Australian Government
Australian Customs Service



CARGO STATUS – A BEGINNERS GUIDE

WHAT IS CARGO STATUS?

Cargo Status is the product of a process that evaluates whether a consignment (unit of cargo) may be released from Customs and Border Protection and AQIS control. Cargo Status is determined by a set of conditions related to the Cargo Report and associated documents. Cargo status is recalculated every time one of the conditions or associated documents changes. Cargo status processing takes into account four sets of inter-related conditions:

1. Transmission trigger events,
2. Associated documents,
3. Ultimate destination,
4. Customs and Border Protection and AQIS risk assessment.

TRANSMISSION TRIGGER EVENTS

The trigger events for the transmission of cargo status are:

- The estimated date/time of departure from the last overseas port must have passed. This information is contained in the Impending Arrival Report.
- The cargo report screening period must have expired. The screening period commences on the receipt of a Cargo Report in the ICS. Different screening periods apply to air cargo (two hours) and sea cargo (24 hours). A two-hour re-screening period applies to all amended cargo reports.
- Lower-level bills must be linked to a Master/Ocean Bill. This is required because only Master/Ocean bills link to Impending Arrival Reports, and Impending Arrival reports contain the estimated date/time of departure from the last overseas port, (see the first dot point above).

Linking fields between cargo reports are:

- Port of arrival, vessel/voyage number (sea cargo), or
- Port of arrival, Flight number and estimated date of arrival (air cargo).

Linking fields on cargo reports cannot be amended. In cases where linking fields are reported incorrectly the cargo report will need to be withdrawn and a new (corrected) report lodged.

Associated documents
Cargo Status processing takes into account associated documents such as:

- Higher- and lower-level bills,
- Underbond movement sequences,
- Declarations, including Self Assessed Clearance declarations.
- Linking fields, including:
  - Port of arrival, vessel/voyage number and Ocean Bill number (sea cargo), or
  - Port of arrival Flight number, Master Air waybill number and estimated date of arrival (air cargo).

Documents that do **not** affect Cargo Status are:

- Actual Arrival Reports
- Outturn Reports, including Progressive Discharge Reports
- Import Declaration where mode of arrival is ‘Post’ or ‘Other’.

ULTIMATE DESTINATION

Cargo status takes into account the ultimate destination of cargo.
For cargo destined to a non-Australian port the ICS assigns a status of transit or transhipment as appropriate. For cargo destined to an Australian port, status takes into account whether the release premises are located in the destination port.

CUSTOMS AND BORDER PROTECTION AND AQIS RISK ASSESSMENT

Customs and Border Protection or AQIS risk assessment may create an impediment to the release of cargo that will be reflected in the cargo status.

Cargo Status Advice (CSA) message

The cargo status process will derive the values of the relevant status conditions and use the combination of the values to determine Cargo Status. The process will also determine whether a Cargo Status Advice (CSA) message needs to be transmitted. Where a CSA message is required, the message will be compiled and passed to Outbound Messaging for transmission to the appropriate parties.

X-Ray Examination Advice (XRAYADV) message

In cases where cargo is selected for x-ray examination, an X-Ray Examination Advice (XRAYADV) message is sent to the relevant stevedore/CTO. In these cases the status condition *CARGO REPORT EVALUATED* and corresponding *EVALUATION COMPLETE* conditions will be NO. The underbond movement condition is likely to display as NO MOVEMENT ALLOWED.
Note: This combination of conditions is not unique to XRAY holds.

Cargo Status display screens

Cargo status is displayed on the Import Document Status Summary View screen or the Import Document Status Detail View screen. These screens are navigated to using the status hyperlinks on the import declaration or the cargo report.

