Understanding Cargo Status Conditions – A Quick Guide

Cargo Status is the product of a cumulative process within the Integrated Cargo System that evaluates whether a consignment may be released from Customs and AQIS control.

Cargo Status is determined by a set of conditions related to the cargo and associated documents. Cargo Status information is available via the Customs Interactive and is also transmitted in electronic messages to relevant stakeholders.

This document endeavours to help users understand what needs to be done to clear their cargo when one or more of the conditions for clearance has not been met.

Cargo Status is recalculated every time that an event occurs that impacts on any of the conditions including amendments to the Cargo Report and associated documents.

A more comprehensive guide to Status can be found at the following link:
http://www.cargosupport.gov.au/webdata/resources/files/Cargo_Status.pdf

Finding Cargo Status

Cargo Status is displayed on the Import Document Status Detail View screen or the Import Document Status Summary View screen. These hyperlinks are available from a number of screens depending on whether you reported the cargo or lodged an import declaration. All users can obtain access to the status screens through the:

- Air Cargo Manifest List screen,
- Sea Cargo Manifest List screen, or
- Vessel Summary List screen.

From the Import Document Status Summary View screen, click on the status condition (N or Y) next to Cargo Report Evaluated. This takes you to the Import Document Status Detail View screen.

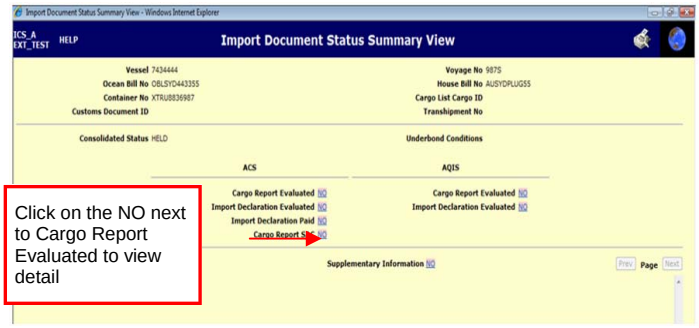
Cargo Status

Air and Sea Cargo can have a HELD status for a number of reasons. If any of the conditions relevant to the type of cargo are set to **No**, then the consignment will have a consolidated status of HELD.

Status conditions will vary for sea cargo, depending on the type of consignment (FCX, FCL, LCL, B/B or BLK.)

Supplementary Information is provided to include conditions associated with the CONDCLEAR Status.

Import Document Status Summary View Screen.



Consolidated Status is the cumulative result of Customs and Border Protection and AQIS conditions.

The Import Document Status Detail View screen is displayed below. The screens for Sea and Air Cargo are slightly different as different Conditions may apply.

The Consolidated status may be, HELD, CLEAR, WITHDRAWN, CONDCLEAR, TRANSIT, DCLALLOWED, SUBUBMOV, TRANSHIP, CLEARHRM, TRANSHPHRM, ACSSEIZED, AQISSEIZED

Underbond Conditions

Conditions may be applied to the Underbond Movement Request linked to the Cargo Report.

Movement Allowed

The Cargo may be moved in accordance with Approved Underbond Request.

NO Movement Allowed

Underbond Requests associated with this cargo have not been approved.

Single Movement Allowed

The first leg in a chain of underbond movement requests has been approved. Subsequent moves are still subject to approval.

High Level Conditions for ACS and AQIS

Cargo Report Evaluated (ACS and AQIS)

This is the cumulative result of the sub conditions relating to the Cargo Report. NO indicates that one or more of any of the sub conditions have not been met.

Import Declaration Evaluated (Customs and AQIS)

This is the cumulative result of the sub conditions relating to the Import declaration. NO indicates that one or more of any of the sub conditions have not been met.

Import Declaration Paid

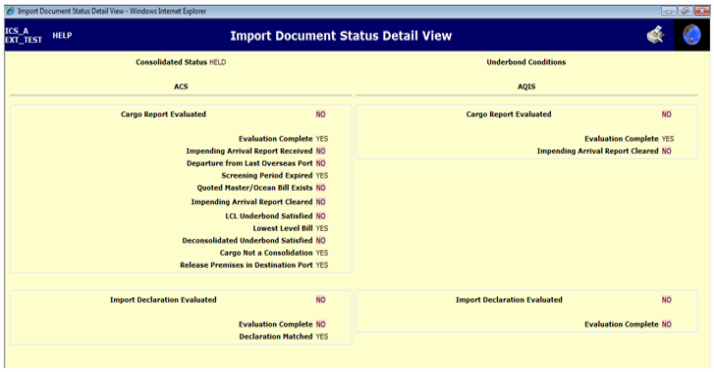
The Import Declaration has not been paid.

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Cargo Report SAC
Cargo Report Self Assessed Clearance. This condition indicates whether the SAC Indicator has been set to the affirmative on the Cargo Report. If YES, an Import Declaration is not required.

IMPORT DOCUMENT STATUS DETAILS VIEW SCREEN.

The following screen is indicative only and will vary according to a number of factors, such as whether the cargo is moved by sea or air and cargo type.



EXPLANATION OF ACS DETAILED STATUS CONDITIONS.

Evaluation Complete
If set to NO, the Customs and Border Protection risk assessment process has not been completed.

Look at the other status conditions and see which are set to NO. If this is NO, and all other conditions are YES, then the cargo is **subject to border processing**. This will always be NO when screening is not expired or no link is established to either an Impending Arrival Report or the Master/Ocean Bill.

