ensure a smooth operation, kindly submit all requested data complete and on time.

If you have any question, please let us know. We will keep you informed about the latest developments.

Best regards

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Please visit our new website www.leschaco.com

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