



الشركة المصرية لتكنولوجيا التجارة الإلكترونية
Misr Technology Services

المنصة القومية للتجارة المصرية العابرة للحدود

Advanced Cargo Information System

Carriers Guide

Document Issue Date: 25 July 2021

Document Ref. - ACI-SLG V1.6.

BUILD STATUS

Version	Reason	Sections
1.0	Initial Version.	
1.1	Added technical questions and answers.	4
1.2	Processes affected by ACI.	2
1.3	YAML Specification: Verifying ACIDs API.	A
1.4	Minor typos, figure captions, added questions to the Technical Q&A.	4
1.5	ACID EDI Identifier changed, Clarify Exporter identification and added link to download YAML Specification.	4
1.6	Announcement of public ACI Verification page	2.1
	Shipping Consolidated Cargo under ACI regulations	2.2
	Announcement of Nafeza manifest service for all maritime port(s)	2.3
	Additional business questions (Q8->Q13) concerning LCL, consolidation, short shipped.	3 (P13>P16)
	Bill of lading trip stages (Itinerary) in an EDIFACT CUSCAR 95 B Implementation.	4
	Nafeza Sandbox Registration	6

Table of Contents

1	Introduction	1
2	Processes affected by ACI	3
2.1	Booking shipments to Egypt	3
2.2	Shipping consolidated cargo	5
2.2.1	Shipping line groupage (carrier)	5
2.2.2	Consolidator groupage - multiple house bills	5
2.2.3	Consolidator groupage - single consignee	8
2.3	Presenting manifest(s) to Customs via Nafeza	10
3	Business Questions and Answers	12
4	EDIFACT CUSCAR 95 B Implementation	17
5	Technical Questions and Answers	26
6	Nafeza Sandbox	30
6.1	What is Nafeza Sandbox	30
6.2	Registering on Nafeza Sandbox	30
6.2.1	Registering as a user	30
6.2.2	Registering an automated system	35
6.2.3	Testing ACID Verification	36
6.2.3.1	Public Web Page	36
6.2.3.2	Web API Service	38
A	YAML Specification: Verifying ACIDs API	39

1 Introduction

Advance Cargo Information (ACI) is a new customs system requiring Egyptian importers to declare full information about goods shipped to Egypt at least 48 hours before actual shipping from exporting country.

Misr Technology Services (MTS) has been commissioned by the Government of Egypt to implement the ACI System and integrate it within Nafeza [the National Single Window for Egyptian Trade].

According to ACI regulations - which apply only on maritime shipments exported to Egypt -, a unique number will be issued for each shipment (hereafter named ACID). Upon the acceptance of Egyptian Authorities, a unique ACID will be issued for each ACI request (maximum within 48 hours from request submission). An email is sent to the foreign exporter (shipper) requesting to include the following data elements in all documents related to the exported shipment:

- ❖ ACID Number:
 - a 19-digit number uniquely identifying the ACI shipment.
 - Example: 4988470982020120017
- ❖ Consignee - Egyptian Importer TAX Number:
 - a 9-digit number issued by the Egyptian Tax Authority uniquely identifying all companies registered in Egypt.
 - Example: 498847098
- ❖ Consignor/Shipper - Exporter Identification Number:
 - Nafeza relies on three elements to identify the exporter as follow:
 - Two letter code (ISO-3166-1) representing the country where the exporter (shipper) is registered,
 - The type of identification number (which represent VAT or Registration number).
 - The exporter identification number issued by the relevant authority.

For more details about including ACI information in an EDIFACT CUSCAR message, kindly review chapter 44 EDIFACT CUSCAR 95 B Implementation.

For more details about including the above information in XML, kindly review Section No 4 Technical Questions and Answers: “Where can we include the same three data elements if we are using the Egyptian Customs XML Format?”

The ACI system will be implemented in two phases:

The Pilot Phase - started on 1st of April 2021 – where importers are encouraged to use the system and provide feedback for both the Ministry Of Finance and Customs Authority.

The obligatory date for the full implementation will start on the 1st of October 2021 where all Egyptian Importers are expected to comply with ACI requirements.

The ACI system impacts the following businesses:

1. Egyptian Importers and their brokers.
2. Foreign Exporters.
3. NVOCC Operators/Freight Forwarders.
4. Shipping Lines/Agents.

This document describes the changes that need to be implemented in order for the Shipping Lines/Agents, NVOCC operators and Freight Forwarders to comply and accommodate the ACI requirements.

2 Processes affected by ACI

From a carrier perspective, three main processes are affected by ACI requirements:

1. Booking Shipments to Egypt.
2. Shipping Consolidated Cargo.
3. Presenting Manifest(s) to Egyptian Customs Authority through Nafeza.

2.1 Booking shipments to Egypt

ACI procedures require that carriers should verify shipments to Egypt - using their ACI information - before loading on vessel. This will be mandatory as of 1st of October 2021.

During booking, the three ACI data elements – mentioned above – should be included as mandatory data elements in all booking transactions whose final destination is an Egyptian sea port.

Nafeza provides a web service that allows the verification of multiple ACID(s) for shipment(s) embarking to Egypt on a vessel. The following activity diagram depicts the needed changes to the booking process.

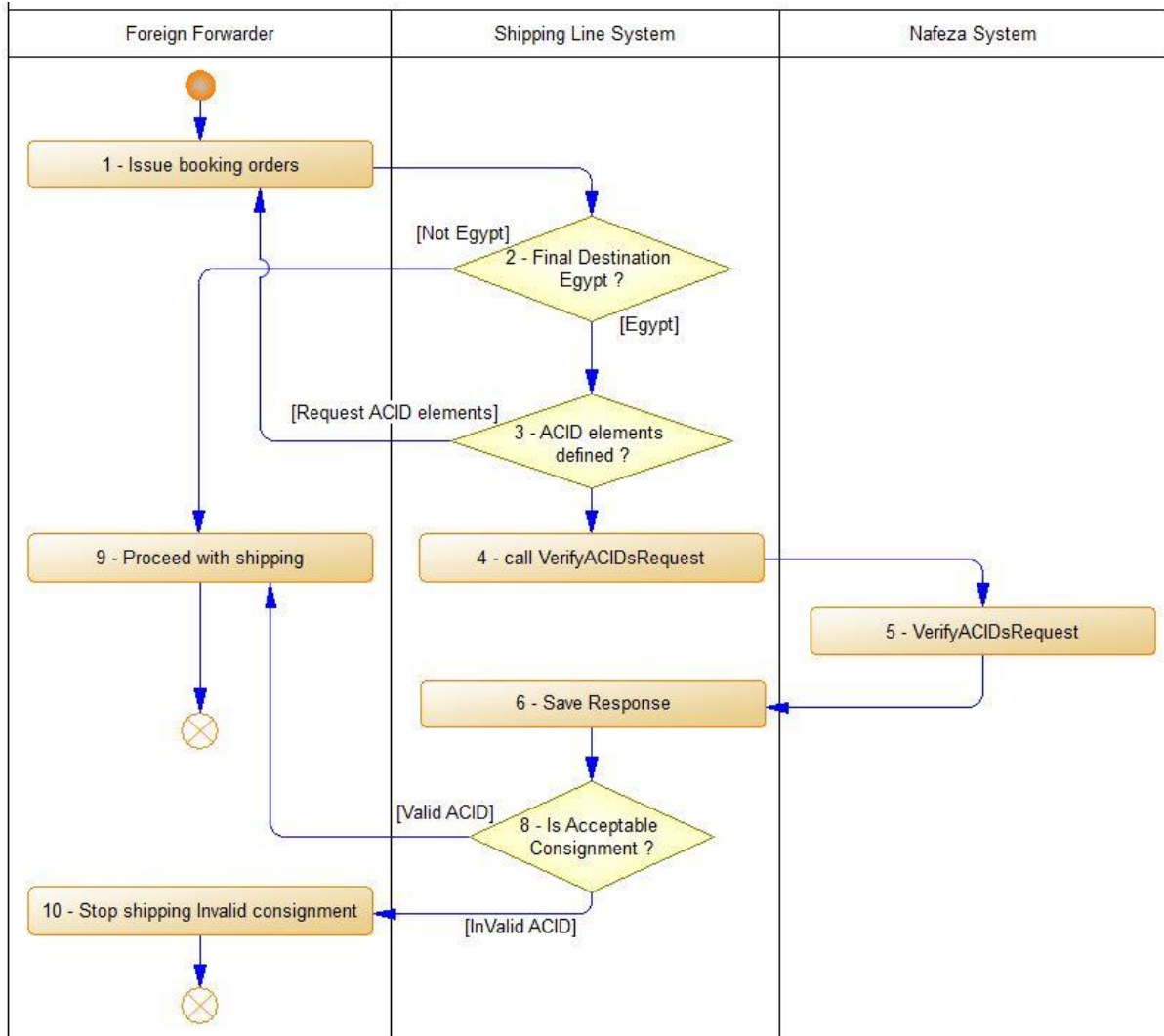


Figure 1: Booking shipments to Egypt

The above diagram suggests verifying ACID(s) during the booking process. However, it is up to the carrier to decide on the event within the carrier's business process during which ACID(s) should be verified. The important issue here is "*never ship any consignment(s) with an invalid ACID(s) to Egypt*".

MTS development team published a public web page to be used by users of booking agents, freight forwarders or shipping lines in order to verify **one** ACID before booking or shipping to Egypt. <https://www.nafeza.gov.eg/en/aci/validate> . For more information on how to use this feature please refer to section 6.2.3.1 Public Web Page.

Additionally, a system-to-system web service [VerifyACIDsRequest] for verifying ACID(s) for multiple consignments before shipping is ready to be consumed by authorized systems.

For more information on how to authorize your automated system to integrate with this web service, please refer to section 6.2.2 - Registering an automated system.

To start developing and consuming the web service, please refer to section 6.2.3.2 - Web API Service.

2.2 Shipping consolidated cargo

The term “cargo consolidation” or “groupage operation” refers to the act of collecting consignments of different consignors - sent to one or more consignee(s) - and consolidating those into a single freight container. In groupage shipping, each container will carry several LCL consignments originating from one port to be delivered to another port.

Usually the groupage operation is performed by either the shipping line or an NVOCC operator or a Freight Forwarder. The last two are usually named “Groupage Operator” or “Consolidator”.

The following sections describe the different business scenarios during which “Groupage” or “Consolidation” occurs in real life scenarios. For each scenario the impact of ACI procedures is described.

2.2.1 Shipping line groupage (carrier)

In this case the groupage operation is carried out in a Container Freight Station (CFS) managed or supervised by the shipping line, where several LCL consignments having the same destination port are grouped together into container(s).

In this scenario a separate individual master bill of lading (MBL) is issued for each LCL consignment showing the original consignor/consignee.

According to ACI regulations, the “Egyptian Importer” – the consignee – needs to register a request for a unique ACID including the consignor as the “Foreign exporter”. One ACID is required for each MBL, the three ACI data elements should be printed on it.

2.2.2 Consolidator groupage - multiple house bills

On the other hand, if the groupage operation is done by an NVOCC operator or a freight forwarder then it is termed “Consolidator” groupage.

