

Traffic & Documentation Guidelines

China Advanced Manifest System (CAMS)

April, 2014

China Customs 24 hours rule

1. Scope of application

- 1) Shipments to/via China (import to China and T/S via China).
- 2) Filing rule
 - Container vessel: 24 hours before loading.
Carrier's empty container repositioning: before arrival at the first of call to China.
 - Non-container vessel: 24 hours before arrival at the first port of call to China.
- 3) Exception
 - Hongkong, Macau & Taiwan are excluded from CAMS filing.
 - FROB (freight retaining on board) cargoes are exempt from CAMS filing.

2. Filing party

HMM offices where cargo is loaded on Mother Vessel to China is responsible for CAMS filing (Same as ACE, ENS)

- 1) Direct call to China: POL office
- 2) T/S to China or via China: T/S office

3. HMM Filing deadline

30 hours before vessel berthing (same as ACE, ENS)

- Amendment manifest submission: Use GAUS #25T6. This is to maintain records for any case.
- Empty container repositioning: Before arrival in China.

4. Filing data elements

- 20 elements: HMM's own information

- 23 elements: information from shipper (using current B/L data)
- 6 additional data: Information from shipper (additional data in commodity level*)

*Type of package, Numbers of package, Cargo description, Gross weight, UNDG Number, Shipping Marks

(HMM have those data only in container level. Therefore, additional input in commodity level is needed if necessary.)

- **Major data elements from shipper**

- Voyage number
- Vessel name
- B/L number
- POR, POL, POD, PVY
- Payment method for transport charges (prepaid or collect)
- Total number of packages
- Type of package
- Total gross weight of cargo
- Measurement of cargo
- Contract and carriage conditions, for example, CY/CY
- Name, Street and number or P.O. Box of Shipper, Consignee, and Notify Party
- Contact person name, and contact number for dangerous cargo
- Container number
- Container size, type, supplier party, fullness (full/consol/empty)
- Seal number

[Commodity level]

- Number of packages per commodity item
- Brief cargo description
- Gross weight per commodity item
- UNDG number for dangerous cargo
- Marks and numbers

5. Penalties

- **Shanghai (CNSHA)**

In absence of CAMS filing, Shanghai Customs will investigate each B/L, and impose a penalty of **CNY 30,000 (about USD 4,878) per B/L** after cargo arrival.

6. Original guideline from China Customs website

- Decree of the General Administration of Customs of the People's Republic of China No.172

<http://english.customs.gov.cn/publish/portal191/tab3972/module21538/info162113.htm>

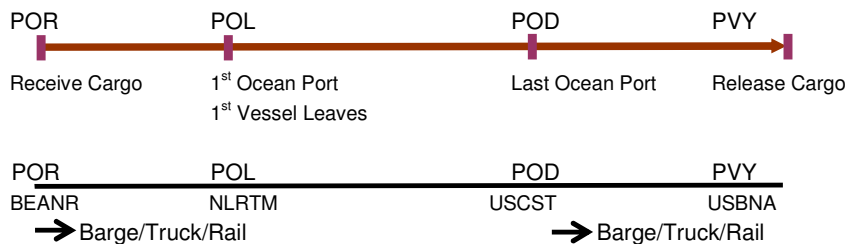
POR, POL, POD and PVY

Four location codes are important in the HMM Bill of Lading; Place of Receipt (POR), Port of Loading (POL), Port of Discharge (POD) and Place of Delivery (PVY). Each information stipulates HMM's responsible bound and shows transportation mode. In addition, they are used as the essential basis to transmit manifest data and fulfill transportation. These four pillars should be set up firmly so that we should build solid delivery system. (Booking process remains unchanged)

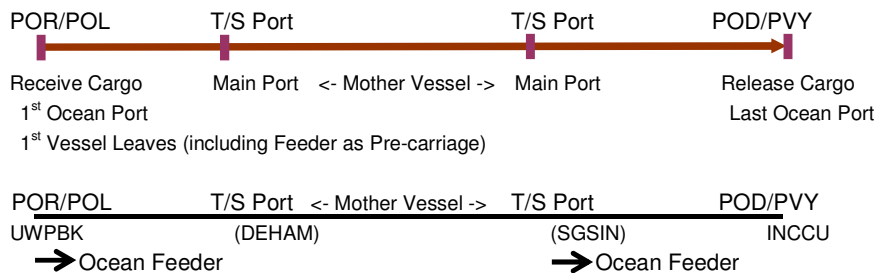
1. Definitions

- POR** (Place of Receipt) The place where HMM receives cargo from the shipper and HMM's own responsibility starts. It might be a port or an inland point.
- POL** (Port of Loading) The first port where cargo is loaded on the ocean vessel (mother or feeder vessel).
- POD** (Port of Discharge) The last port where cargo is discharged from the ocean vessel (mother or feeder vessel) for inland transportation.
- PVY** (Place of Delivery) The place where HMM delivers cargo to the customer and HMM's responsibility expires. It might be a port or an inland point.

■ In case of inland carriage by barge/truck/rail between POL~POL or POD~PVY



■ In case of feeder carriage, POR is the first ocean point and PVY is the last ocean point.



