Frequently Asked Questions

China Customs Advance Manifest (CCAM) Regulation

1. When is the effective date of the new regulation?

- Effective date of the new regulation was 1st January 2009. There are 2 phases of the implementation:
 - Parallel run until end of September 2014 Carriers are required to submit manifest using both old and new format. China Customs continue to use old format for cargo clearance.
 - Since end of September Full enforcement and cut-over to using new system only for submission and cargo clearance.

Once we have latest news about enforcement, we will advise it to you asap.

2. What is the scope of this new regulation?

- It applies to export shipment, import shipment and transshipment cargo on vessels coming out of and into any of the Mainland China ports (excluding Hong Kong and Macau).
- It applies to both full and empty containers.
- There is no exemption to short sea movements.

3. What data is required by China Customs?

3.1. Import shipment to Mainland China & International Transshipment cargo via Mainland China ports

- Original manifest are required for submission 24 hours prior to loading at overseas ports.
- 49 data items are required from carrier for <u>original manifest</u> submission, of which some of the data items are based on input from customers:

No.	Data Requirement	Primary	Secondary
1	Name of the party who submits cargo manifest	M	
2	Load port Customs office code	M	
3	Vessel agent code (if vessel agent is authorized to submit	С	
	manifest on behalf of carrier)		
4	Carrier code	M	
5	Voyage number assigned by carrier	М	М
6	Mode of transportation that enters Mainland China	М	
7	Vessel code (The IMO code assigned to the vessel)	M	М
8	Vessel name	М	
9	Date and time when cargo is scheduled to be loaded	М	
10	The first port that vessel enters Mainland China	*	М
11	Date and time when vessel is scheduled to arrive at the	*	М
	first port in Mainland China		
12	Date and time of vessel is scheduled to depart from	M	
	overseas load port		
13	Bill of lading number	M	М
14	House bill of lading number	С	С
15	Discharge port	М	
16	Date of scheduled arrival at discharge port	*	М

18 P 19 L	Transshipment port (refers to those within Mainland China only) Place of destination of the transit Load port Countries en route from origin load port to final discharge	* *	 C
18 P 19 L	Place of destination of the transit Load port		С
19 L	oad port		С
		*	
20 C	Countries en route from origin load port to final discharge		M
1 1 -		*	М
p	oort		
	Place of cargo receipt	*	M
	Reason for change on manifest	*	С
	Payment method for ocean freight (prepaid or collect)	M	
24 T	Total number of packages	M	
25 T	Type of packages identification	M	
26 T	Total gross weight of cargo including packaging but	М	
e	excluding container tare weight		
27 C	Contract and carriage conditions (CY or SD)	*	M
28 N	Name of consignee	М	M
29 C	Complete street address or P.O. Box number of consignee	*	M
30 N	Name of shipper	М	
31 C	Complete street address or P.O. Box number of shipper	*	М
32 D	De-consolidator – party who divides the consolidated	*	С
С	container into its original consignments		
	Name of notify party	*	С
34 C	Complete street address or P.O. Box number of notify	*	С
	party		
35 N	Name of contact person for dangerous cargo when such	*	С
	commodity is being shipped		
1	Contact number of the contact person for dangerous cargo	*	С
	when such commodity is being shipped		
	Communication channel of the contact person for	*	С
	dangerous cargo when such commodity is being shipped		
	Container number	М	
	Container size and type	М	
	Supplier of container	*	М
	ndication if container is full or empty	*	М
	Seal numbers for all seals affixed to containers	С	
	Sequential order of cargo as listed in the bill of lading	М	
	Type of packages per commodity item	М	
	Number of packages per commodity item	М	
	Brief cargo description	M	
	Gross weight per commodity item	M	
	JNDG number for dangerous cargo when such commodity	*	С
	s being shipped		
49 M	Marks and numbers	*	M

Note:

"M" = Mandatory "C" = Conditional "--" = "*" = Can be submitted together with the other primary data items "--" = Not necessary