In this case, the “Consolidator” will usually book a number of container(s) from the shipping line depending on the volume of cargo to be transported. Once loading of cargo is completed, he will then issue a separate **house bill (HBL)** for each consignment showing the original consignor (supplier) / ultimate consignee (importer),

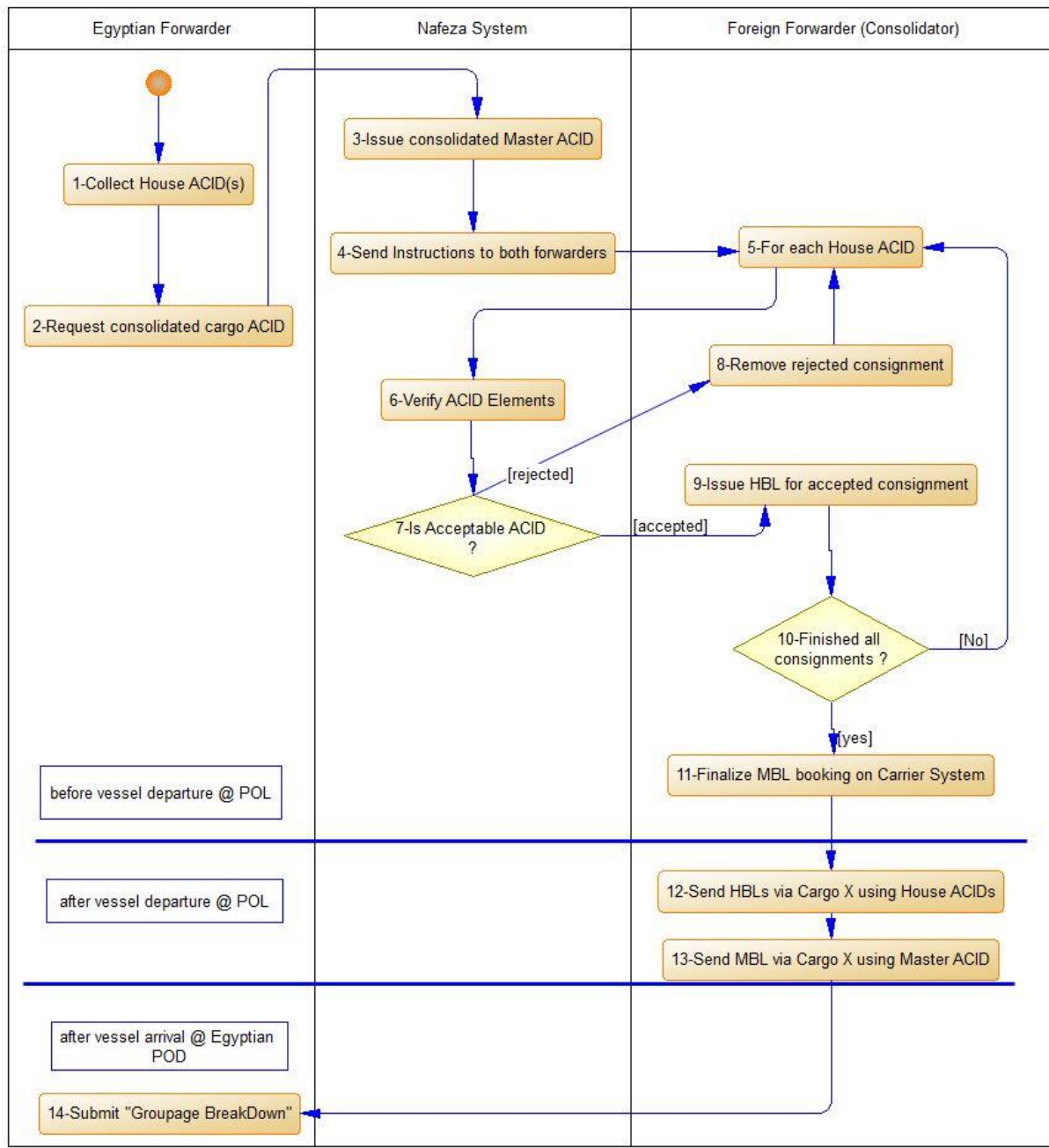
Finally, he will secure a **master bill of lading (MBL)** from the shipping line for the booked container(s). The MBL – also referred to as “Groupage Bill Of Lading” – shows the “Consolidator” as the consignor and his associate forwarder at unloading port as the consignee.

- A House bill of lading (HBL) is issued by an NVOCC operator, or a Freight Forwarder to their customers.
- A Master bill of lading (MBL) is issued by the Shipping Line (Carrier) to the NVOCC Operator, or Freight Forwarder.

Egyptian Customs (hereafter named ECA) announced customs procedure #11/2021 specifying the responsibilities of parties involved in “cargo consolidation” in accordance with ACI regulations. The main parties are the Egyptian forwarder and his associate foreign “Consolidator” as well as the original consignor(s) and consignee(s).

Please note that this procedure can be used even if the groupage is done for a single consignee, the main characteristic of this business scenario is that the “Consolidator” will issue multiple house bills - one for each supplier -

The following diagram and steps summarize the procedure:



1. Each Egyptian importer is responsible for requesting an ACID for his consignment which includes his associated supplier/exporter. This ACID will be referred to as **“House ACID”** because it will be printed eventually on a house bill (HBL).
2. Through working in close liaison with the foreign forwarder “Consolidator”, the Egyptian forwarder collects a list of “House ACID”(s) from different importers.
3. The Egyptian forwarder then registers a request for a “consolidated Master ACID”. The request includes the list of “House ACID”(s) as well as the foreign forwarder “Consolidator”, who must have been previously registered and verified on the block chain platform prior to this step.
4. Upon submitting the request, Nafeza will *immediately* issue a new “consolidated Master ACID” to be used while booking a master bill on a shipping line.

5. Moreover, Nafeza will email the following instructions to both forwarder(s) :

Dear Salam,

Kindly be informed that an Advance Cargo Information request (ACI) has been approved for shipping a consolidated consignment (Groupage) to Egypt:

[ACID: 7001767492021060039]

Requested: 6/22/2021 9:29:30 PM Generated: 6/23/2021 11:11:27 AM Expires: 9/23/2021 11:11:27 AM

Please ensure the following elements are printed on its associated documents (groupage bill of lading, packing list, etc.):

Groupage ACID: 7001767492021060039
Egyptian freight forwarder Tax ID: 473085089
Foreign freight forwarder Registration Types: VAT Number
Foreign freight forwarder ID: 490-81-00105

The following table describes the breakdown of the consolidated consignment as registered by your associate Egyptian FF: **مبىنى سكاى الترانزىتوال فرىٲ فوروردرز /خالد احمد محمد البحرى وشركه**

House ACID(s)	Egyptian Importer Tax ID	Shipper					
		Country	Country Code	Registration Type	Registration ID	Name	Address
2074629842021060122	207462984	CHINA	CN	Company Registration Number	91330282074903229L	NINGBO JIANGUAN INTERNATIONAL TRADE CO.,LTD.	14F,Hengyuan Plaza, Building A, NO.198, Boleishan East Road, Baishaku Street, Cici City
1009725932021060626	100972593	INDIA	IN	Company Registration Number	L65993PK2097PLC130076	BAJAJ AUTO LIMITED	MUMBAI PUNE ROAD AKURDI PUNE 411035 INDIA

Please ensure the elements in the above table are printed on all documents associated with each constituent consignment (house bill(s), etc.) for example:

House ACID: 2074629842021060122
Egyptian Importer Tax ID: 207462984
Shipper Registration Type: Company Registration Number
Shipper ID: 91330282074903229L
Shipper Country: CHINA

According to Egyptian ACI regulations, you are required to perform the following ordered steps before shipping:

1. Confirm the groupage breakdown above with your associate Egyptian FF. He can modify the breakdown on Nafeza if needed.
2. Use the following URL to verify each House ACID in the table above. [Validate ACI](#).
3. Finalize booking the master bill (groupage bill) with the carrier.

After vessel departure, please perform the following through CargoX platform:

1. For each issued house bill, send its E-Bill using its associated House ACID.
2. Send the E-Bill of the groupage using the groupage ACID.

For more information about ACI requirements, please download the following guide:

For more information on how to register on CargoX platform, and send ACI required documents to Egypt, please refer to the following URL's

[CargoX Company Registration](#)

[Egyptian ACI filing via the CargoX Platform](#)

Thanks for using Advance Cargo Information system - Egypt.



+202 2414 9844
<https://www.nafeza.gov.eg>
29 Farid Street behind Meridian Heliopolis, Cairo, Egypt, 11341



Please consider your environmental responsibility before printing this e-mail

DISCLAIMER NOTICE: The information contained in this e-mail message and any attachments is intended for addressee(s) only and Confidential. Reading, Copying, Printing, Distribution, Altering, Destruction or Use by anybody else is not authorized. If you are not a named addressee or have received it by mistake, please notify the sender and destroy it along with its attachments immediately. This message has been scanned for presence of computer viruses, however, MIS is not liable or responsible for any damage that could occur by viruses if happened.

*Keep an open mind and think again. Life will continually surprise you. Nothing is permanent and you shouldn't be a slave to your assumptions.

6. The foreign forwarder “Consolidator” shall verify each “House ACID” using either the ACID verification webpage (<https://www.nafeza.gov.eg/en/aci/validate>), or thru integration between his system and the verification web service of Nafeza.
8. If any consignment was rejected, he will remove the rejected consignment from consolidation.
9. For each accepted consignment, he will issue a house bill and print the three ACI data elements on it (“House ACID”, the Egyptian importer taxation number, the exporter identification number).
11. After finishing all accepted consignments, he will use the “consolidated Master ACID” obtained in step 2 to finalize the master bill booking (MBL) on the shipping line automated system.
12. After vessel departure, the foreign forwarder “Consolidator” will logon Cargo X and send each house bill (HBL) in PDF format using its associated “House ACID”. The house bill(s) will be automatically received by Nafeza and placed in its associated ACI file. Each importer will be alerted thru SMS to review and confirm the HBL before submitting the ACI file to ECA.
13. After sending all house bills, he will also send the master bill (MBL) or “Groupage Bill of Lading” using the “consolidated Master ACID”.
14. After vessel arrival in Egypt, its manifest submitted to ECA, and a delivery order issued to the Egyptian forwarder (consignee), he will submit a “Groupage Breakdown” manifest to ECA. Nafeza provides a special form for Egyptian forwarder(s) whom are licensed to breakdown groupage.

2.2.3 Consolidator groupage - single consignee

The main difference of this business scenario is that the “Consolidator” is consolidating multiple consignments from different suppliers which are to be transported to a single consignee in an FCL shipment.

As an example, consider a major assembly plant in Egypt which requires regular weekly imports of its product parts/components from France, Italy, and Spain. The assembly plant would place individual orders to its suppliers in these countries and take the service of a “Consolidator” for bringing those parts/components as a full container load to Egypt. Obviously, the consolidated consignment is to be delivered to a single consignee (the assembly plant). The “Consolidator” can handle this requirement using two different methods:

- MBL Only Method
 - In this method, the “Consolidator” books a master bill (MBL) on a shipping line showing him as the “Shipper/Consignor” and the importer as the “Consignee”. **No house bills issued.** Upon arrival of goods in Egypt, the importer’s broker will handle the clearance process.
 - Since no house bills are issued, the importer should request only one ACID as the “Importer” and multiple suppliers as the “Exporter(s)”. Nafeza allows registering multiple invoices from different suppliers grouped under the same ACID.
 - Each supplier must send his invoice(s) thru Cargo X using the ACID. Also, the “Consolidator” must send the master bill (MBL) also thru Cargo X.
 - All PDF’s (invoices and MBL) will be automatically received by Nafeza and placed in the associated ACI file. The importer will be alerted thru SMS to review and confirm the PDF’s before submitting the ACI file to ECA.
- MBL/HBL Back2Back method
 - In this method, the “Consolidator” books a master bill (MBL) on a shipping line showing him as the “Shipper/Consignor” and his associate forwarder in Egypt as the consignee.
 - He then issues one house bill (HBL) which matches the issued MBL in all of its details (Back2Back) except that it shows himself as the “Shipper/Consignor” and the importer as the “Consignee”.
 - The above scenario involves a business relation between an Egyptian Importer, an Egyptian Freight forwarder and a foreign “Consolidator”,

Notice the difference between this business scenario and the previous “Consolidator groupage - multiple house bills - 2.2.2” scenario, the master bill (MBL) has only one house bill (HBL).