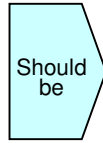
- In case that POR is the first Ocean Port and PVY is the last Ocean Port, POR should be the same with POL, and POD with PVY regardless of Mother Vessel Leg.
- The section between POL and POD is the ocean route.

2. POD & T/S Port

T/S port is not a POD. POD means the FINAL OCEAN POINT. Therefore, you should not input T/S port on the POD field.

POD PVY POD PVY

SGSIN MYPKG → False
 SGSIN INMAA → False
 LKCMB INTUT → False
 TWKAO VNSGN → False
 KRPIUS CNTXG → False



MYPKG MYPKG → Correct
 INMAA INMAA → Correct
 INTUT INTUT → Correct
 VNSGN VNSGN → Correct
 CNTXG CNTXG → Correct

3. POD HKHKG Cases (T/S at HKHKG)

Most of South China inland cargoes are going through Hong Kong. In this case, POD is HKHKG, NOT inland point. (It is similar to European areas.)

Many offices fail to complete this. Be sure to pay attention to China inland shipment documentation.

POD	PVY		POD	PVY
CNHUA	CNHUA	→ False	HKHKG	CNHUA → Correct
CNSZX	CNSZX	→ False	HKHKG	CNSZX → Correct
CNFOC	CNFOC	→ False	HKHKG	CNFOC → Correct

- **Exceptions.**

- CNYTN(Yantian), CNXMN(Xiamen), CNCWM(Chiwan), CNSHK(Shekou), CNFOS(Foshan) and CNMAW(Mawei) are Mother Vessel Calling ports.
 So CNYTN, CNXMN, CNCWM, CNSHK, CNFOS and CNMAW should be POD.

POD	PVY		POD	PVY
HKHKG	CNYTN	→ False	CNYTN	CNYTN → Correct
HKHKG	CNXMN	→ False	CNXMN	CNXMN → Correct
HKHKG	CNCWM	→ False	CNCWM	CNCWM → Correct
HKHKG	CNSHK	→ False	CNSHK	CNSHK → Correct
HKHKG	CNFOS	→ False	CNFOS	CNFOS → Correct
HKHKG	CNMAW	→ False	CNMAW	CNMAW → Correct

4. POD CNSHA Cases (T/S at CNSHA)

Some North China inland cargoes are going through Shanghai for China domestic T/S. In this case, POD is CNSHA, NOT inland point.

Many offices fail to complete this. Be sure to pay attention to China inland shipment documentation.

- 1) PVY is a location along Yangtze River, and T/S at CNSHA by barge, rail or truck.
 - PVY location belongs to the agent "HNK". You can find the agent code of the location in GAUS #9041.

POD	PVY		POD	PVY
CNCTU	CNCTU	→ False	CNSHA	CNCTU → Correct

- 2) PVY is other North China ports, CNTXG(Xingang, Tianjin), CNDLC (Dalian), CNTAO (Qingdao), CNLYG (Lianyungang), and T/S at CNSHA by barge.

POD	PVY		POD	PVY
CNTXG	CNTXG	→ False	CNSHA	CNTXG → Correct
CNDLC	CNDLC	→ False	CNSHA	CNDLC → Correct

- The nation codes of North China and South China are "CN" and "HK". You can also find the nation code of a specific location in GAUS #9041.

Customer Information

Input complete shipper, consignee, and notify party's name, and address.

- In case of notify party, "SAME AS ABOVE" or "SAME AS CONSIGNEE" is not allowed.
- In case of To Order B/L, complete name and address of notify party is required.

Consolidation cargo to / via Qingdao (one container with several Bs/L)

1. International T/S via CNTAO

- Not allowed. For example, it's not allowed to accept POL KRPUS, T/S CNTAO, PVY NLRTM.

2. Import to CNTAO

- B/L split is not allowed after arrival at CNTAO.

Dangerous cargo to Qingdao

In Qingdao, dangerous cargo, after discharging, cannot stay at the port, and will be moved immediately to the specific warehouse.

So, dangerous cargo should create separate B/L.

- One B/L with several containers, including both dangerous cargo and normal cargo, is not allowed.

It cannot be operated by terminal.

[General Guide] B/L for empty container

Empty container also needs the B/L in order to submit customs manifest & settle HMM agency's expenses.

*** Required B/L for COC & SOC empty unit**

- Shipper, consignee & notify party should be HMM office or agency.

	COC Empty Unit	SOC Empty Unit
Purpose	Repositioning HMM container due to operational reason.	Transporting the customer's empty unit as requested. SOC itself is regarded as cargo.
Booking	Use special booking no. for Empty transportation that each office keeps using.	Use newly created booking no. for each B/L.
S/C code	EMPTY	S/C code assigned upon contract
Auto rating	Not needed	Needed
Sample B/L no.	BUSE3080435 NWWB2972240 BUYN3080456	GAWB2855536

Empty container's CAMS filing - Shanghai

1. Shanghai Customs' rule for empty container

Without CAMS filing, empty containers cannot be picked up after arrival in Shanghai.