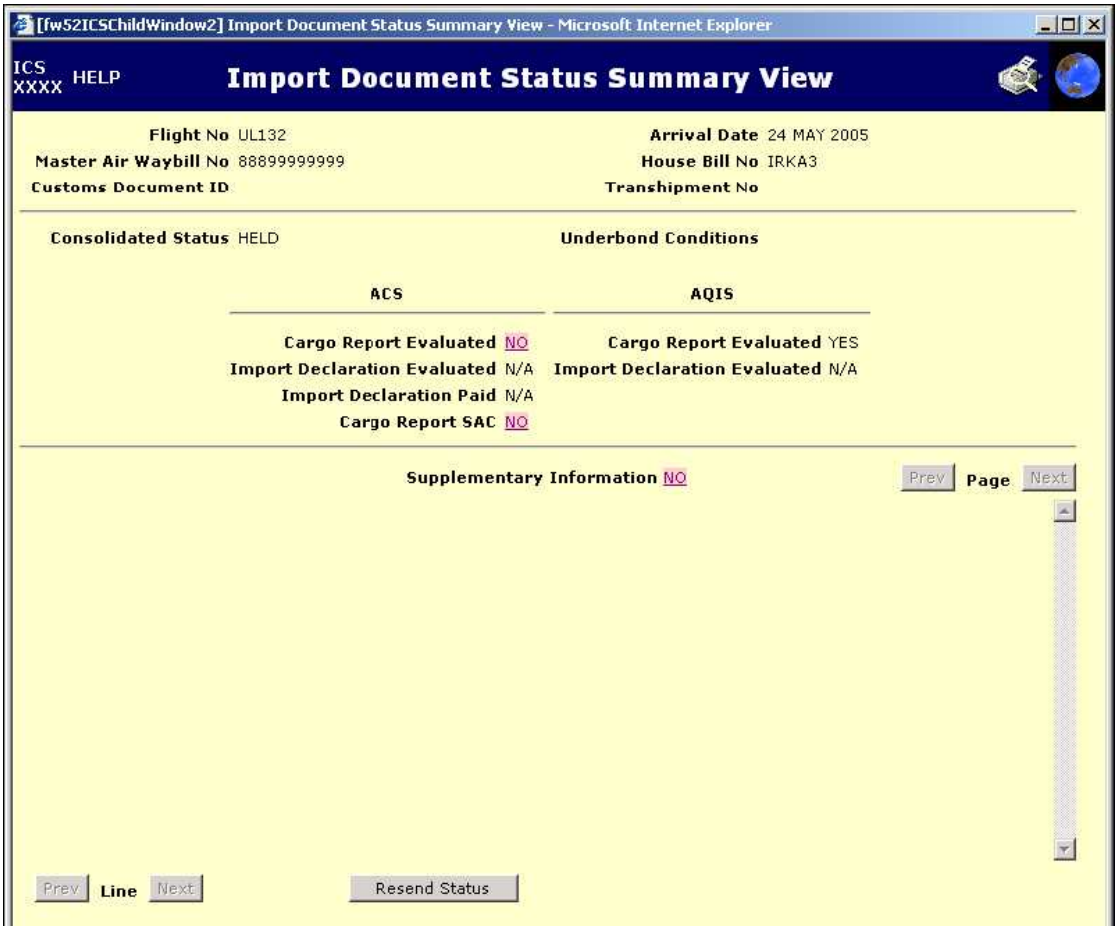
Cargo status is also displayed in summary on the Transport Details view screen of a Full Import Declaration. Selecting the “Show Hyperlinks” options button causes a hyperlink to the Import Document Status Summary View screen to display.

For Sea Cargo consolidated status is displayed on the Vessel Summary List and the Sea Cargo Report List/View screens.

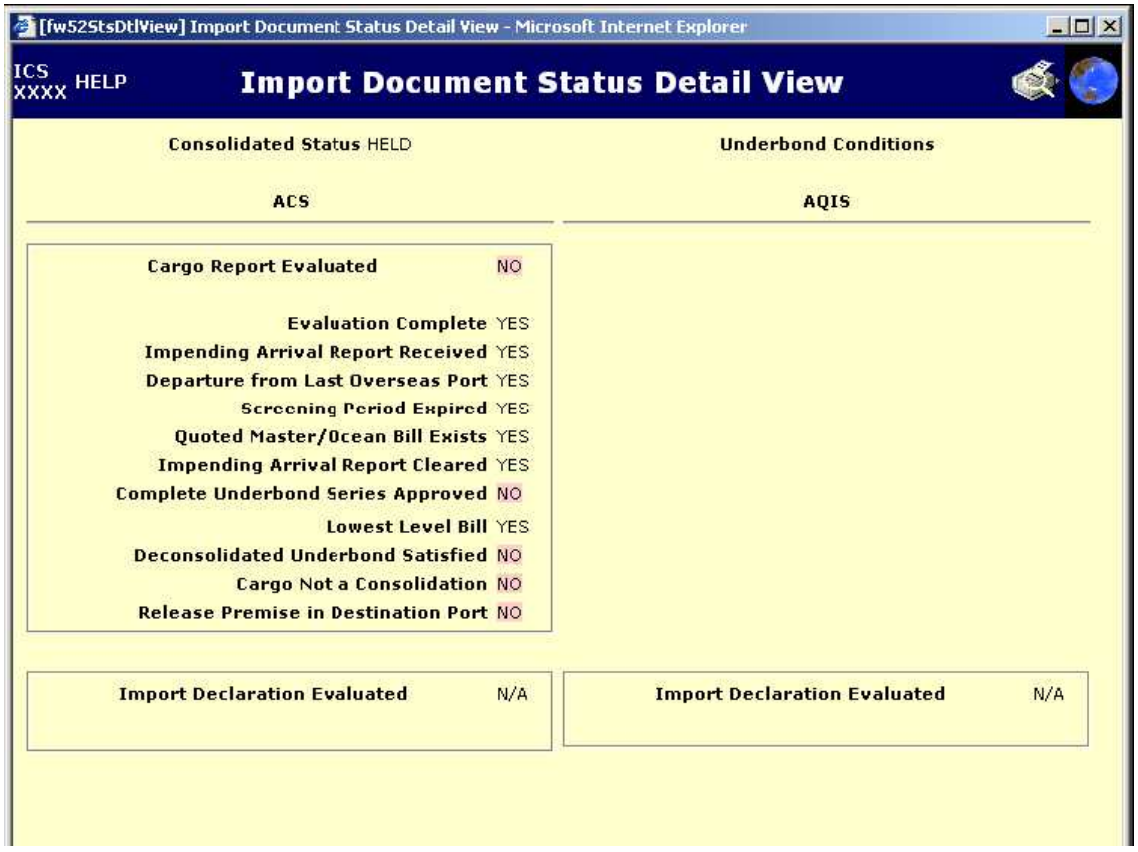
For Air Cargo consolidated status is only displayed to the party reporting the Cargo Report or the associated declaration. These parties may view consolidated status on the Air Cargo Report List or View screens or via the Transport Details view screen respectively.