- Importers using this business scenario should ask the Egyptian freight forwarder to provide the services detailed in section “Consolidator groupage - multiple house bills - 2.2.2”, even though the shipment has only one MBL and one HBL issued.

■ MBL/multiple HBL(s) Method

- In this method, the “Consolidator” issues one house bill (HBL) for each supplier consignment showing the supplier as the “Shipper/Consignor” and the importer as the “Consignee”.

He then books a master bill (MBL) on a shipping line showing him as the “Shipper/Consignor” and the importer as the “Consignee”

- Upon arrival of goods in Egypt, An arbitrary Egyptian Forwarder will handle the clearance process.
- The above scenario involves a direct business relation between an Egyptian Importer and a foreign “Consolidator”, without an “Egyptian Forwarder”.

Notice the difference between this business scenario and “Consolidator groupage - multiple house bills - 2.2.2” scenario, the master bill shows the importer as a “Consignee” instead of the “Egyptian Forwarder”.

- Importers using this business scenario are encouraged to ask their local broker company if they are also licensed as a “Freight Forwarder” whereby they can also provide the services specified in section “Consolidator groupage - multiple house bills - 2.2.2”.

If the importer opts to follow this recommendation, then he can request one house ACID for each supplier, then the “Egyptian Forwarder” can trigger the process as described in the previous section.

Usually the “Consolidator” will execute the appropriate method as requested by his customer.

Although this section might confuse the reader because of the different business scenarios which are used nowadays in the course of international logistics, the general ACI rule to follow concerning ACID’s is as follows:

“A unique ACID is needed for each MBL and/or HBL.”

2.3 ***Presenting manifest(s) to Customs via Nafeza***

The second process affected by ACI is presenting manifests to ECA via Nafeza. As per the current customs law, shipping lines/agents must present their cargo report (manifests) to ECA at least 48 hours prior to actual berthing on an Egyptian Port.

Currently, manifests are being presented to customs through the following three formats/methods:

1. EDIFACT CUSCAR 95 B Format.
2. XML Format (ECA Proprietary Format).
3. Direct Data Entry on Customs Web Site.

After extensive testing with multiple manifest samples from all shipping lines/agents using methods (1 and 2), and an additional period of live testing in Sokhna, Adabia and East Port said ports, the Minister of Finance has approved going live with receiving manifests via Nafeza as of 11th of August 2021.

Accordingly, all shipping lines/agents are currently using Nafeza to submit their maritime cargo manifest(s) to both ECA and the associated port authority.

Nafeza provides the following features for registered shipping line/agent users:

- Upload manifest files in either format (EDIFACT CUSCAR95B or XML).
- Multiple upload of manifest modifications before submission using the above formats.
- Review manifest, bill of lading and empty containers data before submission. Correct and resolve submission errors and warnings using data entry forms. On screen reminder of “last submit time”.
- Submit to ECA

Most – if not all – shipping lines/agents working in Egypt’s sea ports have registered their responsible employees on Nafeza. The requirements and steps of the registration process are described at the following address: <https://www.nafeza.gov.eg/en/download-center/157>

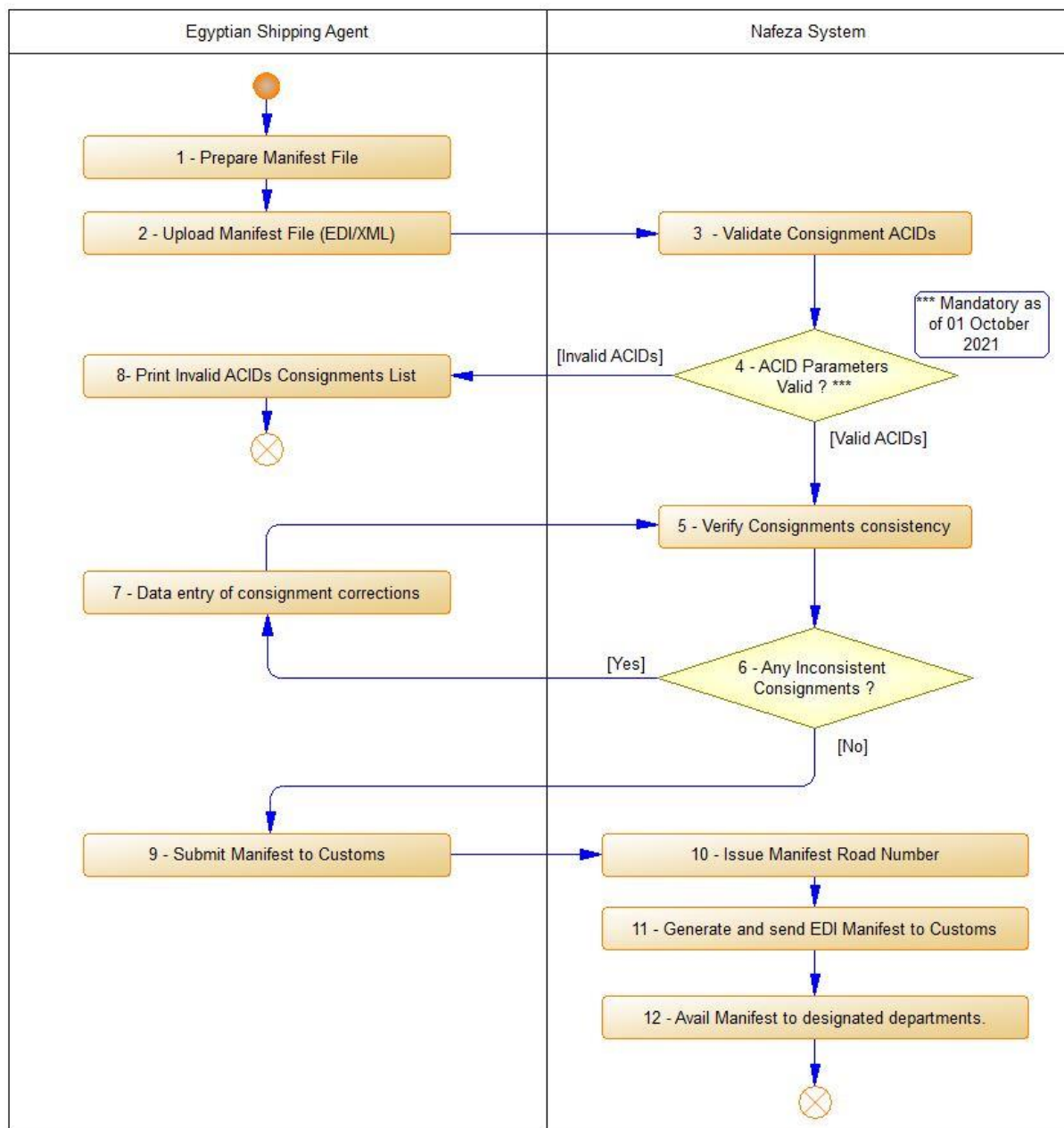


Figure 2 : Presenting manifest(s) to Customs via Nafeza

The above diagram depicts the process of submitting an electronic manifest through Nafeza.

In addition to the normal consistency validations usually done on manifest files, a new set of ACI-related validations will come into effect as of 1st of October. The three ACI data elements will become mandatory for each inbound shipment, and they are going to be verified against the original ACI request submitted by the importer.

Hence, it is important for shipping lines to implement the changes needed to include the three data elements on all Egypt inbound shipments.

3 Business Questions and Answers

During the last month MTS has organized multiple awareness online sessions with the Egyptian trade and shipping community in order to introduce the ACI system. Almost all major Shipping Lines/Agents working in Egypt attended these sessions.

This section collates the business questions asked by Shipping Lines/Agents and their answers, while the next section focus on the technical questions:

1. What is the main requirement needed from Shipping Lines/Agents?

- There are three main requirements from Shipping Lines/Agents in order to prepare for full ACI implementation before 1st of October 2021. Mainly, modify their automated system to cater for the following :
 - i. Include the three ACID elements in their booking process as mandatory data elements for shipments bound to Egyptian ports.
 - ii. Verify the validity of these ACID elements before booking or loading shipments bound to Egypt relying on the Nafeza WEB service [VerifyACIDsRequest].
 - iii. Include the three data elements in manifest(s) prepared by their system to be submitted to ECA.

2. When will the above requirement be enforced?

- The Pilot Phase started on April 2021 including only a limited set of importers. Accordingly - during the Pilot phase - the three data elements are optional in Import Manifests.
- The ministry of finance has extended the pilot phase for another three month. Hence, the new obligatory date for enforcement of ACI procedures is the 1st of October 2021.

3. How can the shipping agents/freight forwarders obtain the three data elements before shipment?

- Nafeza will include the three data elements (ACID, Egyptian Importer VAT Number, and Exporter Registration Number) in each ACI request approved by ECA.
- Nafeza will also send an email to the exporter including the three data elements along with instructions on their usage. The following diagram is an example of an email sent to the exporter at the beginning of the ACI process. Please note that the exporter receives this email as soon as Egyptian authorities accept the ACI request and a unique ACID is issued for the shipment.

Dear Elanco Tiergesundheits AG,

Kindly be informed that an Advance Cargo Information request (ACI) has been approved for shipping:

[ACID: 2001767492021060025]

Requested: 6/22/2021 9:29:30 PM Generated: 6/23/2021 11:11:27 AM Expires: 9/23/2021 11:11:27 AM

Egyptian Importer	Foreign Exporter	Shipment
Egyptian Importer Name: الشركة التونسية للتجارة البحرية	Foreign Exporter Name: Elanco Tiergesundheits AG	Invoice No.: 8008011346
Egyptian Importer Tax ID: 200176749	Registration Type: Company Registration Number	Invoice Date: 6/17/2021 12:00:00 AM
Address: شارع رقم 6103 ج. أمبارك بادي العنصر - القاهرة - رقم هاتف 42855	Foreign Exporter ID: CH-270.3.011.929-6	Type of Invoice: Commercial Invoice
	Country: SWITZERLAND	Purchase Order No.: 5000209437
	Country Code: CH	Purchase Order Date: 6/10/2021 12:00:00 AM
	Address: Mattenstrasse 24a	Shipping Port: Highgate/London
	Tel. No.: 01000071725	Destination Port: SOKHNA PORT

Please ensure that the following elements are printed on all shipment documents (Commercial Invoice, Bill Of Lading, Packing List, Certificate Of Origin, ...etc):

ACID: 2001767492021060025
 Egyptian Importer Tax ID: 200176749
 Foreign Exporter Registration Type: Company Registration Number
 Foreign Exporter ID: CH-270.3.011.929-6
 Foreign Exporter Country: SWITZERLAND

Egyptian Customs Authority (ECA) will not accept any document not matching the above requirement starting as of the 1 of October 2021

For more details or inquiries please contact your Egyptian importer

Thanks for using Advance Cargo Information system - Egypt.