Each Loading or T/S port should create B/L for empty containers loaded to Shanghai (CNSHA), and submit CAMS manifest in GAUS #25T1.

2. Penalties

CNY 50 per unit plus CNY 400 per B/L, and with time-consuming Shanghai Customs procedure.

For example, 100 empty reposition from Singapore to Shanghai without CAMS filing. The penalty is CNY 50 x 100 + 400 = CNY 5,400 (USD 878)

*** Error examples**

1) B/L for empty container is not created. (refer to GAUS menu #3053)

The screenshot shows a search interface for containers. The 'Full/Empty' dropdown is set to 'Empty'. Below the search criteria is a summary table and a detailed list of containers.

Total																
Dry Container				Hanger		Reefer		Open Top		Flat Rack		Tank Cntr		SuperRack		
20	40	4H	45	40	20	40	4H	20	40	20	40	20	40	40		
238	0	0	0	0	0	0	0	0	0	8	0	1	0	0		
20/40/4H/45/ETC				247	0	0	0	0	0	Total	247	Total Weight				

Route	VVD	Container No.	Load Port	Disch Port	Type	Size	BT	Move Date	Time	PUP	OGP	B's POD	FDE	B/L No.	BL's 1st Carriage
ACS	H-HAV322E	BMOU2278667	INMAA	CNSHA	DC	20		2014-03-20	08:12	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2322630	INMAA	CNSHA	DC	20		2014-03-19	23:54	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2325120	INMAA	CNSHA	DC	20		2014-03-19	15:00	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2326913	INMAA	CNSHA	DC	20		2014-03-19	22:52	LOD	INMA/INMAA		CNSHA		
ACS	H-HAV322E	BMOU2327680	INMAA	CNSHA	DC	20		2014-03-19	23:30	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2336090	INMAA	CNSHA	DC	20		2014-03-19	23:15	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2500096	INMAA	CNSHA	DC	20		2014-03-19	22:57	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2504887	INMAA	CNSHA	DC	20		2014-03-19	23:32	LOD	INMAA		CNSHA		
ACS	H-HAV322E	BMOU2546049	INMAA	CNSHA	DC	20		2014-03-19	14:48	LOD	INMAA		CNSHA		

2) There's discrepancy between B/L and movement. B/L PVY shows KRPUS, while movement shows FDE CNSHA.

The screenshot shows a movement inquiry for container HDMU2596009. The B/L No. is CAWB2968696. The movement table shows a discrepancy between the B/L and the actual movement.

Move Date	Time	Cond/F/E	OGP	FDE	Approval/BKG	B/TY	VVD	Service	Mode/Trans	Chassis No./Status
LCN/Depot	Status	Purpose	Next/Prev Port	Next/Prev Port	B/L No.	S/TM	Seal No./Weight		Lessee	Genset No./Status
2014-03-27	23:30	Sound E	USLAX	CNSHA	CAWB2968696	LOC	HHTK070W	US PST PCX	V	
CNSHA/WG2	TE	DIS	USLAX				NONE			
2014-03-03	01:29	Sound E	USLAX	CNSHA	CAWB2968696	LOC	HHTK070W	US PST PCX	V	
USLAX/CUT	VE	LOD	CNSHA							
2014-02-21	14:31	Sound E	HKHKG	USLAX				US PST PSX	T	USPPD002 TAXZ215798 TE
USLAX/CUT	TE	IE								
2014-02-21	10:39	Sound F	HKHKG	USLAX	HKWB8111451	DC	MMTX024E	US PST PSX	T	USPPD002 TAXZ215798 CF
USLAX/TPC	CF	OIF					B459905	5.00		
2014-02-19	09:32	Sound F	HKHKG	USLAX	HKWB8111451	DC	MMTX024E	US PST PSX	V	HMMTRK
USLAX/TPC	DF	DIS	HKHKG				B459905	5.00		
2014-02-02	22:43	Sound F	HKHKG	USLAX	HCA2937617	DC	MMTX024E	US PST PSX	V	
HKHKG/HIT	VF	LOD	USLAX				B459905	5.00		
2014-01-28	15:34	Sound F	HKHKG	USLAX	HCA2937617	DC	MMTX024E	US PST PSX	T	
HKHKG/HIT	LF	IEF					B459905 HK	5.00		
2014-01-27	14:24	Sound E	HKHKG	USLAX	HCA2937617	DC	MMTX024E	US PST PSX	T	
HKHKG/HIT	SF	OEE					B459905 HK	5.00		
2014-01-26	03:00	Sound E	USNYC	VNQQE	LHKG1400499				T	US ECT CEC

Slot charter case handling

Here we're referring to the case that, other carrier use HMM slot to load their SOC shipment, and pay slot charter cost to HMM.

1. Manifest filing arrangement

If a B/L is created by HMM to settle the slot charter cost with the charterer, to avoid overlapped manifest, HMM POL or T/S office should pay attention and exclude the B/L from CAMS filing, and ask the charterer to send CAMS by themselves.

2. Pre-notice to POD

Such case should be pre-noticed to HMM POD office in China.