Cyber Port Details

December 26, 2022

Cyber Port (Port Logistics) Administrator

Ver.1.3

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1. Cyber Port Features and Usage

- Cyber Port has introduced the concept of a "deal" in order to achieve sharing of information among related organizations involved in Port Logistics Procedures.
  - "Deal" is defined as the exchange of "reports" (data such as various documents related to Port Logistics Procedures) between related organizations such as shippers / forwarders / shipping companies involved in Port Logistics Procedures. Sharing the report created by a related organization to other related organizations (= information collaboration) is repeated, and these series of operations become a "deal".
  - Collaborate information only within the deal. Information can only be collaborated with organizations participating in the corresponding deal. Information will not be collaborated with organizations that have not participated in the corresponding deal.
  - The deal is basically created in B/L units and collaborates the information in B/L units.
    However, this does not apply to collaborating information that is other than B/L Units (eg, Ship Unit Information).

【Deal】

Report

Shipper

Ocean Shipping Company ①　Road Transport Operator

Deal Information can be obtained by those participating in the deal*

I/V → Booking Request → Empty Containers PUO → Gate-in Slip → D/R → B/L

Forwarder ①

Warehouse Trader　　Terminal

【Outside the Deal】

Forwarder ②

Ocean Shipping Company ②

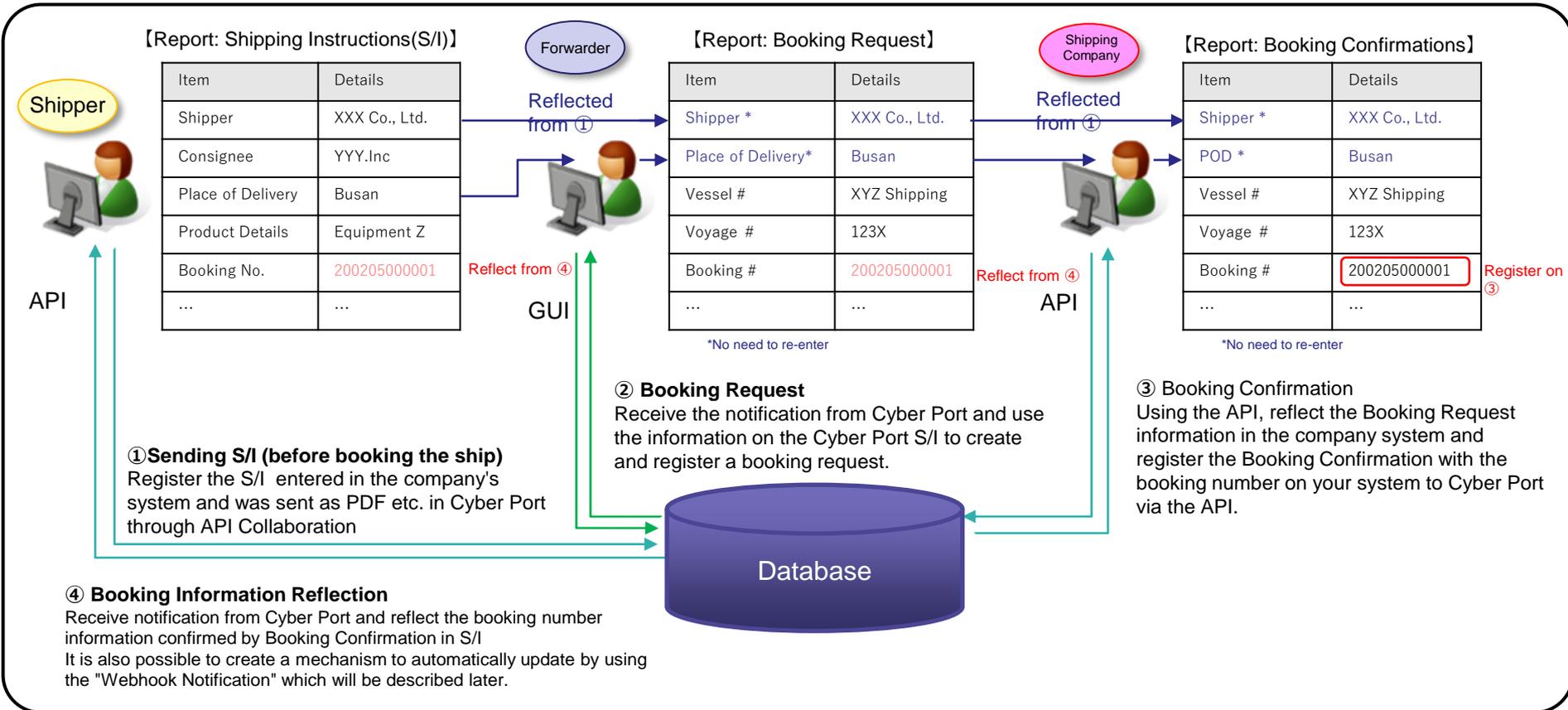Deal Information cannot be obtained by those not participating in the deal