3.2. Export shipment from Mainland China & International Transshipment Cargo via Mainland China ports

- <u>Pre-stowage manifest</u> are required for submission to China Customs prior to cargo declaration by shippers to China Customs.
- <u>Load manifest</u> are required for submission to China Customs 30 minutes prior to loading of cargo at Mainland China ports, which should only contain those cargo that has been released by China Customs.
- 43 data items are required from carrier for **pre-stowage manifest** submission, of which some of the data items are based on input from customers:

No.	Data Requirement	Primary	Secondary
1	Name of the party who submits cargo manifest	M	
2	Load port Customs office code	М	
3	Vessel agent code (if vessel agent is authorized to submit	С	
	manifest on behalf of carrier)		
4	Carrier code	М	
5	Voyage number assigned by carrier	М	М
6	Mode of transportation that enters Mainland China	М	
7	Vessel code (The IMO code assigned to the vessel)	М	М
8	Vessel name	М	
9	Date and time when cargo is scheduled to be loaded	М	
10	Bill of lading number	М	М
11	House bill of lading number	С	С
12	Measurement of cargo	*	М
13	Transshipment port (refers to those within Mainland China only)	*	С
14	Place of destination of the transit	С	
15	Load port	М	
16	Reason for change on manifest	*	С
17	Payment method for ocean freight (prepaid or collect)	М	
18	Total number of packages	М	
19	Type of packages identification	М	
20	Total gross weight of cargo including packaging but excluding container tare weight	М	
21	Contract and carriage conditions (CY or SD)	*	M
22	Name of consignee	*	M M
23	Complete street address or P.O. Box number of consignee	*	M
24	Name of shipper	M	I*I
25	Complete street address or P.O. Box number of shipper	M	
26	Consolidator code	C	
27	Name of notify party	*	С
28	Complete street address or P.O. Box number of notify	*	C
	party		_
29	Name of contact person for dangerous cargo when such commodity is being shipped	*	С
30	Contact number of the contact person for dangerous cargo	*	С
	when such commodity is being shipped		
31	Communication channel of the contact person for	*	С
22	dangerous cargo when such commodity is being shipped	N.4	
32	Container number	M	
33	Container size and type	М	

No.	Data Requirement	Primary	Secondary
34	Supplier of container	*	M
35	Indication if container is full or empty	*	М
36	Seal numbers for all seals affixed to containers	С	
37	Sequential order of cargo as listed in the bill of lading	М	
38	Type of packages per commodity item	М	
39	Number of packages per commodity item	М	
40	Brief cargo description	М	
41	Gross weight per commodity item	М	
42	UNDG number for dangerous cargo when such commodity	C	
	is being shipped		
43	Marks and numbers	*	М

Note:

"M" = Mandatory

"C" = Conditional

"--" = Not necessary

• 15 data items are required from carrier for **load manifest** submission, of which some of the data items are based on input from customers:

No.	Data Requirement	Requirement
1	Carrier code	M
2	Voyage number assigned by carrier	M
3	Mode of transportation that enters Mainland China	M
4	Vessel code (The IMO code assigned to the vessel)	M
5	Vessel name	M
6	Date and time when cargo is scheduled to be loaded	М
7	Bill of lading number	M
8	Load port	M
9	Total number of packages	M
10	Type of packages identification	М
11	Total gross weight of cargo including packaging but excluding container tare weight	М
12	Container number	M
13	Container size and type	M
14	Indication if container is full or empty	М
15	Seal numbers for all seals affixed to containers	С

Note:

"M" = Mandatory

"C" = Conditional

4. What procedures should customers focus on?

- Be aware that this might affect your shipment handling cycle as it requires accurate and complete cargo manifest details earlier than today. Some of the documentation closings will need to be adjusted to ensure that we can comply with the requirements from China Customs and secure loading of your cargoes. We will inform you in due course with regards to the documentation closings at a later stage.
- Communicate with your overseas suppliers, buyers, vendors or logistical partners about the new regulation and requirements.
- Use maerskline.com to manage this process electronically.

[&]quot;*" = Can be submitted together with the other primary data items

• Please submit your SI according to our new timeline. (If in case you have not received the customer advisory, please contact your local Maersk Line representative for the specific SI cut-off details.)

5. How can you as shippers be best prepared for the implementation of the regulation?

- Using the maerskline.com website e-business applications will save valuable time and information re-handling.
- Using our website's "shipping instruction" will lesson information workload for shippers and significantly improve the documentation accuracy process.