Examples of screen displays

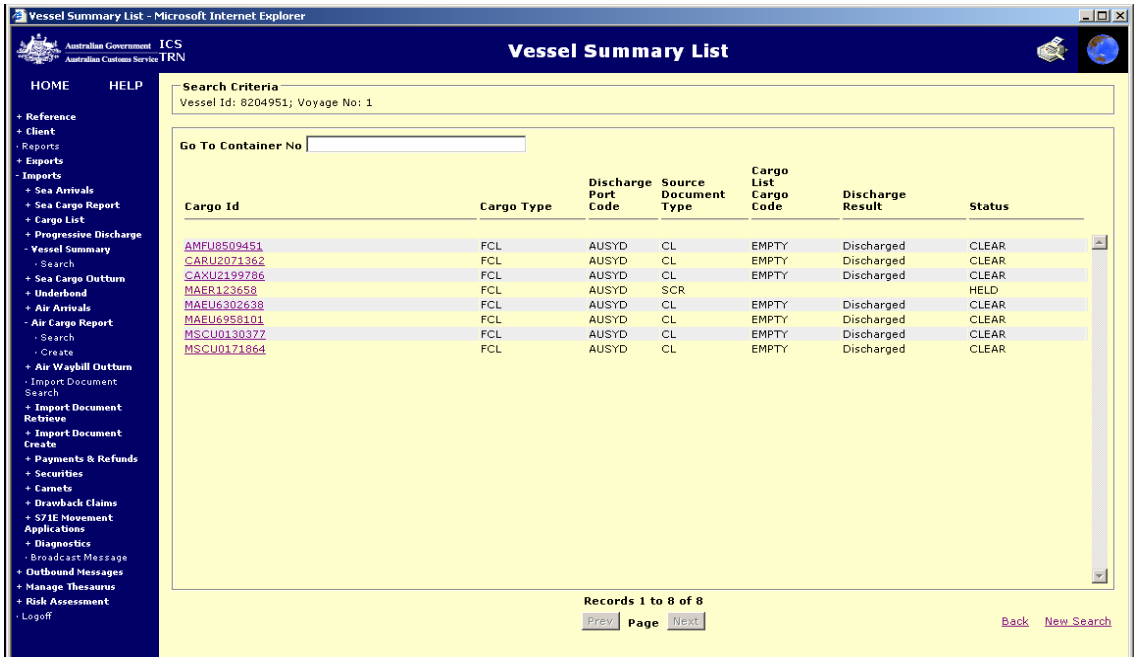
This is an example of the **Import Document Status Summary** screen.