*The information that can be referenced / updated is determined by the report access permission described in "1-7. Report Access Permission".
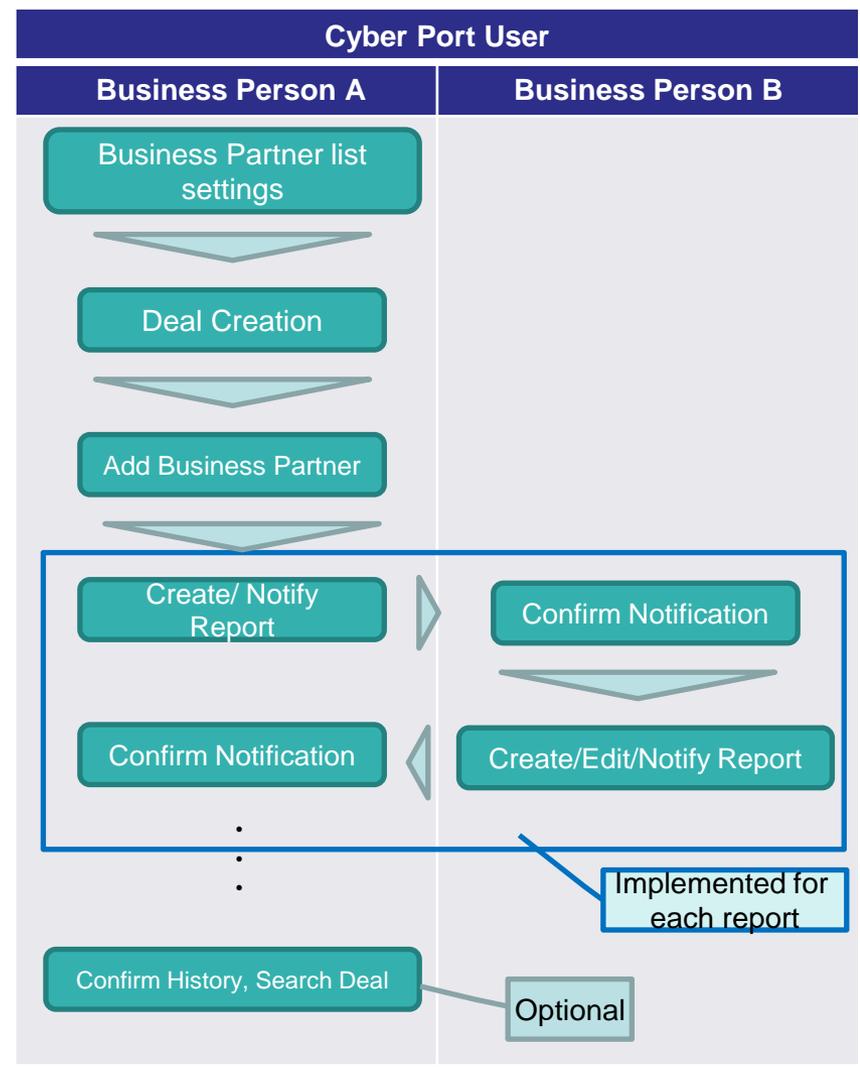
- In each deal, the organization related to each deal registers/ edits/ retrieves the report in units of "report" (data such as various documents related to Port Logistics Procedures) to achieve information collaboration.
  - In Cyber Port, API / Web screen (GUI) is built for each report. <u>When using with API, it is necessary to select the report to be used in advance.</u>
  - <u>Data items that are common between reports are shared by each report.</u> When the data is updated in one report, the data in another report with shared items is also updated.

【Image of Report and Information Collaboration in a Deal】

①Sending S/I (before booking the ship)
Register the S/I entered in the company's system and was sent as PDF etc. in Cyber Port through API Collaboration

② Booking Request
Receive the notification from Cyber Port and use the information on the Cyber Port S/I to create and register a booking request.