Impending Arrival Report Received
If set to NO, the Cargo Report has not linked an Impending Arrival Report. Reasons may be, the key identifiers such as Vessel and Voyage for sea or Flight and Date for air may be incorrect on the Cargo report, the Ocean Bill/MAWB has not been reported, or the Impending Arrival Report has not been reported.

Complete Underbond Series Approved
If this condition is set to NO, not all Underbond Movement Requests linked to the report have been approved. There must be complete series of Approved Underbond Requests from the place of Discharge to the place of Destination.

Departure from Last Overseas Port
If set to NO and there is a linked Impending Arrival Report (denoted by a YES against that condition), the Vessel or Aircraft has not departed from its last overseas port. (Departure from Last Overseas port information is obtained from the Impending Arrival Report)

*** It should be noted that Cargo Status will not be transmitted until the vessel or aircraft has departed its last overseas port.**

Screening Period Expired
If set to NO, the screening period is still current; Check the lodgement or amendment time of the cargo report.

***It should be noted that Cargo Status will not be transmitted until the screening period or the Cargo Report has elapsed.**

Screening Periods;

Air - 2 hours (additional 15 minutes for amendments)

Sea - 24 hours (additional 2 hours for amendments)

Quoted Master/Ocean Bill Exists
If set to NO, there is no linked Ocean or Master bill. The Ocean or Master may not have been reported or has been withdrawn. Check key identifiers of Cargo Report to ensure correctness. If correct, contact shipping company or airline to ascertain why no Master/Ocean exists.

Impending Arrival Report Cleared
If set to NO, Customs and Border Protection has assessed that the nature and degree of risk for this vessel or aircraft requires the holding of all cargo on board. NO will also display if the discharge indicator is set to "NO" or if the Discharge Port is not included on an Impending Arrival Report line.

LCL Underbond Satisfied (This will only be displayed if the cargo type is LCL)
If set to NO, there is no Underbond Request linked to the Cargo Report. Check unique identifiers on Cargo Report or check with client responsible for moving the cargo and arrange for an Underbond Request to be lodged. An underbond may be lodged but is not approved (i.e. 'chained')

Lowest Level Bill
If set to NO, another bill exists that quotes this bill as its parent, or this bill has been reported with the Freight Forwarder Indicator set as 'Yes'. Check the Diagnostic facility to match the details. If set to NO this indicates that a lower level bill exists and that this line of cargo will never have a CLEAR status. The status for this line of cargo will only ever be SUBUBMOV or HELD. A CLEAR status can only ever be generated at the lowest level bill.

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Deconsolidated Underbond Satisfied
If set to NO, the cargo is a part of a consolidation, and an underbond with a DCL (deconsolidation) movement reason code has not been lodged or approved. All air house waybills and sea LCL cargo require an approved DCL underbond before clearance can be given.

Any parent/Sub master bills should be lodged, and their numbers quoted correctly on all lower bills.

Cargo Not a Consolidation
If set to NO, the Freight Forwarder Indicator is checked and there is a lower level bill that nominates this report as a parent.

Release premises in Destination Port
If set to NO, the cargo needs to be moved to its destination port before being cleared into home consumption. In short, the Discharge and Destination Ports in Australia are different. Either there is no underbond to move this consignment to its destination port, OR the destination establishment on the underbond is not in the same state as the destination port quoted on the cargo report.

Related FCX Lines Cleared.
This condition is only displayed if the cargo type is FCX. (Not shown on the screen shot above)

If set to NO, there is another cargo report quoting the same FCX container that is not clear.

The condition will remain NO against **all** related reports until they are free of impediment and have a paid import declaration.

IMPORT DECLARATION EVALUATED

(High Level Condition)

This is the cumulative result of the sub conditions listed below. NO indicates that one or more of any of the conditions have not been met.

Evaluation Complete
If set to NO, the Customs and Border Protection risk assessment process has not been completed. Check if documents are required to be submitted.

Declaration Matched
If set to NO, there has been a Self Assessed Clearance declaration and an import declaration lodged for the same consignment. While more than one import declaration can exist for a consignment there cannot be more than one Self Assessed Clearance declaration or a mix of the two.

Import Declaration Paid
If this is set to NO, the import declaration has been lodged but has not been paid or there is another unpaid import declaration for this consignment.

Cargo Report SAC
This condition indicates whether the SAC Indicator has been set to the affirmative on the Cargo Report. If YES, an Import Declaration is not required.

AQIS STATUS CONDITIONS

The following AQIS status conditions relate to air cargo and sea cargo.

Cargo Report Evaluated (High Level Condition)
This is the cumulative result of the sub conditions list below. NO indicates that one or more of any of the conditions have not been met.

Evaluation Complete
If set to NO, the AQIS risk assessment process has not been completed.

Look at the other status conditions and see which are set to NO. This will always be NO when screening is not expired or no link is established to either an Impending Arrival Report or the Master/Ocean Bill.

Impending Arrival Report Cleared
If set to NO, AQIS has assessed that the nature and degree of risk for this vessel or aircraft requires the holding of all cargo on board. This can occur under the AQIS conditions with Giant African Snail (GAS) affected vessels.

Import Declaration Evaluated (High Level Condition)
This is the cumulative result of the sub conditions list below. NO indicates that one or more of any of the conditions have not been met.

Evaluation Complete
If set to NO, the AQIS risk assessment process has not been completed.