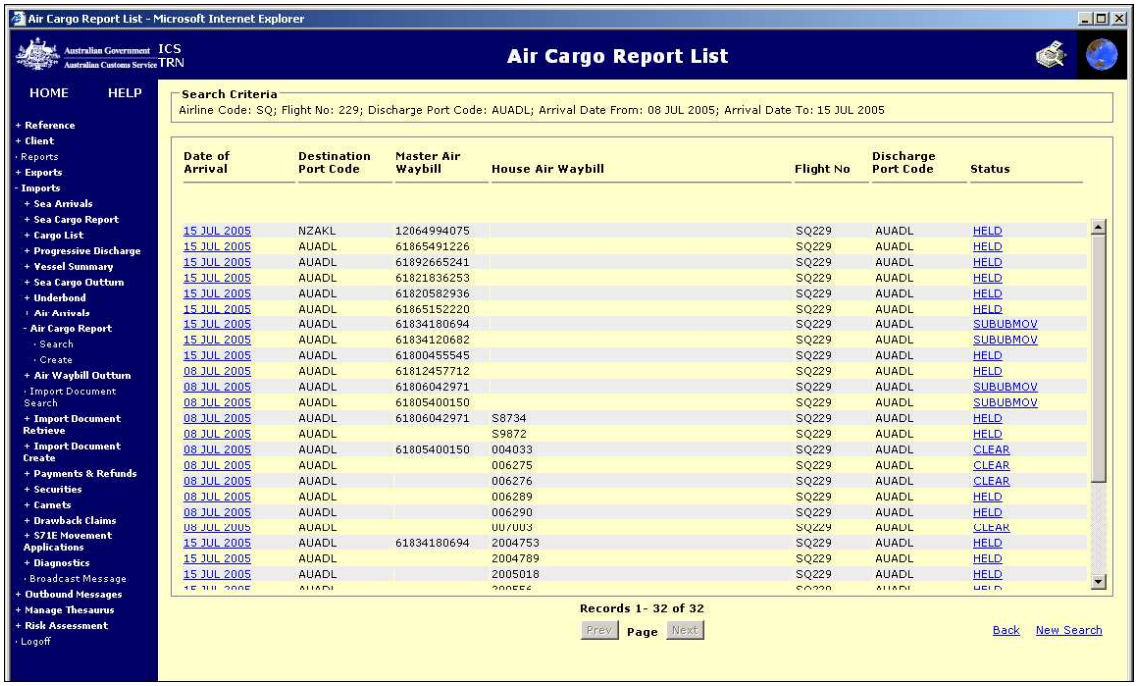
This is an example of the **Import Document Status Detail** screen.



This is an example of a **Vessel Summary List** screen.



This is an example of an **Air Cargo Report List** screen.



Import Document Status Summary View
The Import Document Status Summary View screen displays a summary of status information for an import document.

The following section describes each of the sections of this screen.

Section/Status	Meaning	Action required
Transhipment Number	This field will be blank (indicating that the cargo is not being transhipped) if: • the cargo report shows a port of discharge in Australia and a port of destination in Australia, OR • an UBMR with the movement reason TSH has not been approved for the cargo.	IF the cargo is being transhipped and the departure (export) establishment is the same as the arrival (import) establishment then: **Check** that the port of destination on the cargo report is not in Australia. IF the cargo is being transhipped and the departure (export) establishment is not the same as the arrival (import) establishment then: **Check** that a UBMR with movement reason TSH has been lodged and approved.
Consolidated Status Consolidated status does not mean that the status is for consolidated cargo. Consolidated status is the overall status of the cargo incorporating Customs and Border Protection and AQIS on both the cargo report and the declaration. Consolidated status will be one of the following:		
CLEAR	The consignment is clear of all impediments (the four inter-related conditions are all met) and the cargo may be released into home consumption.	Nil
CONDCLEAR	The consignment may be delivered into Home Consumption after certain conditions have been met. For example AQIS approved fumigation, or a s.71E movement application has been approved.	**View** Conditions and Impediment details displayed on the lower section of the Import Document Status Summary screen.
HELD	After the expiry of the screening period, a HELD status indicates that there is an impediment to the release of cargo into home consumption. For example, the impending arrival report has not been lodged, a voyage number has been incorrectly reported, a Master or Ocean Bill has not been reported or an AQIS or Customs and Border Protection	**Identify** which element of status is causing the HELD status. **Navigate** to the Import Document Status Detail screen. **Consult** the Import Document Status Detail section at page 3.

	examination is required. It must not be assumed that a Customs and Border Protection or AQIS impediment is causing the HELD status.	
SUBUBMOV	Consolidated cargo must, subject to an approved underbond movement request, be moved to approved premises and deconsolidated before it can be released into home consumption. Consolidated cargo is sea cargo described as LCL and air cargo on a HAWB. Higher-level bills will receive this status.	Check the Cargo Type on the lowest level bill. For sea cargo where the Cargo Type on the lowest level bill is FCL or, FCX, or bulk, or break bulk – NO ACTION is required. For cargo on the lowest level bill, either HBL or HAWB, an approved Underbond Movement Request with the movement reason DCL (deconsolidation) is required.
DCLALLOWED	Consolidated air cargo may be deconsolidated at sub-master airway bill level (without the requirement for further underbond movement) where the lower-level airway bills have the same responsible party as the sub-master airway bill.	Nil. *Note*: This status applies to air cargo only.
TRANSHIP	The cargo may be transhipped through Australia. Transhipment cargo has an Australian port of discharge and an overseas port of destination. If the departure (export) establishment is not the same as the arrival (import) establishment then an approved Underbond Movement Request is also required.	Nil. The TRANSHIPMENT NUMBER field should also be populated with a nine alphanumeric character identifier. This identifier is a Customs Authority Number (CAN) for export and must be quoted on all applicable CTO Receival Notices and Export Manifests.
TRANSIT	The cargo may transit through Australia. Transit cargo has an overseas port of discharge and an overseas port of destination. Transit cargo may be re-stowed while in an Australian port.	Nil.
WITHDRAWN	The cargo report has been withdrawn. A withdrawn cargo report may not be further amended. A withdrawn cargo report will be displayed with the word WITHDRAWN in red text across the top centre of the report.	Nil.
ACSSEIZED	After completing an assessment an authorised Customs and Border Protection officer has	Nil.