③ Booking Confirmation
Using the API, reflect the Booking Request information in the company system and register the Booking Confirmation with the booking number on your system to Cyber Port via the API.

④ Booking Information Reflection
Receive notification from Cyber Port and reflect the booking number information confirmed by Booking Confirmation in S/I
It is also possible to create a mechanism to automatically update by using the "Webhook Notification" which will be described later.
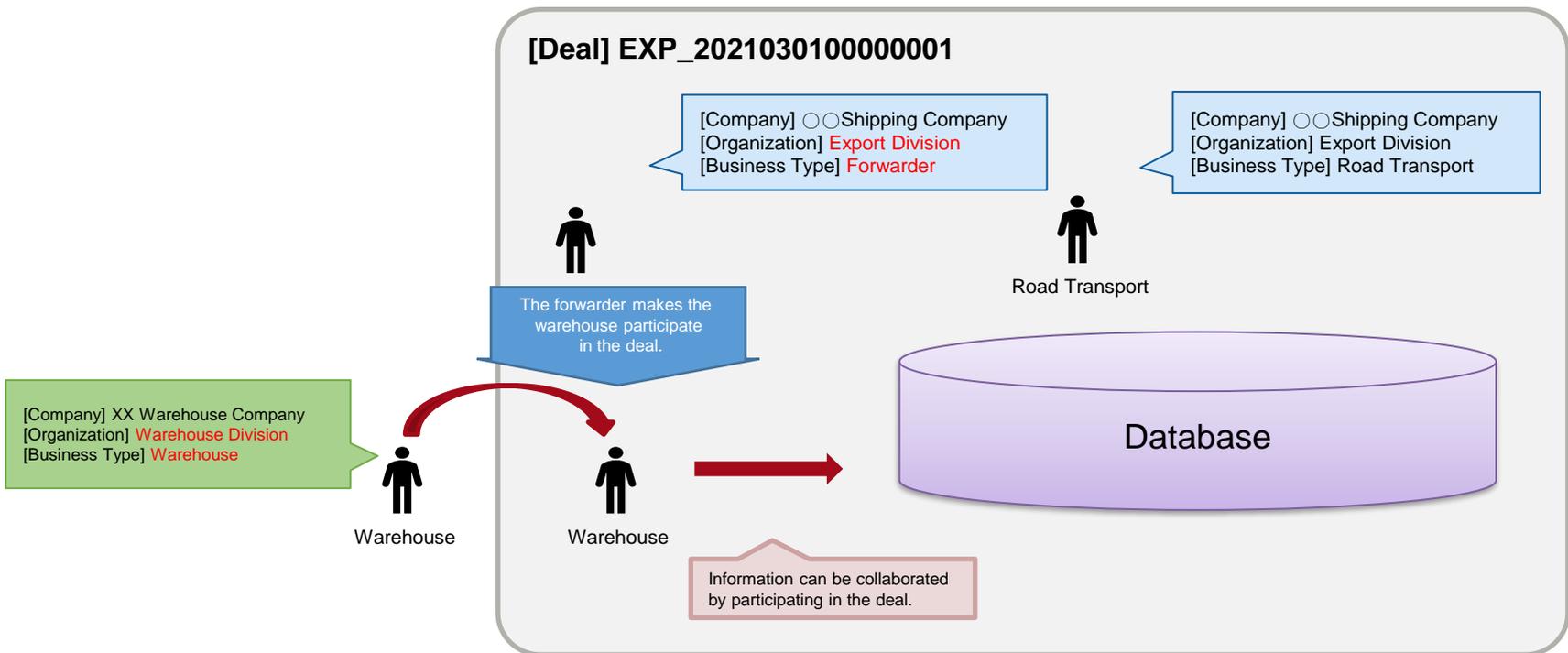
- The information collaboration procedure in Cyber Port is shown below.

1. **Business Partner List Settings**
   - register a well-deal Business Partner as customers (Pre-register or have an automatic registration when adding business partners)

2. **Deal Creation**
   - For "deals" related to delivery, enter the export / import, business pattern, etc. and create a deal data.

3. **Adding a Business Partner** (1-4 Reference)
   - Add the corresponding Business Partner accordingly

4. **Create/ Edit / Notify Report**
   - Create /edit the report in the corresponding deal and notify the Business Partner.