+202 2414 9944
<https://www.nafeza.gov.eg>
 29 Farid Street behind Meridien Heliopolis, Cairo, Egypt, 11341

Please consider your environmental responsibility before printing this e-mail
 DISCLAIMER NOTICE: The information contained in this email message and any attachments is intended for addressee(s) only and Confidential. Reading, Copying, Printing, Disclosure, Altering, Distribution or Use by anybody else is not authorized. If you are not a named addressee or have received it by mistake, please notify the sender and destroy it along with its attachments immediately. This message has been scanned for presence of computer viruses, however, MTS is not liable or responsible for any damage that could occur by viruses if happened.
 *Keep an open mind and think again. Life will continually surprise you. Nothing is permanent and you shouldn't be a slave to your assumptions.

Figure 3: an example email sent to exporters upon Egyptian authorities accepting an ACI request

- ACI procedures require that Egyptian Importers start the ACI process well in advance of bookings. Also they are required to instruct their exporters to include the three data elements in their shipping order/request.
 - Shipping Lines are encouraged to issue instructions to their booking agents world-wide not to book any shipment to Egypt without specifically asking for a copy of the above email, and complete the booking process after verifying the three ACI data elements.
 - Nafeza provides a public web service for verifying the validity of the three data elements.
4. Does the verification process require the shipping line or freight forwarder at POL to open an account in Cargo X? Or is the process done directly through Nafeza?
- No the verification process does not require any company to register in Cargo X. Nafeza avails the business verification process in two usage scenarios :
 - A public web page (<https://www.nafeza.gov.eg/en/aci/validate>) to be used by any booking agent, freight forwarder or shipping line user in order to verify one ACID before booking or shipping to Egypt. For more information please refer to section 6.2.3.1 Public Web Page.
 - A system-to-system web service which verifies multiple ACID's in a single call. For more information please refer to section 6.2.2 Registering an automated system.
5. Does the verification process differ between a shipping line/carrier and a freight forwarder or it is the same?
- The verification process is the same for both.

- It can be used by anybody who is shipping to Egypt. It does not matter whether he is a booking agent or foreign forwarder or the shipping line.
- Although it can be performed by either of them, it is preferable that the automated system of the shipping line performs the verification automatically during the booking process relying on Nafeza web service.

6. Is the ACID a unique number for each shipment? Can it be used on multiple bills of lading?

- Yes, the ACID is a 19 digit number uniquely identifying an ACI shipment imported by a registered Egyptian importer from a particular foreign exporter and is expected to arrive to an Egyptian Sea Port on a specific voyage.
- Yes, multiple bills of lading can use the same three data elements (ACID, Egyptian Importer VAT Number, and Exporter Registration Number).
- The ACID number is issued for one shipper and one consignee for a single purchase order (shipment). If there are multiple shipments pertaining to the same purchase order then the same ACID number can be used. Therefore multiple bookings may be issued with same number and multiple BL issued.
- ACI procedures require Egyptian Importers to instruct their exporters to include the three ACI data elements in their shipment booking(s).

7. What about LCL shipments on the same voyage? Will they have the same ACID?

- Shipments on the same voyage normally will have different ACI information (ACIDs, importer VAT, Exporter registration number) since their consignor(s) and consignee(s) are different. Hence, different LCL shipments will have different ACIDs even if they are shipped within the same container.

8. What about consolidated shipment(s) usually booked by a foreign freight forwarder?

- ECA have announced **customs procedure #11/2021** describing the procedure of consolidation in accordance with ACI regulations, a summary of its steps are presented in section 2.2 Shipping consolidated cargo

9. When is the ACID issued? Is there a time limit of its usage?

- Egyptian authorities have a 48 hour period during which they can accept or refuse a newly entered ACI request. Requests exceeding this time limit will be accepted automatically by the system. Only accepted requests will be issued an ACID.
- In case of rejection, No ACID will be issued and the importer will be notified by an SMS.
- In case of acceptance, an ACID will be issued maximum 48 hours after submission, and both the importer and the exporter will be notified by an email ([Figure1](#)) containing the ACID as well as Egyptian Importer VAT Number, and Exporter Registration Number.
- Yes, a newly issued ACID has a three months period validity. In other words, if the ACID is not used at all within a period of three month it will be automatically cancelled.
- Importers are encouraged to submit their ACI requests on Nafeza platform in ample time before their voyage departure date. The dead line for submitting ACI Request is 48 hours before loading.
- Exporters are encouraged to utilize the ACID before its expiration date, by issuing their shipping order including the three data elements to their freight forwarders.

10. How can our booking agents verify the validity of an ACID before accepting a shipping order (booking)?

- Nafeza Portal published a public page at the following address :

<https://www.nafeza.gov.eg/en/aci/validate>

Booking agents/freight forwarders should use this page to inquire about the validity of the three data elements (ACID, Egyptian Importer VAT Number, and Exporter Registration Number). Thus informing them if they can proceed with the shipment.

- Additionally a Nafeza web service is available for automated systems to inquire about the validity of the three data elements, so automated systems can decide whether to proceed with the shipment.
- Shipping Lines/Freight Forwarders /Booking Agents in the exporting country, are encouraged to utilize the above mentioned services to verify the three data elements before booking.

11. If a freight forwarder is going to stuff multiple consignments into the same container and is going to register multiple bookings for those consignments with different ACIDs, how can we handle different ACID's if they are shipped in one container?

- It is important to note that the ACID is a unique number identifying a single consignment. It correlates (i.e. has a one-to-one relation) with a single consignment, It does not directly correlate to the container(s).

Hence, different LCL consignments will have different ACID's issued by their importer(s), even if they are grouped within the same container.

12. If a freight forwarder is consolidating consignments, in other words he will book a master bill of lading based on multiple house bills, could you explain how this will be handled according to ACI regulations.

- Please refer to section 2.2 Shipping consolidated cargo

13. If a foreign freight forwarder issues a house bill for a certain FCL consignment, and then books a master bill for the same consignment while registering an Egyptian freight forwarder as the consignee.

Usually, the Egyptian freight forwarder will endorse the consignment to another party upon arrival.

How can this business scenario be performed within the scope of ACI regulations?

- This business scenario is similar to the consolidation process mentioned in section 2.2.3 Consolidator groupage - single consignee. Please refer to the method (MBL/HBL).
- The procedures for endorsement after cargo arrival will remain the same as ECA currently performs them.

14. If a consignment with a specific ACID was loaded on a vessel, however some of its containers were **short shipped** for any reason. Usually, the remaining containers are going to be shipped on the next vessel. Will we need to have a different ACID for the short shipped containers?

- If shipping line requires the customer to register a new booking for the short shipped consignment(s) then a new ACID should be requested. Otherwise, if the shipping line is going to handle the short shipped consignment(s) on its own then the same ACID should be used.
- For example if the customer was late delivering some of his container(s) at POL, in other words, those late containers missed the booked voyage. Since it was largely his fault, the carrier usually requires him to register a new booking on a later voyage, hence a new ACID is also required to be used with the new booking.

15. Article 2 in Ministerial decree #222/2021 requires shipping lines at POL to send a list of consignments targeting Egypt electronically to Nafeza within a max period of 24 hours from vessel departure. What is this list? Please describe its structure? And how to send it electronically to Nafeza?
- Article 2 and 3 of the Ministerial decree #222/2021 refer to the process of ACID verification, which is described in detail in section 2.1 “Booking shipments to Egypt”.
 - The verification process should be performed maximum 24 hours **BEFORE** ship departure. The translation into English conveyed “after” whilst the idea behind ACI is meant to verify “before” loading onto the vessel.
 - ECA have acknowledged the above misconception and iterated the above explanation in many online public sessions.
16. If a 10 container consignment with a specific ACID was loaded on a vessel at POL and discharged at a Transshipment Port, if the 10 containers were inspected by the customs at T/S Port and 8 containers loaded from T/S Port to their final Egyptian POD with the originally planned vessel and 2 containers kept at T/S Port for further investigation. Will we need a new ACID number or still can be loaded with the same ACID number?
- As mentioned, irrespective of the reason why two containers were short shipped, if they are going to be loaded on the next vessel by the shipping line and no new booking is required from the original shipper, then the same ACID should be used.
 - In the case of transhipped consignments, please refer to the requirement in section [Consignments Trip Stages](#) of chapter 4 below which is needed when presenting manifests to customs.

CUSCAR		LOC - Place/Location Identification Segment			GROUP 5
Function: to specify for each bill of lading, the ports of loading and discharge , and optionally port of delivery and/or place of final delivery					
Element Code and Name		M/C	Format	Meaning	
3227	PLACE/LOCATION QUALIFIER	M	an..3	9 Port of Loading	
		M		11 Port of Discharge	
		C		7 Port of Delivery	
		C		83 Place of Final Delivery	
3225	Place/location identification	M	an5	UN/LOCODE Port or Location	
1131	Code list qualifier	C	an..3	not used	
3055	Code list responsible agency, coded	C	an..3	not used	
3224	Place/location	C	an..70	not used	
C519	RELATED LOCATION ONE IDENTIFICATION***	C		not used	
C553	RELATED LOCATION TWO IDENTIFICATION***	C		not used	

- Segment Rules
 - A separate segment is mandatory for “Port of Loading” and “Port of Discharge”
 - A separate segment for “Port of Delivery” is only required if it is different from “Port of Discharge”
 - A separate segment for “Place of Final Delivery” is only required if it is different from the “Port of Discharge” and “Port of Delivery”
- Element Rules
 - Data Element 3227 must contain the type of location that the segment relates to.
 - Data Element 3225 must contain a valid UN/LOCODE, “Port of Discharge” must be an Egyptian Sea Port, and “Place of Final Delivery” should be an Egyptian location identified by UN/LOCODE.
- Example Syntax
 - LOC+9+nnnnn ' Port of Loading
 - LOC+11+nnnnn ' Port of Discharge
 - LOC+7+nnnnn ' optional Port of Delivery
 - LOC+83+nnnnn ' optional Place of Final Delivery
- Related Response Codes
 - Port of Loading not specified or invalid
 - Port of Discharge not specified or invalid

CUSCAR	TDT+LOC+DTM+RFF – Details of onward carriage for each bill of lading	GROUP 6	
<p>Function: An ordered group of segments to identify details of onward carriage used as follows :</p> <ul style="list-style-type: none"> (optional) To identify the trip stages (Itinerary) for each bill of lading, each trip stage (leg) is defined by a qualifier, the departure date from a port (either loading or transshipment port). Only sub segments TDT+LOC+DTM are needed to define each stage of the trip. (optional) To identify an earlier short shipped bill of lading, in case the current bill of lading is an annex consignment to it. Sub segments TDT+LOC+DTM+RFF are needed in this case. <p>ACI regulations heavily rely on the “vessel departure date” from the original port of loading for each bill of lading. The trip stages (Itinerary) provides this information to Nafeza and it should be mandatory.</p> <p>However, due to the short time remaining, a work around has been implemented which allows the shipping agent to upload CUSCAR then register the “vessel departure date” for each distinct port of loading in a manifest before submitting it to ECA.</p> <p>This <i>temporary</i> work around is currently being used in production, and will remain in effect until the trip stages (Itinerary) requirement has been implemented and tested by all shipping lines using CUSCAR.</p>			
CUSCAR	TDT – Identify onward vessel(s) information		
Function: To specify the stage qualifier and vessel info of the associated bill of lading			
Element Code and Name	M/C	Format	Meaning
8051TRANSPORT STAGE QUALIFIER	C	an..3	<ul style="list-style-type: none"> 20 Main-carriage transport : A single vessel carried this bill of lading from port of loading directly to an Egyptian port of discharge. 21 Main carriage - first carrier (O/PL) 22 Main carriage - second carrier(P/T1) 23 Main carriage - third carrier(P/T2) 15 Main carriage - fourth carrier(P/T3) 16 Main carriage - fifth carrier(P/T4) 17 Main carriage - sixth carrier(P/T5) 18 Main carriage - seventh carrier(P/T6) 19 Main carriage - eighth carrier(P/T7) <p>Use to indicate the trip stage, if this bill of lading was transhipped during its trip to Egypt. (up to 7 transshipment ports)</p> <ul style="list-style-type: none"> 30 On-carriage transport If this bill of lading is an annex to an earlier short shipped bill of lading.
8028 CONVEYANCE REFERENCE NUMBER	C	an..17	unique voyage reference number issued by carrier to identify a certain journey or departure from a loading and or transshipment port, required only if “transport stage qualifier” is 21, 22, 23... 30
C220 MODE OF TRANSPORT***	C		not used
C228 TRANSPORT MEANS***	C		not used
C040 CARRIER***	C		not used
8101 TRANSIT DIRECTION, CODED	C	an..3	not used