	determined the goods to be seized or detained under relevant legislation.	
CLEARHRM	Clear High Risk Movement - a status applied by AQIS to allow release of certain AQIS risks. The risk may be related to the commodity, Australian destination or the origin of the goods. These consignments must be delivered to AQIS approved premises.	Nil. For further information on AQIS High Risk Movements call (02) 6272 5913.
TRANSHPHRM	High Risk Movement Transhipment allowed - a status applied by AQIS to allow transhipment of certain AQIS risks. The risk may be related to the commodity or the origin of the goods. These consignments may only be transhipped through AQIS approved premises.	Nil. For further information on AQIS High Risk Movements call (02) 6272 5913.
AQIS SEIZED	After completing an assessment an authorised AQIS officer has determined the goods to be seized or detained under relevant legislation.	Nil
Underbond Movement Conditions Underbond Movement Conditions advise of the status of the cargo in respect of underbond movements. Underbond Movement conditions will be one of the following:		
MOVEMENT ALLOWED	The cargo may be moved in accordance with the lodged approved underbond movement request(s).	Nil.
SINGLE MOVEMENT ALLOWED	The cargo may be moved in accordance with the first underbond movement request in the approved underbond movement request chain.	Nil.
NO MOVEMENT ALLOWED	The cargo may not be moved underbond at this time. Any underbond movement requests in relation to this cargo have not been approved at this time.	Nil.
<blank>	If this field is blank then there are no underbond movement requests associated with this cargo at this time.	Nil.
Status conditions (Import Document Status Summary Screen)		
Cargo Report Evaluated	This will be **NO** if any of the Cargo Report status conditions	The word **NO** is a hyperlink for navigation to Import Document Status Detail view

	are NO.	screen. Identify the status element that is causing the impediment and see the relevant item in the 'Import Document Status Detail' section at page 3.
Import Declaration Evaluated	This will be **NO** if any of the Import Declaration status conditions are set to NO.	The word **NO** is a hyperlink for navigation to Import Document Status Detail view screen. Identify the status element that is causing the impediment and see the relevant item in the 'Import Document Status Detail' section at page 3.
Import Declaration Evaluated (cont)	This will be **N/A** when: • the cargo is NOT being cleared on a FID or SAC declaration; OR • an Import Declaration has not yet been lodged for the cargo; OR • an Import Declaration that has been lodged for the cargo has failed to link to the Cargo Report.	IF the cargo is not being cleared on a FID or SAC declaration – Nil. IF the cargo is being cleared on a FID or SAC declaration: Check that a FID or SAC has been lodged. If a FID or SAC has been lodged: Check the linking fields on the FID or SAC match the Cargo Report. Correct any errors.
Note: Cargo cannot be cleared on a Cargo Report SAC where a declaration (FID or separately lodged SAC) has already been lodged. In cases where both a Cargo Report SAC and a declaration are lodged for the same cargo then that cargo will not be released until either: • the declaration (FID or separately lodged SAC) is withdrawn; OR • the Cargo Report is amended with the Cargo Report SAC checkbox un-checked.		
Import Declaration Paid	This will be **NO** if any of the import declarations relating to the cargo report line are yet to be paid.	The broker/owner must pay the declaration. *Note*: FCX or LCL cargo may have more than one declaration relating to a cargo report line. In this case every declaration must be paid.
	This will be **N/A** when: • the cargo is NOT being cleared on a FID or SAC declaration; OR • an Import Declaration has not yet been lodged for the cargo; OR • an Import Declaration that has been lodged for the	IF the cargo is not being cleared on a FID or SAC declaration – no action is required. IF the cargo is being cleared on a FID or SAC declaration: Check that a FID or SAC has been lodged. If a FID or SAC has been