5. **Confirm Notification** (Refer to [Reference] Notification Function)
   - Receive the notification and confirm what was created/edited.

6. **Confirm History**
   - It is possible to check the edit history of report It is possible t(optional).

7. **Search Deals**
   - o search past deal information (optional).

Cyber Port User	
Business Person A	**Business Person B**
Business Partner list settings	
Deal Creation	
Add Business Partner	
Create/ Notify Report	Confirm Notification
Confirm Notification	Create/Edit/Notify Report
Confirm History, Search Deal	

Required Procedure each time

Optional Procedure

Implemented for each report

Optional

1-4. "Business Partner"

- The organization involved in the corresponding deal participates in the deal as a " Business Partner".
  - <u>Information is collaborated only within deal. Information can be collaborated only with the organizations (= Business Partners) participating in the corresponding deal. Information will not be collaborated with organizations that have not participated in the corresponding deal.</u>

- The following is an example of adding a Business Partner.
  - As shown in the figure, <u>an organization that has already participated in the deal will be able to collaborate with the related organization by having an organization of another company newly participate in the deal.</u>

[Deal] EXP_2021030100000001

[Company] ○○Shipping Company
[Organization] Export Division
[Business Type] Forwarder

[Company] ○○Shipping Company
[Organization] Export Division
[Business Type] Road Transport

Road Transport

The forwarder makes the warehouse participate in the deal.

[Company] XX Warehouse Company
[Organization] Warehouse Division
[Business Type] Warehouse

Warehouse

Warehouse

Database

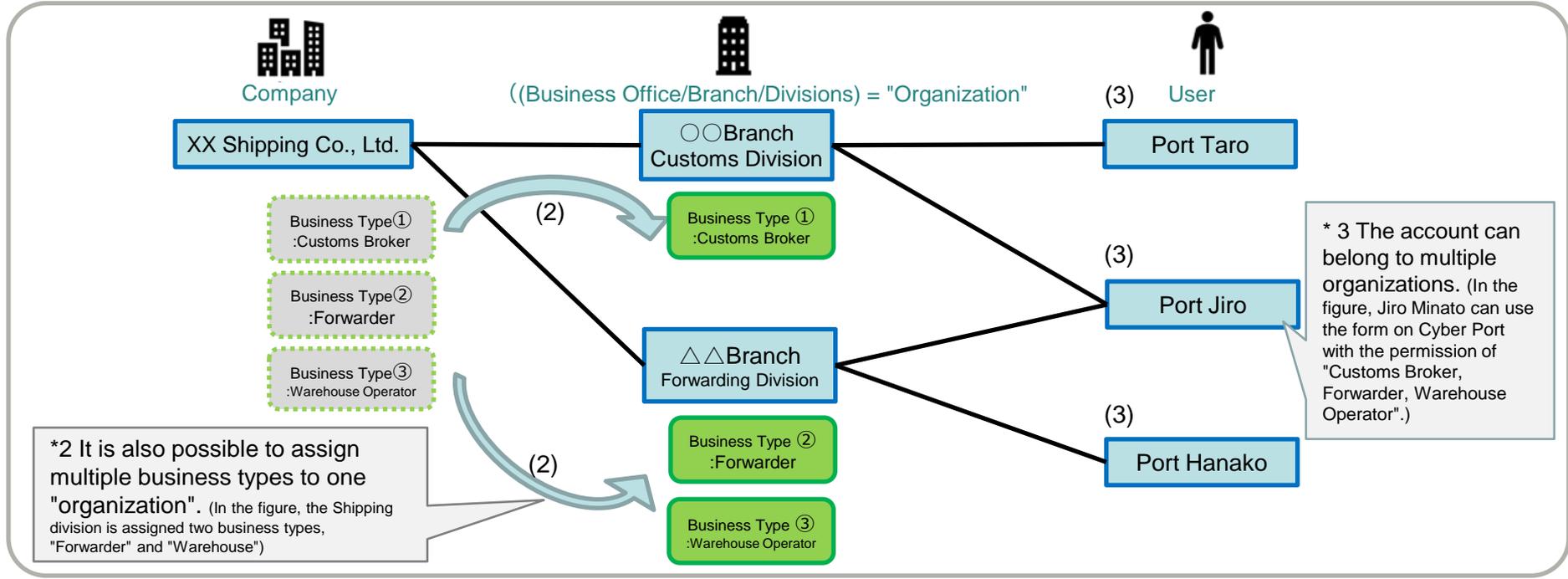Information can be collaborated by participating in the deal.