6. What are the main differences when comparing to the existing manifest submission requirement?

- For import cargoes, existing requirement is that manifest submission is required only once before vessel arrival Mainland China ports. Under the new regulation, manifest submission is required 24 hours prior to cargo loading at overseas ports in addition to the existing requirement that manifest submission is required again before vessel arrival Mainland China ports.
- For export cargoes, existing requirement is that manifest submission is required only once when vessel departure Mainland China ports. Under the new regulation, multiple submissions are required – before cargo declaration, 24 hours before loading and 30 minutes before cargo loading respectively.

7. What are the main differences when comparing to the existing manifest amendment submission requirement?

 When the amendment submission time has passed the manifest submission deadline, then paper amendment application is needed for submission to China Customs in addition to electronic amendment submission.

8. Are shippers still required to comply with the documentation closing for manifest submission to US or Canada Customs for cargo exporting from Mainland China to USA or Canada after the implementation of this new regulation?

• Yes, manifest needs to be submitted separately to each Customs at the stipulated deadlines based on the requirements from each Customs.

9. What is the impact to NVOCC?

 The issues involving NVOCC are complex and require further clarification by China Customs.

10. What is the amendment requirement?

 According to the regulation, amendment is allowed by China Customs at any time. However, the amendment process is different based on the different timeline. We would therefore highly recommend that you provide correct information at the first time when you submit shipping instruction (SI) to us in order to avoid any delay in your business transaction.

11. What is Maersk Line doing to comply with this new regulation?

• We have a project team in Maersk (China) Shipping Co. Ltd. working closely with China Customs on all procedural, process and system related aspects to best prepare Maersk Line for a smooth implementation of the regulation.

• Our operations, documentation and e-Commerce experts are working to provide the documentation deadlines for all vessels in our global network.

常见问题解答

关于中国海关实施预申报舱单(CCAM)规定

1. 新规定的生效日期是什么时候?

- 2009年1月1日. 从规定的实施有两阶段:
 - 并行期间直到 2014 年 9 月底 船公司需要将舱单发送到海关的新旧两个系统中,中国海关会根据旧系统的信息作货物的清关。
 - 2014 年 9 月底 新规定将全面执行,舱单的发送和货物的清关完全在新系统进行。
- 一旦我们获知有关全面执行的通知,我们会第一时间通知你。

2. 新规定的覆盖范围有哪些?

- 适用于所有进出口中国大陆的货物及在中国大陆港口做国际中转的货物(不适用于香港和澳门)。
- 同时适用于集装箱重箱和空箱。
- 对于近洋运输并无特殊豁免。

3. 中国海关需要的数据资料包括哪些?

- 3.1. 进口至中国大陆的货物以及需要在中国大陆港口转运的国际中转货物
 - 原始舱单需要于船舶在国外港口装船的24小时前提交至中国海关。
 - <u>**原始舱单**</u>中有 49 项数据需要由航运公司提交,其中的某些项目需要由客户提供:

序号	数据要求	主要数据	其它数据
1	舱单传输人名称	必填	
2	运输工具离境地海关代码	必填	
3	船舶代理企业代码(如船舶代理企业被授权代理航运公司提交舱单)	条件	
4	承运人代码	必填	
5	航班航次	必填	必填
6	进入中国大陆的运输方式	必填	
7	船舶代码(国际海运组织为船舶指定的代码)	必填	必填
8	船舶名称	必填	
9	货物预备装船的日期和时间	必填	
10	船舶进入中国大陆的第一个港口	*	必填
11	船舶预计进入中国大陆第一个港口的日期和时间	*	必填
12	船舶预计驶离国外港口的日期和时间	必填	
13	总提运单号码	必填	必填
14	分提运单号码	条件	条件
15	卸货港	必填	
16	船舶预计到达卸货港的日期	*	必填
17	转运港口(只对中国大陆的转运港口)	条件	