	cargo has failed to link to the Cargo Report.	lodged: Check the linking fields on the FID or SAC match the Cargo Report. Correct any errors.
Cargo Report SAC	This will be **NO** if the cargo reporter has not cleared the cargo on this cargo report by selecting the Cargo Report SAC checkbox.	Nil. Note: In cases where cargo is cleared on a Cargo Report SAC no declaration (FID or separately lodged SAC) is required. In these cases cargo may be released (subject to other conditions being met) even though the Declaration Evaluated condition will be N/A.
Supplementary Information: **(Conditional Hold Exists)**	Where a Conditional Hold occurs, additional information will display in the lower section of the screen. Supplementary information covers both conditional release notes and impediment details. Conditional release notes contain a combination of preformatted and officer added text to describe the conditions of the release. An automatic *deficient consignee* message will be displayed in this section in cases where: • the consignee name and/or address on the cargo report is deficient; and • no Import Declaration has been linked to the Cargo Report. A *deficient consignee* message may also be displayed in this section as the result of Customs and Border Protection or AQIS risk assessment.	*Note*: Supplementary Information may also display on the Import Document Status Summary view screen.
Cargo Report Hierarchy Complete *(Note: this condition does NOT display)*	This condition looks at the linking of the Master/Ocean Bill to all House bills reported between the Master/Ocean Bill and the lowest House bill. In cases where the lowest level bill Cargo Report may quote a Parent Bill of Lading but does not, then the ICS will consider the lowest level bill to be the first bill below the Ocean Bill. Therefore, if the Ocean Bill is	*Note*: This is not a condition that affects the consolidated status derived when status calculation is processed. It will only be used to indicate if supplementary information is required to be transmitted. This status condition relies heavily on the accuracy of the Parent Bill of Lading data on the Cargo Report.

	already reported then the upward hierarchy is considered complete.	

Import Document Status Detail View
The Import Document Status Summary View screen displays a summary of status information for an import document.

The following section describes each of the sections of this screen.

Section/Status	Meaning	Action required
Status conditions (Import Document Status Detail Screen)		
Cargo Report Evaluated	This will be **NO** if one or more of the status conditions described below are NO. In this case all the cargo report conditions will display This will be **YES** if all of the status conditions described below are YES. In this case none of the cargo report conditions will display.	Identify the condition(s) causing the NO condition and correct as required. Nil.
Evaluation Complete	This will be NO if the Customs and Border Protection/AQIS risk assessment evaluation process is not yet complete.	Check the Supplementary Information section of the Import Document Status Summary View screen. Deliver documents to Customs and Border Protection or AQIS if required, and/or carry out other actions as directed. Do not send documents to Customs and Border Protection/AQIS until notified you are required to do so.
Impending Arrival Report Received	This will be **NO** if: • an Impending Arrival Report is not linked to the Cargo Report, OR • the Master/Ocean Bill hasn't been reported for the House bill on this cargo report.	Check the linking fields on the Impending Arrival Report match the Cargo Report. Correct any errors. *Note*: To link an IAR and air CR the same estimated date/time of arrival and flight details and port of arrival details are required. To link an IAR and sea CR the same vessel, voyage number and discharge port/port of arrival are required. Consult with the party responsible for reporting the Master/Ocean Bill. *Note*: Impending Arrival Reports only link to Cargo Reports at the Master and Ocean Bill level.
Departure From Last	This will be **NO** if:	**Check** that linking fields are

Overseas Port	• there is no IAR linked to the Cargo Report, **OR** • The Estimated Time of Departure in the linked Impending Arrival Report has not yet passed, **OR** • the current bill is a lower-level bill and • the associated Master/Ocean Bill has not yet been reported; **OR** • the current bill is a lower-level bill; and • the associated Master/Ocean Bill that has been lodged has failed to link to the lower-level bill Cargo Report.	the same on the Cargo Report and the Impending Arrival Report. Correct as required. *Note*: To link an IAR and air CR the same estimated date/time of arrival and flight details and port of arrival details are required. To link an IAR and sea CR the same vessel, voyage number and discharge port/port of arrival are required. **Consult** the relevant responsible party for the Impending Arrival Report. **Check** that the Master/Ocean Bill has been lodged. Consult with the relevant responsible party. **Check** the linking fields for Master/Ocean Bill Cargo Report. Consult with the relevant responsible party. Correct any errors. *Note*: Impending Arrival Reports only link to Cargo Reports at the Master and Ocean Bill level. House bills can only link to the Impending Arrival Report through the Master/Ocean Bill.
Screening Period Expired	This will be **NO** if the screening period has not expired. Screening periods commence when the cargo report is lodged. Screening periods are: • air cargo - 2 hours; • sea cargo - 24 hours; • all amendments - 2 hour re-screening period that commences on the lodgement of new amended report.	Check the lodgement time of the Cargo Report, or Consult the relevant responsible party for the Cargo Report.
Quoted Ocean/Master Bill Exists	This will be **NO** if a House bill quotes a Ocean/Master bill that has either: • not been reported; or • been withdrawn.	For sea cargo **check** the Ocean Bill has been reported by using a Vessel Summary search. For air cargo **consult** the relevant reporting party. For air cargo consolidated status is only displayed to the party reporting the Cargo Report. If the Ocean/Master bill has not been reported or has been withdrawn then consult