* 1 For the company / organization, refer to the "1-5. Company /Organization/ Account" page.
* 2 For Business Type, refer to the "1-6. Business Type" page.

1-5. "Company" / "Organization" / "User"

- Cyber Port manages by 3 levels "company", "organization", and "user". The "user" can refer/update the report based on the permission (Business Type) assigned to "organization".

  (1) The Cyber Port administrator registers a "company" in Cyber Port based on the usage application information from the account, grants a uniform permission for each Business Type (Refer to 1-6) for each "company". Register ["Administrator"][1] to manage information in the company.

  (2) The "administrator" of each company registers each business office, branch office, and business division (these are called "organizations") of the company, and assigns the business type to the corresponding "organization" [2].

  (3) The "administrator" of each company registers the employees of each company as "user" in the "organization"[3]. "User" can proceed with business based on the permission (business type) of the organization.

    [1] In the usage application, the applicant applies for at least one internal administrator.

    [2] It is possible to assign multiple business types to the "organization" registered within the company according to the actual business conditions of each business office, branch office, or business division.

    [3] It is possible for one account to belong to multiple "organizations".

- "Business Type" is a classification of the business content of the Port Logistics Procedure.
  - Cyber Port will be assigned one (or more) of the following Business Types based on the usage application information.
  - <u>Depending on the Business Type, the types of reports that can be handled by Cyber Port and the access permissions of reports are determined.</u>
  - These business types are declared by the applicant when applying for the use of Cyber Port. When applying, there are required documents for each business type during application, such as a copy of the business license, permission, notification, etc.

＜Business Type List＞

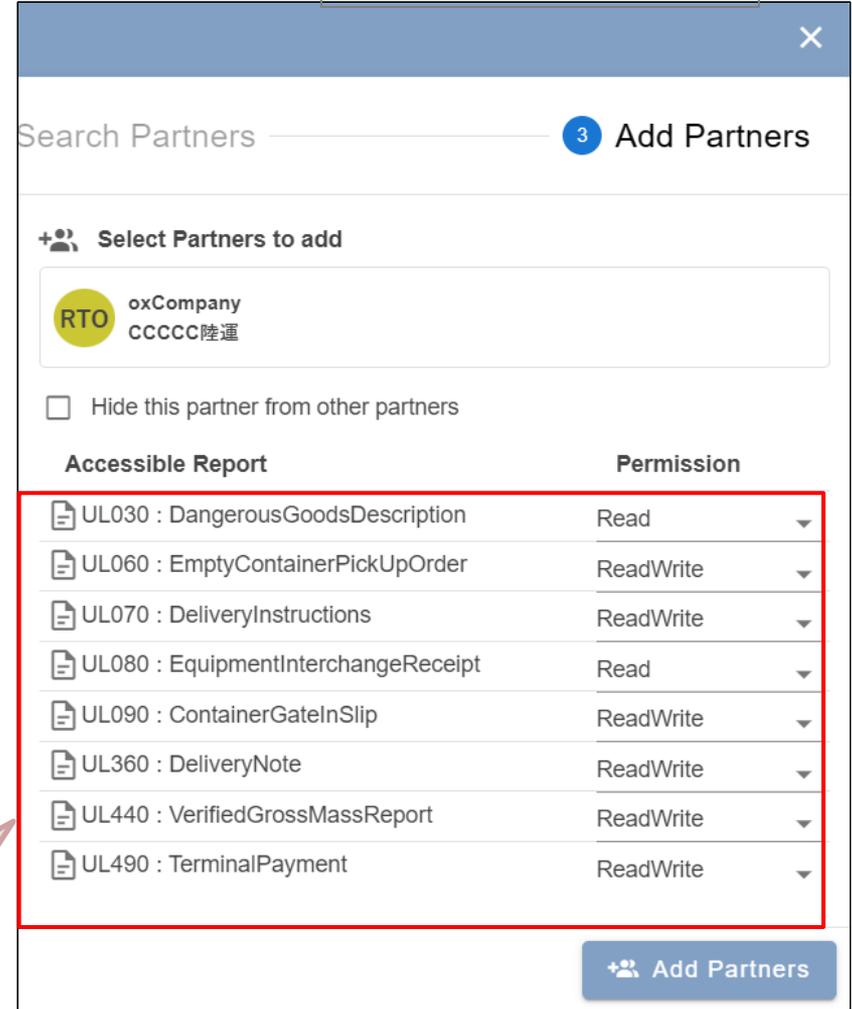| №	Business Type	Business Type (English)	Business Type ID
1	外航船社	OceanShippingCompany	oceanShipping
2	内航船社	CoastalFeederTransportCompany	coastalFeeder
3	船舶代理店	ShippingAgent	shippingAgent
4	陸運業者	RoadTransportOperator	roadTransport
5	ターミナルオペレータ	TerminalOperator	terminalOperator
6	倉庫業者	WarehouseOperator	warehouseOperator
7	通関業者	CustomsBroker	customsBroker
8	海貨業者	Forwarder	forwarder
9	NVOCC/国際フォワーダー	NVOCC/InternationalFreightForwarder	nvocc
10	荷主	Shipper/Consignee	shipperOrConsignee
11	届出荷送人	VgmNotificationMember	vgmNotification
12	登録確定事業者	VgmRegistrationMember	vgmRegistration