序号	数据要求	主要数据	其它数据
18	运输的目的地	*	条件
19	装货港	*	必填
20	从起运港至最终卸货港所经过的国家	*	必填
21	收货地	*	必填
22	舱单修改原因	*	条件
23	海运费支付方式(预付或到付)	必填	
24	托运货物件数	必填	
25	包装种类代码	必填	
26	货物总毛重(包括包装但不包括集装箱重量)	必填	
27	运输条款代码(CY 或 SD)	*	必填
28	收货人名称	必填	必填
29	收货人完整地址(街道或邮箱)	*	必填
30	发货人名称	必填	
31	发货人完整地址(街道或邮箱)	*	必填
32	拆箱人名称(拆箱人为将拼箱货物拆为原来的货物种类的一方)	*	条件
33	通知人名称	*	条件
34	通知人完整地址(街道或邮箱)	*	条件
35	如托运货物为危险品时,危险品联系人姓名	*	条件
36	如托运货物为危险品时,危险品联系人联系号码	*	条件
37	如托运货物为危险品时,危险品联系人通讯方式类别	*	条件
38	集装箱号码	必填	
39	集装箱尺寸及类型	必填	
40	集装箱制造商	*	必填
41	集装箱为重箱或空箱的标志	*	必填
42	集装箱所有铅封的铅封号码	条件	
43	提单所列货物的装箱顺序	必填	
44	货物的包装种类	必填	
45	货物的箱数	必填	
46	货物简要描述	必填	
47	货物的毛重	必填	
48	如托运货物为危险品时,货物的危险品编号	*	条件
49	唛头	*	必填

条件" = 根据是否符合要求填报 "--" = 可以不填报

3.2. 从中国大陆出口的货物以及需要在中国大陆港口转运的国际中转货物

- 预配舱单需要于发货人向中国海关办理物品申报手续前提交至中国海关。
- 装载舱单需要于货物在中国大陆港口装船的 30 分钟前提交至中国海关,其内容 应只包含已被中国海关放行的货物。
- 预配舱单中有 43 项数据项需要由航运公司提交,其中的某些项目需要由客户提 供:

[&]quot;*" = 可以与其它主要数据项填报时一并提前填报

序号	数据要求	主要数据	其它数据
1	舱单传输人名称	必填	
2	起运港海关编号	必填	
3	船舶代理企业代码(如船舶代理企业被授权代理航运公司提交舱单)	条件	
4	承运人代码	必填	
5	航班航次	必填	必填
6	进入中国大陆的运输方式	必填	
7	船舶代码(国际海运组织为船舶指定的代码)	必填	必填
8	船舶名称	必填	
9	货物预备装船的日期和时间	必填	
10	总体运单号码	必填	必填
11	分提运单号码	条件	条件
12	货物的件、重、尺	*	必填
13	转运港口(只对中国大陆的转运港口)	*	条件
14	运输的目的地	条件	
15	装货港	必填	
16	舱单修改原因	*	条件
17	海运费支付方式(预付或到付)	必填	
18	托运货物件数	必填	
19	包装种类代码	必填	
20	货物总毛重(包括包装但不包括集装箱重量)	必填	
21	运输条款代码(CY 或 SD)	*	必填
22	收货人名称	*	必填
23	收货人完整地址(街道或邮箱)	*	必填
24	发货人名称	必填	
25	发货人完整地址(街道或邮箱)	必填	
26	拼箱人代码	条件	
27	通知人名称	*	条件
28	通知人完整地址(街道或邮箱)	*	条件
29	如托运货物为危险品时,危险品联系人姓名	*	条件
30	如托运货物为危险品时,危险品联系人联系号码	*	条件
31	如托运货物为危险品时,危险品联系人通讯方式类别	*	条件
32	集装箱号码	必填	
33	集装箱尺寸及类型	必填	
34	集装箱制造商	*	必填
35	集装箱为重箱或空箱的标志	*	必填
36	集装箱所有铅封的铅封号码	条件	
37	提单所列货物的装箱顺序	必填	
38	货物的包装种类	必填	
39	货物的箱数	必填	
40	货物简要描述	必填	
41	货品的毛重	必填	
42	如托运货物为危险品时,货物的危险品编号	条件	
43	 唛头	*	必填