		relevant reporting party. If the Ocean/Master has been reported and has not been withdrawn then **check** the relevant linking field information.
Impending Arrival Report Cleared	This will be **NO** if Customs and Border Protection or AQIS assess that the nature and degree of risk for a vessel or aircraft requires the holding of all cargo on a vessel or aircraft. For example the risk of Giant African Snail (GAS) infestation.	Check the Supplementary Information section of the Import Document Status Summary View screen. Deliver documents to Customs and Border Protection or AQIS if required, and/or carry out other actions as directed. Do not send documents to Customs and Border Protection/AQIS until notified you are required to do so.
Complete Underbond Series Approved	This indicator will be **NO** if any one of the following conditions apply: • The UBMR, or UBMR series for the cargo, does not form a continuous chain for the movement of the cargo from the place of discharge to the place of release, **OR** • The UBMR, or UBMR series for the container, is NOT approved, **OR** • There are one or more unapproved UBMR(s) separate from the approved chain for the Cargo Report Line being released.	Check that the UBMR to move the cargo from the place of discharge shows the correct Discharge Establishment ID. Check that the UBMR chain is complete from discharge establishment to place of release. Check the Underbond Movement Conditions on the Import Document Status Summary screen. Consult with relevant reporting parties and either: • complete the UBMR chain to move the cargo; **OR** • withdraw the UBMR that is separate from the approved chain.
Lowest Level Bill	This will be **NO** where the current cargo report is quoted as the higher bill for another cargo report and that lower-level bill has also been reported. The following relationship between status conditions should be noted: If *Lowest Level Bill* = Yes and, *Cargo Is Not Consolidation* = No then the Freight Forwarder check box has been checked and either • a lower bill has not yet been lodged, **OR** • a lower bill that has been lodged has not linked to	In cases where this cargo report **is not** the lowest level bill NO ACTION is required. *Note*: Cargo will NOT be released against this bill. Cargo will only be released against the lowest level bill. In cases where this cargo report **is** for the lowest level bill then amend the cargo report by un-checking the Freight Forwarder indicator.

	the higher-level bill.	
Deconsolidation Underbond Satisfied	This will be set to **NO** if: • the cargo is part of a consolidation and • a UBMR with the movement reason DCL (deconsolidation) has not been lodged for this cargo.	Check the movement reasons on the UBMR associated with this cargo. At least one movement reason must be DCL (deconsolidation). Consult with reporting parties and amend UBMR as required. *Note*: For ICS purposes **all** cargo on a House bill is part of a consolidation, and must be deconsolidated before it can be released.
Cargo Not a Consolidation	This will be **NO** if: • the Freight Forward Indicator on the cargo report has been selected; **OR** • the Freight Forward Indicator has been set to YES by the ICS. The ICS would set this when a lower bill quoting this bill as a higher-level bill was lodged. The following relationship between status conditions should be noted: If *Cargo Is Not Consolidation* = No and *Lowest Level Bill* = Yes, then the Freight Forward Indicator check box has been checked and either • a lower bill has not yet been lodged; OR • a lower bill that has been lodged has not linked to the higher-level bill.	In cases where this cargo report is for the lowest level bill then amend the cargo report by un-checking the Freight Forward Indicator. In cases where this cargo report is not for the lowest level bill and a lower-level bill has not been lodged, consult with responsible parties. In cases where this cargo report is not for the lowest level bill and a lower-level bill has been lodged but has failed to link, consult with responsible parties and correct as required *Note*: Cargo will NOT be released against consolidation bills. Cargo will only be released against the lowest level bill.
Release Premise in Destination Port	This applies only to the lowest level cargo reports, (*Lowest Level Bill* = 'YES'). This will be **NO** if either: • Discharge & Destination Ports on the Cargo Report are different; and • there is no approved Underbond Movement Request for the cargo; **OR** • The destination premises on the last UBMR in the series for the cargo is	Consult with relevant reporting parties. If the cargo is being released from premises located in the port of destination shown on the cargo report that are not in the discharge port then a UBMR, or a UBMR chain, is required to move the cargo to the release premises. If the cargo is being released from premises not located in the port of destination shown on the cargo report amend the port of destination on the