1-7. Report Access Permission

- Report Access Permission is set and determined in each deal.
  - Cyber Port defines Report Access Permission in deals as the following three types.
  - The initial value of Report Access Permission is determined by the business type.

＜Screen Image＞

№	Report Access Permission	Meaning	Description
1	ReadWrite	Can be referenced / updated	Can view, create, edit, and delete reports.
2	Read	Can only be referred to	Can only refer to the report.
3	—(No permission)	Not accessible	Cannot refer to the report

- The default value of the participating business partner in the deal is initially displayed. (Initial value is determined by the business type)
- Depending on each deal, the permission of the participating business partner can be customized only towards a weakening direction

[Reference] Report List Handled by Cyber Port

Export

Report Code	Report Name
UL010	BookingRequests
UL020	BookingRequestDangerousGoods
UL030	DangerousGoodsDescriptions
UL040	ShippingInstructions(S/I)
UL050	BookingConfirmation
UL060	EmptyContainerPickUpOrder
UL070	DeliveryInstruction
UL080	EquipmentInterchangeReceipt(EIR)
UL090	ContainerGateInSlip
UL100	CommercialInvoice(I/V)
UL110	ProformaInvoice
UL120	PackingList(P/L)
UL130	DockReceipt(D/R)
UL140	ContainerLoadPlan(CLP)
UL150	BillOfLading(B/L)
UL160	SeaWayBill(Waybill)
UL170	MultimodalTransportBillOfLading
UL180	ContainerList
UL190	VanningInstructions
UL200	CargoManifest
UL210	FreightInformation
UL220	RemittanceSlip
UL230	RemittanceAdvice
UL240	BillOfLadingNumberNotice
UL250	BookingListOceanVessel
UL260	BookingListFeederVessel
UL360	DeliveryNote
UL440	VerifiedGrossMassReport

Import

Report Code	Report Name
UL070	DeliveryInstructions
UL080	EquipmentInterchangeReceipt(EIR)
UL100	CommercialInvoice(I/V)
UL110	ProformaInvoice
UL120	PackingList(P/L)
UL150	BillOfLading(B/L)
UL160	SeaWayBill(Waybill)
UL170	MultimodalTransportBillOfLading
UL180	ContainerList
UL200	CargoManifest
UL220	RemittanceSlips
UL230	RemittanceAdvices
UL250	BookingListOceanVessel
UL260	BookingListFeederVessel
UL270	ImportInstruction
UL280	CargoClearanceAndDeliveryInstructions
UL290	ArrivalNotice(A/N)
UL300	DeliveryOrder
UL310	DeliveryOrderLessRequest
UL320	CyDispatchOrder
UL330	CFSDispatchOrder
UL340	DeliveryDocument
UL350	ContainerDeliveryReceipt
UL360	DeliveryNote

Handling Unit of Reports in a Deal	Description	Report Example
B/L Unit	It is a report that can be created as one sheet in the deal.	ShippingInstructions (S/I) BillOfLadings (B/L) etc.
Container Unit	It is a report that can be created as 1 sheet for each container in the deal. (Multiple containers can be registered in a deal.)	ContainerGateInSlips etc.
EIR Unit	It can be created in EIR units. The following can be set and created in that unit. 1) Container Number 2) EIR Type (IN / OUT) 3) Container Status (FULL / EMPTY) 4) Dispatch/Gate-in Terminal	EquipmentInterchangeReceipts (EIR)
Unlimited	Can create as many sheets as desired in the deal. Can create as many reports as needed.	DeliveryInstructions EmptyContainerPickUpOrders etc.
Unlimited (Ship Unit)	Of the unlimited reports, this is the report created by the ship unit. Information on multiple B/Ls will be entered.	ContainerList CargoManifests BookingListOceanVessels BookingListFeederVessels

[Reference] Notification Function

- Notification can be sent to a Business Partner after each action such as creating/editing a report. There are two ways to receive notifications.