C401 EXCESS TRANSPORTATION INFORMATION	C		not used
C222 TRANSPORT IDENTIFICATION	C		
8213 Id. of means of transport identification	C	an..9	IMO code of the transporting vessel, required only if “transport stage qualifier” = 30, 20
1131 Code list qualifier	C	an..3	not used
3055 Code list responsible agency, coded	C	an..3	not used
8212 Id. of the means of transport	C	an..35	not used
8453 Nationality of means of transport, coded	C	an..3	not used
8281 TRANSPORT OWNERSHIP, CODED	C	an..3	not used

CUSCAR	LOC – locations relevant to the onward transport of the goods			
Function: To indicate the port (either loading or transshipment) relevant to this trip stage for this bill of lading.				
Element Code and Name	M/C	Format	Meaning	
3227 PLACE/LOCATION QUALIFIER	M	an..3	76 Original Port of Loading 13 Port of Transshipment	
3225 Place/location identification	M	an5	UN/LOCODE Port or Location	
1131 Code list qualifier	C	an..3	not used	
3055 Code list responsible agency, coded	C	an..3	not used	
3224 Place/location	C	an..70	not used	
C519 RELATED LOCATION ONE IDENTIFICATION***	C		not used	
C553 RELATED LOCATION TWO IDENTIFICATION***	C		not used	

CUSCAR	DTM – to specify dates/times related to details of onward transport of the goods			
Function: To indicate the vessel departure date time from the port of this trip stage.				
Element Code and Name	M/C	Format	Meaning	
C507 DATE/TIME/PERIOD	M		Vessel departure date time	
2005 Date/time/period qualifier	M	an..3	186 – Departure date/time, actual	
2380 Date/time/period	M	an..35	Vessel departure date time from the port of this trip stage, after this bill of lading was loaded	
2379 Date/time/period format qualifier	M	an..3	Date format qualifier	

CUSCAR	RFF –to specify onward carriage control number and secondary conveyance identification numbers			
Function: To identify an earlier short shipped bill of lading, if the current bill of lading is an annex consignment, only required if “transport stage qualifier” is 30				
Element Code and Name	M/C	Format	Meaning	
C506 REFERENCE	C			
1153	Reference qualifier	C	an..3	‘BM’ = Bill of Lading ‘MB’ = Master Bill ‘BH’ = House Bill ‘HWB’ = House Way Bill
1154	Reference number	C	an..35	previous short shipped bill of lading number
1156	Line number	C	an..6	not used
4000	Reference version number	C	an..35	not used

- Segment Rules (Group 6 : TDT+LOC+DTM+RFF)
 - If the bill of lading was directly shipped by a single vessel from P/L to an Egyptian P/D (“transport stage qualifier” = 20), only one mandatory (TDT+LOC+DTM) segment is required.
 - If the bill of lading was transhipped by multiple vessels through multiple port(s), an ordered set of separate (TDT+LOC+DTM) segments are required, one for each trip stage (leg). Each stage is defined by a qualifier (“transport stage qualifier” = 21, 22, 23...), the departure date from a port (OP/L, P/T1, P/T2...).
 - If the bill of lading was an annex consignment – i.e. shipped to complete an earlier short shipped bill of lading -, then a separate (TDT+LOC+DTM+RFF) segment is required to identify the previous vessel voyage which transported the previous bill of lading to Egypt. This is identified as a secondary on-carriage of the consignment i.e. “transport stage qualifier” = 30.
Note that all needed data elements in this case should point to the previous vessel voyage which transported the short shipped bill of lading to Egypt.
- Element Rules
 - Voyage number [Data Element 8028] is only required if “transport stage qualifier” = 20,21, 22, 23... 30, it should contain a unique voyage number as issued by carrier
Note: in case of secondary on-carriage (30), use the previous voyage number not the current one.
 - Vessel IMO code [Data Element 8213] is only required if “transport stage qualifier” = 20,30
Note: in case 30 it should contain the previous vessel IMO code not the current one.
 - Data Element 3227 is always required. Use “76 - Original Port of loading” if segment represents direct shipment to Egypt [“transport stage qualifier” = 20] or an annex consignment [“transport stage qualifier” = 30], other wise use “13 - Port of Transhipment”.
 - Data Element 3225 is always required, it should contain a valid international port code (UN/LOCODE) either the original port of loading or the relevant transhipment port
Note: in case of secondary on-carriage (30), use the original loading port of the previous short shipped bill of lading.
 - All data elements belonging to the composite DTM element C507 are mandatory, they must contain the **vessel departure date time** from the relevant port, either the original port of loading or a transhipment port).
Note: in case of secondary on-carriage (30), use the date upon which the previous short shipped bill of lading departed from its original loading port.

- Example Syntax

- Directly shipped consignment

- TDT+20+126E+1++MAEU:172:166+++9694555:146::MAERSK INDUS:MH'
- LOC+76+PTLIS:139'
- DTM+186:20210706:102'

- Transshipment

- Transshipped consignment, loaded on voyage 126E from P/L
 - TDT+21+126E+1++MAEU:172:166+++9694555:146::MAERSK INDUS:MH'
 - LOC+76+PTLIS:139'
 - DTM+186:20210706:102'
- Then was loaded on voyage 2042E from first transshipment port P/T1
 - TDT+22+2042E+1++ONEY:172:20+++9629380:146::TOKYO BAY'
 - LOC+13+ESMJJ:139'
 - DTM+186:20210707:102'
- Then was loaded on voyage 71988 from second transshipment port P/T2
 - TDT+23+71988+1++ARKAS::200059238+++9356098:146:11:SAFMARINE NILE:MT'
 - LOC+13+FRLEH:139'
 - DTM+186:20210708:102'

The above example describe a consignment which was transhipped twice before reaching Egypt. In other words the consignment has been carried by three different vessels/voyages as described above.

- An annex consignment

- An annex consignment shipped on a previous voyage number 71988 of vessel IMO 9356098
 - TDT+30+71988+1++MAEU:172:166+++9356098::SAFMARINE NILE :MH'
 - LOC+76+PTLIS:139'
 - DTM+186:20210703:102'
 - RFF+BM:211198214'

The above example describes a consignment which is an annex to a previously short shipped consignment. The previous consignment is Bill of lading 211198214 which was shipped on a previous voyage 71988 of vessel IMO 9356098. Also the DTM segment specifies the departure date time of the previous voyage from the original port of loading.

CUSCAR	NAD+RFF – A group of segments to identify the parties, contacts and related references	GROUP 7		
Function: To identify details of the consignor and consignee of this bill of lading, as well as including the ACID as a reference belonging to the consignee.				
Kindly note that there has been no change in the specifications for including the three ACI elements in group 7, the specs are the same as previous version (v 1.5). This section has been re-written for more clarity only.				
CUSCAR	NAD – A segment specifying the name and address of the consignor, consignee,etc.			
Function: To specify name and address of both consignor and consignee, as well as their unique identifiers as described in the introduction				
Element Code and Name	M/C	Format	Meaning	
3035 PARTY QUALIFIER	M	an..3	CZ - Consignor CN - Consignee	
C082 PARTY IDENTIFICATION DETAILS	C			
3039 Party id. identification	M	an..35	For international consignors, a code identifying the company, issued by either the country's authorized "Registrar" or its tax authority. For Egyptian consignees, a unique code identifying the company, issued by Egypt's Taxation Authority	
1131 Code list qualifier	M	an..3	"160" indicates a "Registrar" Party identification which is the default. "52" or "167" indicates a "VAT" Party Identification. For international consignors, Nafeza will default to "Registrar" party identification if element is undefined or not matching the above three qualifiers. For Egyptian consignees, Nafeza will default to "52" indicating a "VAT" Party Identification	
3055 Code list responsible agency, coded	C	an..3	not used	
C058 NAME AND ADDRESS	C			
3124 Name and address line	C	an..35	Free form name and address description. (one to five lines)	
C080 PARTY NAME	C			
3036 Party name	C	an..35	Name of the party (one to five lines. Party name may be formatted.)	
C059 STREET	C		not used	
3042 Street and number/p.o. box	C	an..35	Street address and/or PO Box number in a structured address(one to three lines)	
3164 CITY NAME	C	an..35	not used	
3229 COUNTRY SUB-ENTITY IDENTIFICATION	C	an..9	not used	
3251 POSTCODE IDENTIFICATION	C	an..9	not used	
3207 COUNTRY, CODED	M	an..3	For international consignors, two character country code where the company is registered (ISO 3166).	

If company is registered in multiple countries – ex: EU companies trading in different EU countries - , please use the country matching its HQ address – usually it is the company first registration.

For Egyptian consignees, Nafeza will use “EG”

CUSCAR	RFF – A segment to identify a reference used by a party		
Function: To identify the ACID used by the consignee when he refers to this bill of lading, this segment is mandatory following the “Consignee” NAD segment			
Element Code and Name	M/C	Format	Meaning
C506 REFERENCE	C		Required only for consignees
1153 Reference qualifier	C	an..3	“AFM” –a secondary Customs Declaration Number for ACI shipments
1154 Reference number	C	an..35	The 19 digit ACID number uniquely identifying ACI shipments, It is emailed to exporter(s) to include in their shipping orders.
1156 Line number	C	an..6	not used
4000 Reference version number	C	an..35	not used

- Example Syntax
 - Consignor information (Shipper)
 - NAD+CZ+FR23552144503:160+OIA GLOBAL SAS:SOGARIS 136, PLACE DE LA LOGISTIQUE:SOGARIS 136,:RUNGIS:94150+++++FR'
 - Consignee information (Egyptian Importer)
 - NAD+CN+515872474:52+AL SAMAHA FOUR IMPORT:MEET ABU ELHARES AGA:MEET ABU EL HARES AGA:MANSOURA:35511+++++EG'
 - Include the ACID Number
 - RFF+AFM:5158724742021050024'

5 Technical Questions and Answers

This section lists the technical questions which were asked by shipping lines/agents, freight forwarders, etc.:

17. Does the ACID number contain segments? Could you describe its segments?

- Yes, the ACID is segmented. However, because some special importation cases are still being studied by ECA and MTS (such as personal shipments), and since the result of this study might require a change in ACID segments for those special cases. Hence, it is highly recommended that automated systems of Shipping Lines/Agents treat the ACID as a 19 digit number without segmentation.