	NOT located at the Destination Port quoted on the Cargo Report.	Cargo Report to the port where the release will occur. *Note:* Where the Master/Ocean bill was the first bill reported then the Discharge Port is the port quoted on the Master/Ocean bill. Where the House bill is the first bill reported then the Discharge Port is the port quoted on the House bill.
Import Declaration Evaluated	This will be **NO** if one or more of the status conditions described below are NO. In this case all the declaration conditions will display. This will be **N/A** (not available) if there is no import declaration (FID or separately lodged SAC) linked to the cargo report. In this case none of the declaration conditions will display. This will be **YES** if all of the status conditions described below are YES. In this case none of the declaration conditions will display.	Identify the condition(s) causing the NO condition and correct as required. Nil. Nil.
Evaluation Complete	This will be NO if the Customs and Border Protection/AQIS risk assessment evaluation process is not yet complete.	No action is required. Do not send documents to Customs and Border Protection/AQIS until you are notified you are required to do so.
Import Declaration Match	This will be **NO** unless one and only one of the following combination of declarations is submitted for the cargo: • One or more Full Declarations (Nature 10, Nature 20, Nature 10/20); • One Informal Clearance • One Informal Clearance and one Full Declaration • One Full Declaration and one or more Unaccompanied Personal Effects (UPE) Statements • One or more UPE Statements • One Self Assessed Clearance (SAC) Declaration (this may be either short format SAC, with or without lines, or a full declaration format SAC) This will be **N/A** (not available) if	If possible identify other parties who have lodged declarations and arrange withdrawal of duplicate declarations. Otherwise call Customs Information and Support Centre – 1300 558 099

	there is no import declaration (FID or separately lodged SAC) linked to the cargo report.	

Status of an Import Declaration
In addition to the cargo status applicable to an import document, import declarations also have a *document status*. Import declaration document status is displayed on the **Navigation Options View** screen. Below is an example of an **Import Declaration (N10) Navigations Options View** Screen:



The import declaration document status will be one of the following

Status	Meaning	Notes
CLEAR	Duty, taxes and charges applicable to this import declaration may be paid.	Nil.
HELD	There is an un-acquitted Customs and Border Protection/AQIS Alert/Profile match and/or evaluation hold where the match or evaluation causes the cargo to be held. Duty, taxes and charges applicable to this import declaration cannot be paid.	Duty, taxes and charges applicable to a HELD import declaration may be paid if an EXAMINATION ADVICE has been issued by Customs and Border Protection or AQIS.
FINALISED	Duty, taxes and charges applicable to this import declaration have been paid.	Nil.
WITHDRAWN	The import declaration has been withdrawn.	Nil.
REJECTED	A request for refund has been received and rejected for this import declaration.	This status only applies to second or subsequent versions of an import declaration.

Interrelationships between Import declaration and Cargo status

The following inter-relationships between import declaration status and cargo status should be noted.

Declaration status	Cargo Report Status	Consolidated Status	Notes
FINALISED	CLEAR	CLEAR	The cargo may be delivered.
CLEAR	CLEAR	HELD	Duty, taxes and charges applicable to this import declaration may be paid.
FINALISED	HELD	HELD	Duty, taxes and charges applicable to this import declaration have been paid. There is an un-acquitted Customs and Border Protection/AQIS Alert/Profile match and/or evaluation hold where the match or evaluation causes the cargo to be held at Cargo Report level.
CLEAR	HELD	HELD	Duty, taxes and charges applicable to this import declaration may be paid. There is an un-acquitted Customs and Border Protection/AQIS Alert/Profile match and/or evaluation hold where the match or evaluation causes the cargo to be held at Cargo Report level.
HELD	CLEAR	HELD	Duty, taxes and charges applicable to this import declaration may not be paid. There is an un-acquitted Customs and Border Protection/AQIS Alert/Profile match and/or evaluation hold where the match or evaluation causes the cargo to be held at import Declaration level.
HELD	HELD	HELD	Duty, taxes and charges applicable to this import declaration may not be paid. There are un-acquitted Customs and Border Protection/AQIS Alert/Profile matches and/or evaluation holds where the match or evaluation causes the cargo to be held at Cargo Report and Import Declaration level.
WITHDRAWN	<ANY>	HELD	The Import Declaration has been withdrawn. The link between Cargo Report and this Import Declaration has been broken.

Interrelationships between Cargo Status conditions

1. Cargo Not a Consolidation and Lowest Level Bill

If ‘Cargo Not a Consolidation’ is NO **AND** the ‘Lowest Level Bill’ is YES, then the Freight Forward Indicator check box has been checked and either:

- a lower bill has not yet been lodged; OR
- a lower bill that has been lodged has not linked to the higher-level bill.

Therefore either:

- the lower-level bill must be lodged; OR
- The lower-level bill must be withdrawn and re-lodged so it links to the higher level bill; OR
- The Freight Forward Indicator box on this cargo report must be unchecked.

2. Cargo Report SAC and Declaration Evaluated

IF Cargo Report SAC is YES then a declaration (FID or separately lodged SAC) is NOT required
therefore Declaration Evaluated will be N/A and cargo may be released (subject to other conditions being met)

3. Cargo Report SAC and Declaration Matched

IF Cargo Report SAC is YES (displayed on the Summary Screen) and Declaration Matched is NO (displayed on the Detail Screen) then either the declaration (FID or separately lodged SAC) must be withdrawn **OR** the Cargo Report SAC indicator box on this cargo report must be unchecked**.**

For more information
Go to: www.cargosupport.gov.au
Email: cargosupport@customs.gov.au
Phone: 1300 558 099