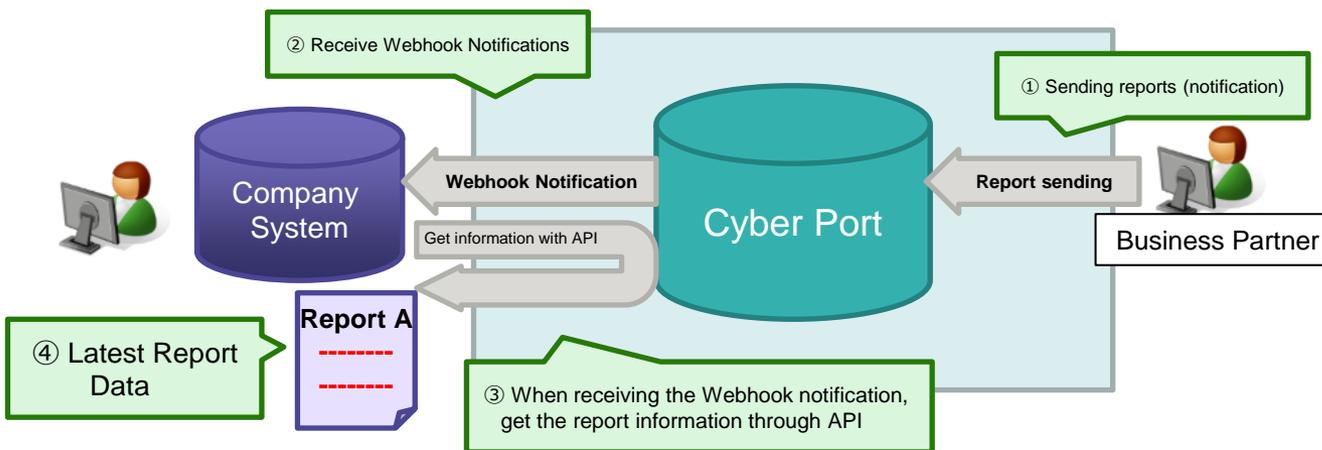## ＜1: E-mail Method (Default)＞
  - It will be sent to the notification email address registered in the user information.
  - In each action, an email will be sent to all users belonging to the "Business Partners to Receive".
  - Whether or not to receive notifications can be set for each user/report on the screen.

＜2: Webhook Method＞
  - The Webhook method is a mechanism that sends notification information to the systems of each company that collaborates with Cyber Port when an action is executed on Cyber Port.
  - Use this method when processing automatically is desired (automatically updates the data of own system, etc.) when the notification from Cyber Port is triggered.

Example of using Webhook Notifications
  - Whenever the Business Partner updates the data, the data in the company's system is updated.

② Receive Webhook Notifications

① Sending reports (notification)

Company System

Webhook Notification

Cyber Port

Report sending

Get information with API

Business Partner

Report A

④ Latest Report Data

③ When receiving the Webhook notification, get the report information through API

＜Figure Explanation＞
At the timing of receiving the Webhook notification of ②, the latest data of the form will be acquired from Cyber Port and the data of the company's system will be updated. By modifying the company's system as described above, even if the Business Partner updates the data of Cyber Port, the data of the company's system can always be updated.

# [Reference] Business Partner Public/Private Settings

- In order not to disclose a subcontractor to another Business Partner, the Business Partner can be registered as a private organization.

【Example】

It is assumed that Road Transport Operator①, who was requested to transport through the forwarder at Cyber Port, wants to share the request information in order to re-request the business to the subcontractor Road Transport Operator②.

– Road Transport Operator① can participate as a private organization in the deal if it does not want to inform the requesting Forwarder of the company / organization information (company name, organization name, etc.) of Road Transport Operator ②. (In the figure, "participating in a deal" is expressed as "Invite.")
*Organizations that can be made private are controlled by the Business Type, and not all organizations can be registered as private organizations.