18. Please provide the technical specification for the [VerifyACIDsRequest] web service?

- The specification is provided in Appendix A of this document. Please cut and paste the YAML specification in Appendix A into the swagger editor at <https://editor.swagger.io/>

19. Why does the [VerifyACIDsRequest] contain a collection of ACIDs information instead of one ACID if it is to be consumed during booking of a single shipment?

- This web service will be consumed by multiple automated systems of shipping lines/freight forwarders...etc. For the sake of providing more flexibility to the caller, it was decided that one call (verification request) should cater for verifying a collection of ACIDs.
- This will allow different systems to consume the service during different business events (ex: booking, acceptance, payments, loading ...etc.). Hence, it is up to the caller to consume the web service at the correct business event before loading the shipment(s).
- If the business event handles only one shipment (such as booking) then the caller will always send a request with one ACID Info in the collection. For other business events (such as loading), the caller can send one request for each departing voyage containing multiple ACI Info(s) for shipments bound to Egypt.

20. What is the purpose of “Request ID” and “Response ID” in the response?

- The “Request ID” is a string that should be prepared by the caller and should be a unique identifier for the request.
- Whilst, the “Response ID” is a unique identifier for the response issued by Nafeza for each response returned.
- It is highly recommended to save the complete response returned from the web service including the above mentioned IDs along with time stamp information.
- Nafeza will also do the same of saving the response before it returns it to the caller including the above mentioned IDs and time stamp information.
- Comparison between the two saved response(s), will provide a decisive solution for settling disputes which will happen if Egyptian authorities find any discrepancies after goods arrival. Hence, it is important to save the response including the unique request and response identifiers as well as time stamp information in both systems (the caller as well as Nafeza).

21. Can you explain the different means through which Shipping Lines/Agents can send manifests to ECA via the Nafeza platform?

- Shipping Lines/Agents can send manifest(s) to ECA via Nafeza through the following means :
 - iv. Uploading a manifest compatible with EDIFACT CUSCAR V 95 B format.
 - v. Uploading a manifest compatible with the XML format supported by ECA.
 - vi. Direct data entry of manifest information.
- Manifest information will be sent to ECA upon submission.

22. What are the impact of ACI requirements on the manifest information sent via Nafeza?

- During the pilot phase, embedding the ACID is optional and should only be done if the shipper submits an ACID number. If a shipper provides an ACID, then the booking agent should write the ACID within notify party text between two hashes (Example: **#2001809082021030001#**).
- It is important to note that this is not a mandatory requirement during the pilot phase, it is a temporary option until proper modifications are done to the automated systems.
- Upon finishing the required modifications to the automated systems - before the end of the pilot phase - , the three ACI data elements are going to be included in all of the above means (EDIFACT, XML, and Data Entry).
- It is highly required that Shipping Lines modify their automated systems to accommodate ACI requirements as mentioned above before 1st of October 2021.

23. If we currently do send manifest(s) using EDIFACT CUSCAR V 95 B to Egyptian Customs? What are the changes to our current EDI implementation to meet the ACI requirements?

- Starting 1st of October 2021 the following fields are mandatory :
 - vii. Consignor which, by contract with a carrier, consigns or sends goods with the carrier, or has them conveyed by him. Synonym: shipper, sender, exporter.
 - viii. Consignee which goods are consigned to. Synonym: Egyptian importer
 - ix. ACID Number uniquely identifying the ACI Shipment.
- The first two parties (Consignor and Consignee) are expected to be embedded into “Group 7 Collection” as parties related to the consignment where each party should be included in a separate “Segment Group 7”.
- The following description points to the location of “Group 7 Collection” and its “Segment Group 7” element(s) within an EDIFACT CUSCAR file :
 - x. CUSCAR => Group4_Collection => SegmentGroup4 => Group5_Collection => SegmentGroup5 => Group7_Collection => SegmentGroup7 => NAD Segment.
 - xi. Two “Segment Group 7” are expected within “Group 7 Collection”. One for the consignor (shipper), while the other is for the consignee (Egyptian importer). The Name and Address (NAD) segments contain qualifiers to differentiate between consignor and consignee. The ACID number should be included in the RFF Segment of the consignee.

24. Where can we include Consignor information (Shipper) within the NAD Segment in “Segment Group 7”?

- The Consignor NAD segment is identified by the following :
 - xii. Party Qualifier (UN/EDED: 3035) value should be “CZ” indicating Consignor NAD.
 - xiii. Party Identification (UN/EDED: 3039) value is a party code assigned by the relevant authority to uniquely identify the consignor within a registration country.

- xiv. Code list qualifier (UN/EDED: 1131) value is either “52” or “167” indicating a “VAT” Party Identification or “160” indicating a “Registrar” identification which is the default. Nafeza will assume a “Registrar” party identification if element is undefined or not matching the above three qualifiers.
- xv. Registration Country Code.(UN/EDED: 3207) two character ISO 3166-1 of the country where the consignor is registered.

25. Where can we include Consignee information (Egyptian Importer) within the NAD Segment in “Segment Group 7”?

- The Consignee NAD segment is identified by the following :
 - xvi. Party Qualifier (UN/EDED: 3035) value should be “CN” indicating Consignee NAD.
 - xvii. Party Identification (UN/EDED: 3039) value is a 9 digit code assigned by the Egyptian TAX Authority to uniquely identify importers (consignees) in Egypt.
 - xviii. Code list qualifier (UN/EDED: 1131) should always contain “52” indicating that the Party Identification is the Egyptian VAT Number.
 - xix. Registration Country Code. (UN/EDED: 3207) should always contain “EG” to indicate that the consignee (Egyptian importer) is registered in Egypt.

26. Where can we include the ACID Number in the EDIFACT CUSCAR V 95 B?

- The ACID Number should be included as a Reference Number in the RFF segment belonging to the consignee, i.e. following the NAD segment of the consignee :
 - xx. Reference Qualifier (UN/EDED: 1153) value should be “AFM” indicating a Customs Declaration Number.
 - xxi. Reference Number (UN/EDED: 1154) value is the 19 digit ACID number issued by Nafeza and sent by email to exporter to include in his shipping order.

27. If our shipping software already allows the user to specify full Consignor and Consignee Information and includes the same into EDIFACT CUSCAR? Would that be enough?

- Most EDI-Compliant shipping software will allow the user to specify Consignee and Consignor Information exactly as required by the EDIFACT standard.
- In that case, Shipping Lines/Booking Agents/Freight Forwarders should ensure strict instructions are adhered to during data entry of consignments. In other words, all consignments shipped to Egypt must have the information above for the consignor and consignee as well as the ACID as described in answers (7, 8, 9, and 10).

28. Where can we include the same three data elements if we are using the Egyptian Customs XML Format?

- Nafeza Portal will publish example files to describe the three data elements within an XML context.
However, should you want to jump start development please use the following three tags:
 - xxii. <ACID>
 - xxiii. <ImporterTaxNumber>
 - xxiv. <ExporterNumber> value should include country code as well as identification type and number as follow.
 - Two letter code (ISO-3166-1) representing the country where the exporter (shipper) is registered,
 - Two digits identifying the type of identification number (01 – Company Registry 02 – VAT)

- The exporter identification number issued by the relevant authority.
Example: US-02-1208614364 (A US based exporter VAT Number).
<ExporterNumber>US-02-1208614364</ExporterNumber>

6 Nafeza Sandbox

6.1 What is Nafeza Sandbox

Nafeza Sandbox is the testing environment provided to Egyptian shipping agents/freight forwarders mainly to test their processes after ACI modifications have been implemented. The current list of processes which are available for testing is:

1. Verifying ACIDs before loading.
4. Presenting manifest(s) to Customs via Nafeza.

Nafeza Sandbox is available at the following address <https://www.nafeza.gov.eg/tportal/web/ar>.

6.2 Registering on Nafeza Sandbox

6.2.1 Registering as a user

Egyptian shipping agents/freight forwarders can start registering their responsible users on Nafeza sandbox using the same registration procedure they use in production. The details of the registration procedure are described at the following address:

<https://www.nafeza.gov.eg/tportal/web/media/files/create-electronic-account.pdf>

Kindly note that according to ECA rules, registering on Nafeza as a user is allowed only for employees of Tax registered companies whom are already registered in ECA with predefined business roles related to their licenses (shipping agent/freight forwarder/customs broker.... etc.).

Hence, only users of companies registered in ECA with the following roles (shipping agents/freight forwarders/customs brokers) can use Nafeza Sandbox after registration.

To start use Nafeza Sandbox's Service, you will need to create an account and then upgrade this account from personal account to business account.

To create User Account please following these steps:

- 1- On your computer, go to Nafeza Website via the following address <https://www.nafeza.gov.eg/tportal>
- 2- In the upper-right corner, click on “**Users Login**”, then “**New Account**” as shown in Figure No. (1).
- 3- Enter the required “Personal information, contact information, and account information” in the appropriate boxes as shown in Figure No. (2), regarding the account information (email / password / username / password) must be entered correctly in order to be able to activate the account successfully.
 - a. **Pin Code:** The PIN is a security code (6-digits number) for verifying your identity, and should be kept secret because it allows to reset the password, and also to secure account from any takeover attack.
 - b. **The email Address:** it is a unique email address that will be associated with the new account, and it is used to receive all notifications as well as account activation messages, so the email must be valid and active.