条件"=根据是否符合要求填报

"--" =可以不填报

<u>注</u>: "必填" =必须填报

"*" =可以与其它主要数据项填报时一并提前填报

• 装载舱单中有 15 项数据由航运公司提交,其中的某些项目需要由客户提供:

序号	数据要求	要求
1	承运人代码	必填
2	航班航次	必填
3	进入中国大陆的运输方式	必填
4	船舶代码(国际海运组织为船舶指定的代码)	必填
5	船舶名称	必填
6	货物预备装船的日期和时间	必填
7	提单号码	必填
8	装货港	必填
9	托运货物件数	必填
10	包装种类代码	必填
11	货物总毛重(包括包装但不包括集装箱重量)	必填
12	集装箱号码	必填
13	集装箱尺寸及类型	必填
14	集装箱为重箱或空箱的标志	必填
15	集装箱所有铅封的铅封号码	条件

注:

4. 客户需要具体注意哪些方面?

- 根据规定,提交完整准确的货物舱单的时间早于现行的提交时间,这将可能影响您安排出货周期。我们也将调整部分的单证截止时间,以确保我们能够严格遵循中国海关的规定,并保证您的货物能及时装船。对于单证截止时间的具体调整细则,我们将于稍后的通知中为您详细描述。
- 请您与您国外的供货商、买主、卖主或物流合作方充分沟通,及时传达此项新规定的内容及其要求。
- 通过使用 www.maerskline.com 以电子商务的方式来帮助您更好遵循新规定的流程。
- 请您按照我们的新的截止时间来发送提单样本。(如果您没有收到我们的客户通知,请联系您所在地的马士基航运的客户服务人员并咨询详细的提单样本截止时间)

5. 作为发货人,如何能为新规定的实施做好充分的准备?

- 通过使用 <u>www.maerskline.com</u> 以电子商务的方式遵循新规定的流程,将可以减少您的重复操作并为您节省时间。
- 通过使用我们网站的"提单样本" ("shipping instruction")功能,将可以减少您的信息负荷,并可以大大提高单证的准确程度。

6. 与目前的舱单提交程序相比,新规定有哪些不同之处?

• 对于进口货物,现行的舱单提交至中国海关时间要求是在船舶到达中国大陆港口之前,并且只需要提交一次。根据新规定,舱单主要数据提交的时间是货物在国外港口

装船的 24 小时前提交至中国海关,而在船舶到达中国大陆港口之前,仍需提交舱单的次要数据。

• 对于出口货物,现行的要求是舱单需要在船舶驶离中国大陆港口之前提交,并且只需要提交一次。根据新规定,需要多次提交舱单,分别为:货物申报前、货物装船前 24 小时以及货物装船前 30 分钟。

7. 与目前舱单修改的提交程序相比,新规定有哪些不同之处?

- 如果舱单修改提交的时间是在舱单提交截止时间之后,在以电子数据方式传输舱单修改之外,还需以纸面文件形式向中国海关提交舱单修改申请。
- 8. 新规定实施后,对于从中国大陆出口至美国和加拿大的货物,发货人还需遵守美国和加拿大海关规定的舱单提交截止时间吗?
 - 需要。舱单需要根据各国海关的规定,在各自的截止时间前分别提交给对应的海关。
- 9. 对于无船承运人(NVOCC)会产生怎样的影响?
 - 新规定对无船承运人(NVOCC)造成的影响比较复杂,我们仍需要等待中国海关的进一步澄清。

10. 新规定对于修改的要求是什么?

• 根据新规定,海关允许任何时候提出的舱单的修改。然而,修改的程序根据修改发送时间的不同而有所不同。因此为了避免由于舱单修改而对您业务造成的任何延误,我们强烈建议您在第一次发送提单样本时,提供给我们正确的信息。

11. 马士基航运将采取怎样的措施以确保严格遵守新规定?

- 我们在马士基(中国) 航运有限公司专门成立了一个项目组,该项目组将与中国海关 就新规定在操作方式、程序以及相关系统方面紧密协作,以确保马士基航运能够为新 规定的实施做好充分的准备。
- 我们公司来自操作部、文件部和电子商务部的专家,正在加紧准备,为我们全球网络中的所有船舶提供新的文件截止时间表。