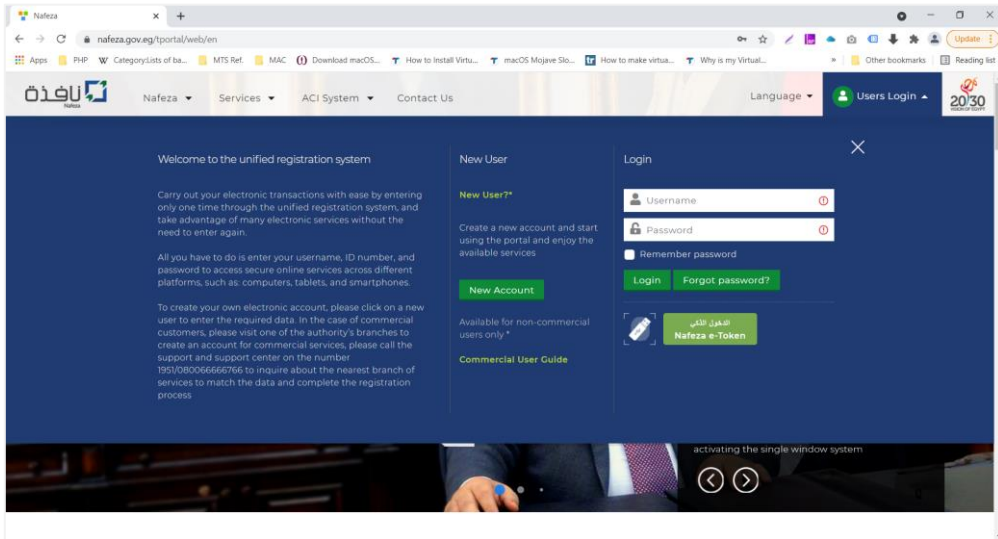


Figure No. (1) – New Account Registration

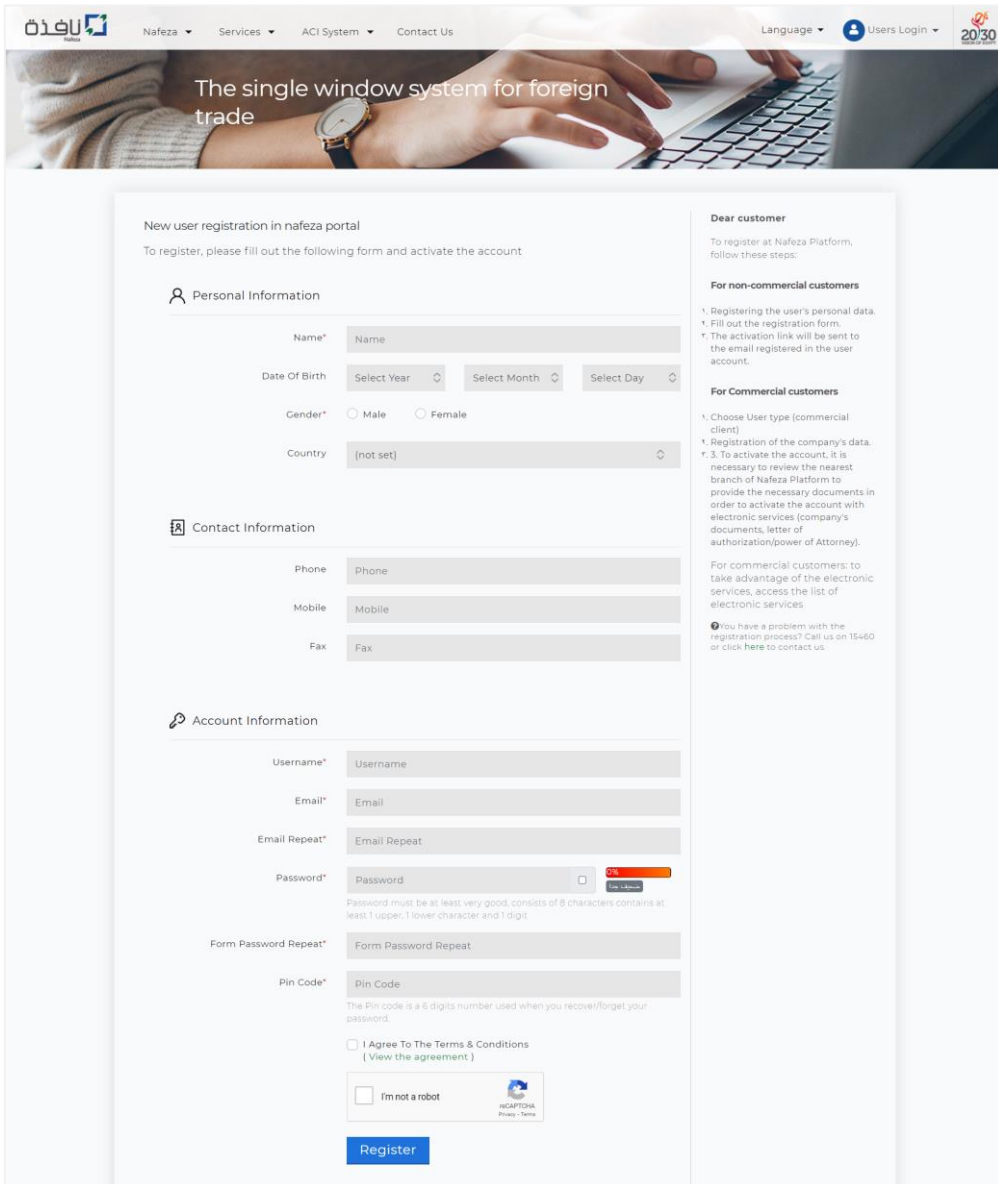


Figure No. (2) – New Account Application

- 4- Once you have completed all required data in **“New Account Registration”** form, click on **“Register”** button and go to next step.
- 5- The next page will direct you to check your email (the email you entered on the previous screen) to complete the process of creating an account, Open the email that was sent to you with the subject **“Account Confirmation”**. Click the link in the body of the email to complete the activation process.
- 6- Clicking on the link provided in your email will take you. A new browser window or tab will open. If the link does not work, copy and paste the activation URL from the email into your browser's address bar.
- 7- Your Nafeza Account will be activated as shown in Figure (3), and you will now be able to sign in to Nafeza Platform using the username and password entered in the Nafeza Registration Application.

The Next Step, you need to upgrade the new account **“Personal Account”** to **“Business Account”** for Nafeza e-services (e-manifest submission, Customs declarations submission, ... etc.).

Here's how to upgrade your Nafeza account and activate e-services:

- 1- Go to <https://www.nafeza.gov.eg/tportal> and log in to your Nafeza account.
- 2- In the upper-right corner, click on **“My Account”**, then **“E-Services Activation”**.
- 3- Select the organization type **“for instance; Shipping Line/Shipping Agent Maritime”** as shown in Figure No. (4).
- 4- In the 1st step **“Organization Data”**:
 - a. Enter the Tax ID and Commercial Registry No.
 - b. Click on **“Verify”** button to verify the Organization Data, to ensure the data entered is correct, the user will be shown the details of filled Organization’s data, if it is matched with the registered data in ECA as shown in in Figure No. (5).
 - c. Then click **“Next”**.

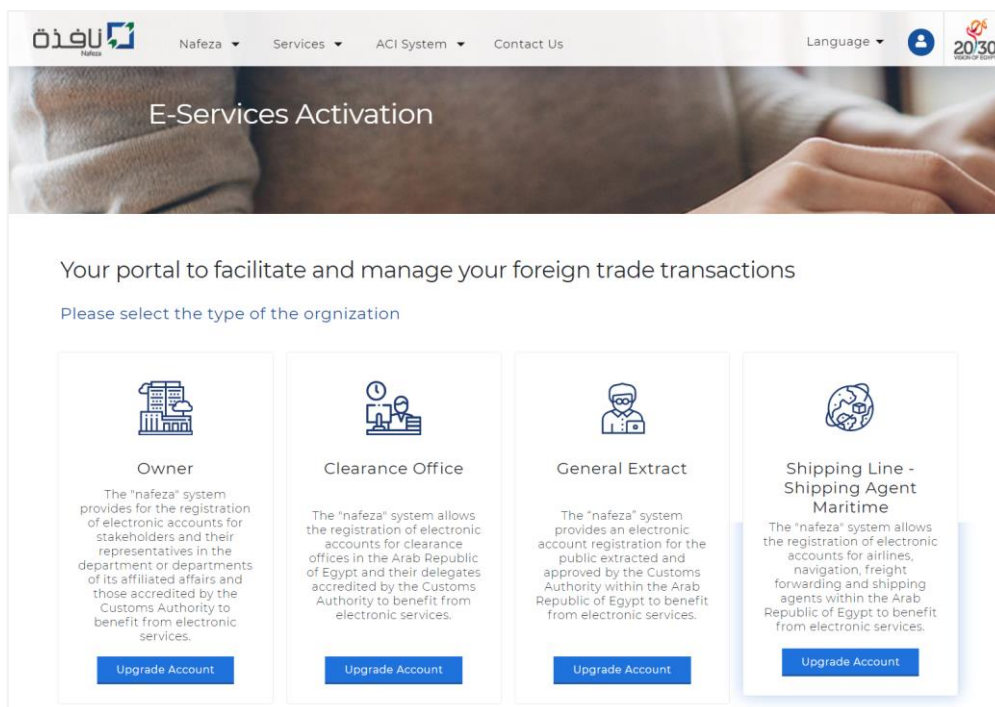


Figure No. (4) – Organization Type Selection

The screenshot shows the 'E-Services Activation' page. At the top, there is a navigation bar with the logo 'Nafaza' and menu items: 'Nafeza', 'Services', 'ACI System', 'Contact Us', 'Language', 'My Account', and '20/30'. Below the navigation bar is a banner with the text 'The single window system for foreign trade' and an image of hands typing on a laptop. The main content area is titled 'E-Services Activation' and contains a sub-header 'Request to activate the subscription to interactive electronic services through the portal'. A progress bar indicates three steps: 'First Step: Check the records of the organization' (highlighted in blue), 'Second Step: Applicant data', and 'Third Step: Official Account Data'. Below the progress bar is the 'Organization Data' form with the following fields:

Organization Type	Shipping Agent Maritime	
Tax ID*	432306382	✓
Commercial Registry	101322	✓
<small>If you don't have a commercial registry id leave it blank</small>		
Organization Name:	مافوس للتجارة والخدمات البحرية	
Organization Address:	شارع لومبينا باب شرقى 46459	

At the bottom of the form are three buttons: 'Check' (green), 'Previous' (grey), and 'Next' (blue).

Figure No. (5) – Organization Data Verification

5- In the 2nd step “Applicant Data”:

Applicant Data means all Personally Identifiable Information regarding an Applicant who will submit the request/documents via logistics Center as shown in Figure No. (6)

The screenshot shows the 'E-Services Activation' page at the 'Applicant Data' step. The progress bar now highlights 'Second Step: Applicant data' in blue. The 'Applicant Data' form contains the following fields:

Legal Status*	Authorized	
Requester Name*	Mohamed Ahmed Ali	✓
Requester Legal*	28212245210011	✓
National Factory No*	A58742001	✓ ⓘ
Expire Date*	12/2022	✓
Requester Phone*	01227562998	✓
Requester Email	mohamed.ali52@gmail.com	✓

At the bottom of the form are two buttons: 'Previous' (blue) and 'Next' (blue).

Figure No. (6) – Applicant Data

6- In the 3rd step “**Official/Main Account Data**”:

The “**Main Account**” in Nafeza has the ability to create and manage additional sub-accounts for his organization.

Using your Nafeza main account you can:

- Create unlimited sub-accounts.
- Suspend/deactivate sub-account.
- Upgrade/downgrade your plan.
- And as the main account, you have full control and access to all sub-accounts and their data.

The screenshot displays the 'E-Services Activation' page. At the top, there is a navigation bar with the Nafeza logo and menu items: 'Nafeza', 'Services', 'ACI System', 'Contact Us', 'Language', 'My Account', and a clock showing '20:30'. Below the navigation bar is a banner image of hands typing on a laptop with the text 'The single window system for foreign trade'. The main content area is titled 'E-Services Activation' and contains a progress indicator with three steps: 'First Step: Check the records of the organization', 'Second Step: Applicant data', and 'Third Step: Official Account Data'. The 'Official Account Data' section includes a form with the following fields and values:

Field	Value	Status
Exists in the registry record?	<input checked="" type="radio"/> Yes <input type="radio"/> No	
Legal ID*	25012125874114	Checked has been done successfully
National Factory No*	WD5852211	✓
Expire Date*	10/2023	✓
Organization Mobile*	01254712011	✓
Organization Email*	Sameer.ismail@gmail.com	✓

Below the form, there is a section titled 'Please read the instructions' with an 'Attention' note: 'Please print the form "Request to activate the e-services account" and sign it by the applicant, along with attaching all the required documents and submitting them to the customer service employee at one of the branches of the logistics services centers to complete the procedure.' There is a checkbox for 'Nafeza Privacy Policy' which is checked. A CAPTCHA verification is shown with the text 'I'm not a robot' and a 'Sign Up' button at the bottom right.

Figure No. (7) – Official/Main Account Data

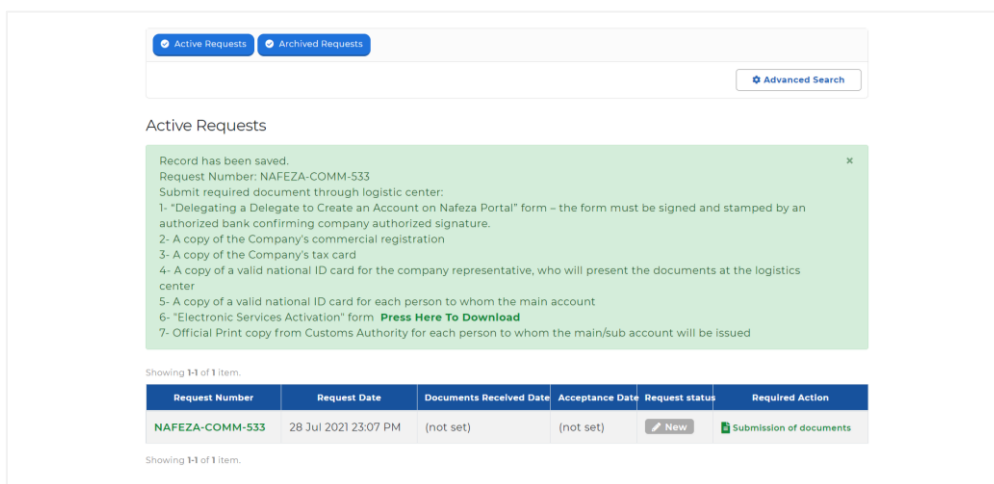


Figure No. (8) – Upgrading Request Submission

6.2.2 Registering an automated system

Please note that currently “Verifying ACIDs before loading” is the only process which is available for testing with your automated systems. To use the Verification as a system user with program code, the platform requires you to log into an identity, meaning that only the registered companies are allowed to use the APIs. The following steps shows how to obtain a Client ID and Client secret:

- Send an email to “Integration@MTS-EGY.com” including Company Name and address.
- The Contact information and the represented company in Egypt if exist.

Nafeza supporting team will review the request and will reply on the request with a Valid Client ID and Client secret for Sandbox environment.

6.2.3 Testing ACID Verification

Nafeza provide two methods for ACID verifications via public web page and Web API service the following section describe the details of how to use those methods.

6.2.3.1 Public Web Page

Nafeza Platform offers a public service to foreign shipping agents/freight forwarders to enable them to verify the authenticity/validity of ACIDs that issued by Nafeza. Follow the steps below to verify ACID:

- 1- On your computer, go to Nafeza Website via the following address
<https://www.nafeza.gov.eg/tportal/web/ar/cargo/validate-aci>
- 2- In main menu, Click on “ACI System”, then select the “ACI Verification Service” as shown in the Figure No. (9)

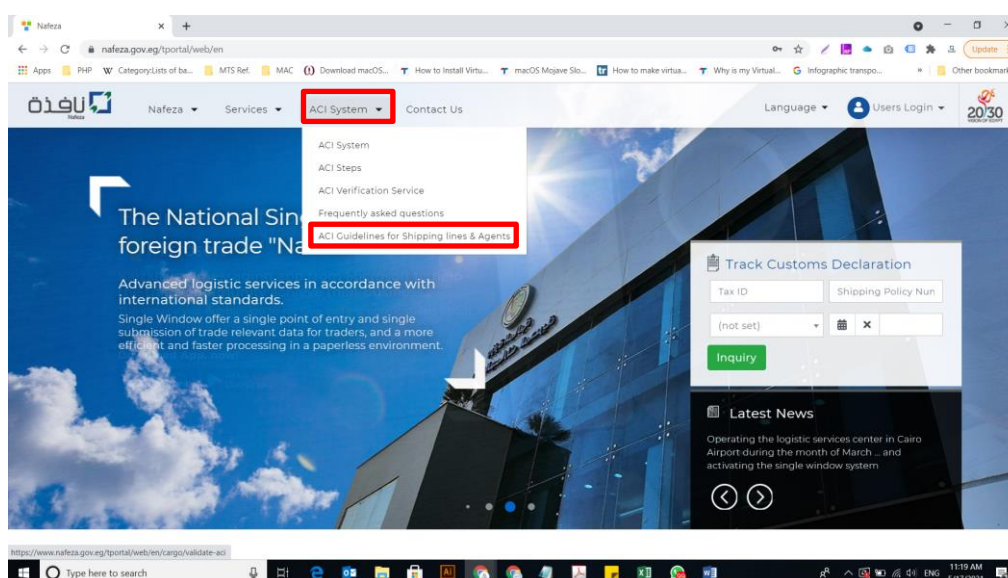


Figure No. (9) – ACI Verification Service

- 3- Enter ACI Shipment Data as shown in Figure No. (10) :
 - a. **ACID:** 19-digits number uniquely identifying the ACI shipment.
 - b. **Egyptian Importer TAX ID:** 9-digits number issued by the Egyptian Tax Authority uniquely identifying all companies registered in Egypt.
 - c. **Foreign Exporter ID:** The exporter identification number issued by the relevant authority.
 - d. **The Registration Type:** The type of identification number (which represent VAT or Registration number).
 - e. **Country:** The country name where the foreign exporter is registered.

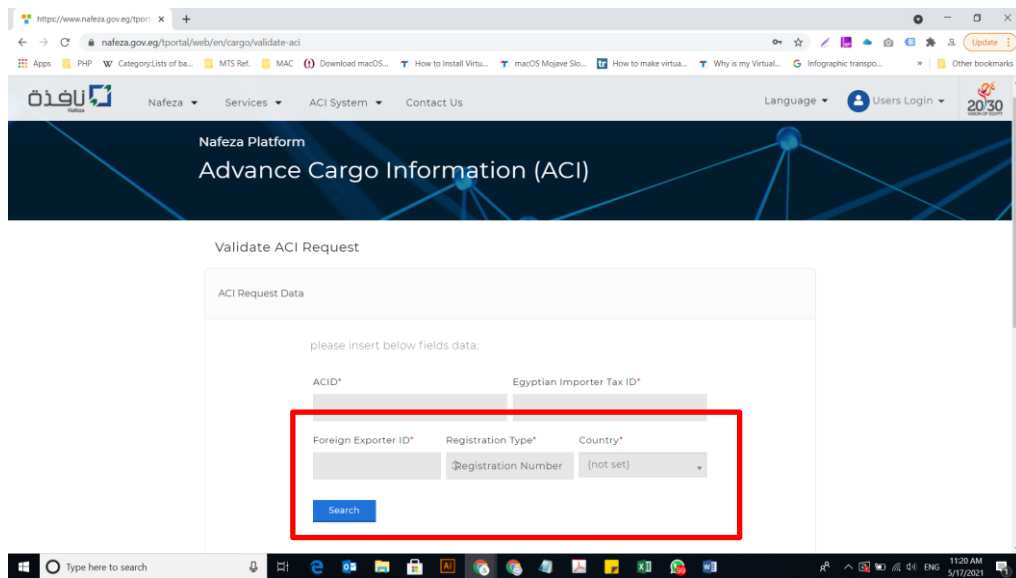


Figure No. (10) – ACID Verification Form

- 4- Click on “Search” button.
- 5- The system will show up the ACID Status and its Validity as shown in the Figure No. (10)

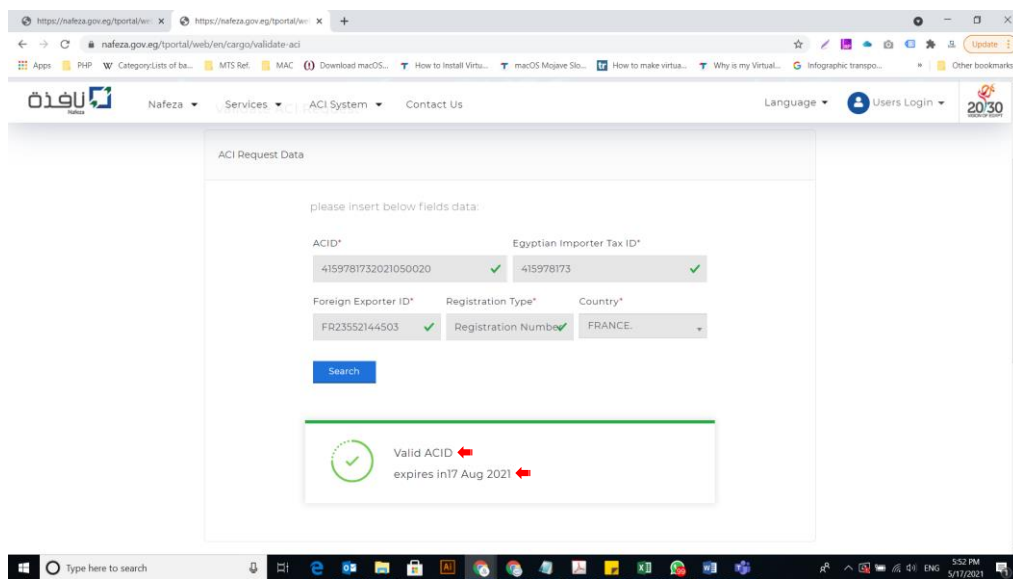


Figure No. (10) – ACID Verification Result

6.2.3.2 Web API Service

The following two steps required as a prerequisite before consuming the service.

- 1- Obtain a valid token using the assigned Client Id and Client secret as mentioned in *section 6.2.2 Registering an automated system*. The below example shows an instance for CURL to obtain a token.

```
curl --location --request POST
'https://eservices.nafeza.gov.eg/publicGWTest/identity/token'
--header 'Content-Type: application/x-www-form-urlencoded'
--data-urlencode 'grant_type=client_credentials'
--data-urlencode 'scope=aci.verify_before_shipment'
--data-urlencode 'client_id= [REDACTED]'
--data-urlencode 'client_secret= [REDACTED]'
```

- 2- Adding the bearer token to the verify ACID request as shows in the example below.

```
curl --location --request POST '
https://eservices.nafeza.gov.eg/publicGWTest/api/documents/VerifyACIDs'
--header 'Authorization: Bearer
[REDACTED]'
--header 'Content-Type: application/json' \
--data-raw '{
  "ShippingLineCode": "MAEU",
  "ShippingLineName": "Maersk",
  "RequestID": "25218f2a-4c31-4a15-a3a8-3c98d6a9e91f5",
  "LoadingPortCode": "SAJED",
  "VesselMONumber": "9319466",
  "VesselName": "Evangelia",
  "EstimatedTimeOfDeparture": "2021-05-01T12:30:00.000",
  "ACIDsInfoCollection": [
    {
      "ACIDNumber": "4988470982021030009",
      "EgyptianImporterVATNumber": "498847098",
      "ExporterRegistrationCountryCode": "US",
      "ExporterRegistrationNumberTypeCode": "02",
      "ExporterRegistrationNumber": "1208614364",
      "ShipmentBookingNumber": "1002154588"
    }
  ]
}
```

All the highlighted info on the 'VerifyACIDs' message represents the first vessel departing at 1st POL of the exporter country.

The following appendix A - YAML Specification: Verifying ACIDs API describes the steps to obtain the technical specification of the web service.

It is important to emphasize the mandatory requirement of saving all response(s) returned by the above service to be used later on in cases of disputes.

A YAML Specification: Verifying ACIDs API

The specification for the “ACID verification request” API service can be obtained by following the below steps:

5. Download and open the contents of the zip file at <https://www.nafeza.gov.eg/Downloads/VerifyACIDRequest.zip>
6. Open the file “VerifyACIDRequest.yaml” in a notepad editor.
7. Press CTRL-A then CTRL-C to copy the complete YAML specification.
8. Open the swagger editor at the following address <https://editor.swagger.io/>
9. Click anywhere on the black screen, press CTRL-A then CTRL-V to insert the complete YAML specification.
10. Browse the schema documentation on the right-hand side.