【Deal】

Public — Forwarder

Invite →

Public — Road Transport Operator ①

Invite →

Private — Road Transport Operator ②

The forwarder cannot refer to the company/organization information of Road Transport Operator ②

Cyber Port™

＜Copying a Deal＞
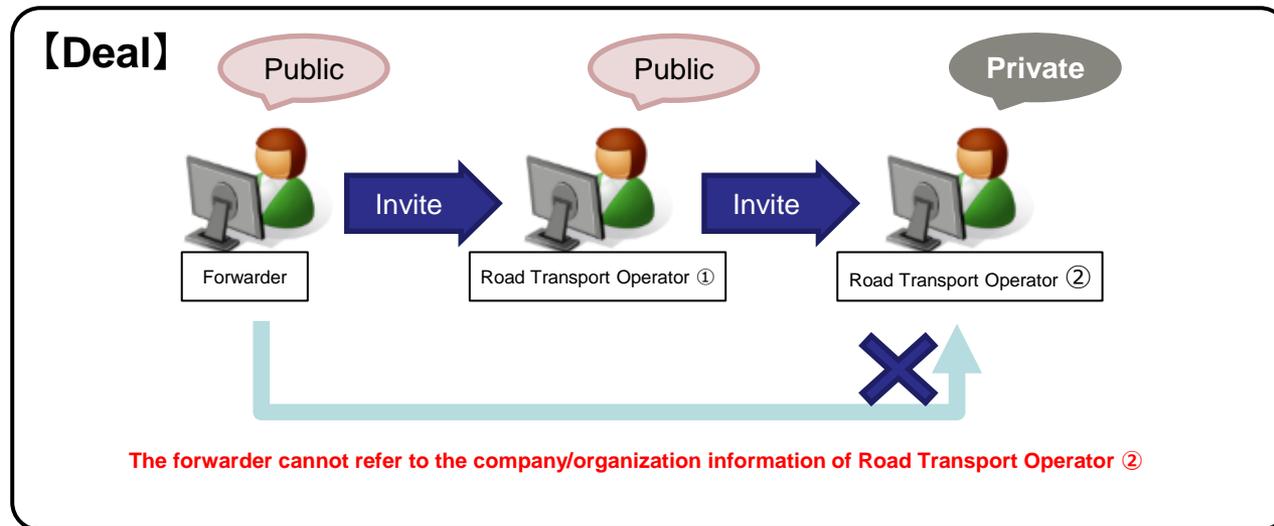
- To make a certain deal for regular monthly/weekly flights, etc., a new deal can be created by copying the deal created in the past.
    - The information to be copied is as follows.
        - Business Partner
        - Report Access Permission set for business partners
    - Select the Business Partner to copy from the following conditions.
        - All Business Partners (excluding private organizations)
        - Only Business Partners added personally

＜Copying a Report＞

- In creating a report on the WEB screen, existing report data between reports of the same type can be copied and pasted.
- The time and effort of inputting can be reduced when creating a form with similar contents.
    - Only reports between the same type of reports can be copied.
    - Reports across deals can be copied . Even in that case, only reports of the same type can be copied.

[Reference] Task function

- Required input items can be set for each report using the task function.
  In order to prevent omissions and clarify where work is located, a person in charge is assigned to the task.

< Usage Image >

2. Web Screen Usage Image

2-1. Web Screen Usage Image

- Follow the procedure shown in "1-3. Cyber Port Information Collaboration Procedures" to summarize the Web screen image on the following pages. (Hereafter, reprinted)

1. **Business Partner List Settings (Described in 2-2)**
   - Register a well-deal Business Partner as customers (Pre-register or have an automatic registration when adding business partners

2. **Deal Creation (Described in 2-2)**
   - For "deals" related to the transportation of cargo, enter the export/import, business pattern, etc., and create data for the deal.

3. **Adding Business Partner (Described in 2-4)**
   - Add business partners as appropriate.

4. **Create and edit report/notification (Described in 2-5)**
   - Create and edit reports for the corresponding deal, and notify business partners.

5. **Notification Confirmation (Described in 2-6)**
   - Receive notifications and check what has been created and edited.

6. **Confirm History (Described in 2-7)**
   - Editing history of reports can be checked (optional).

7. **Search deals (Described in 2-8)**
   - Allows to search for information on past deals (optional).
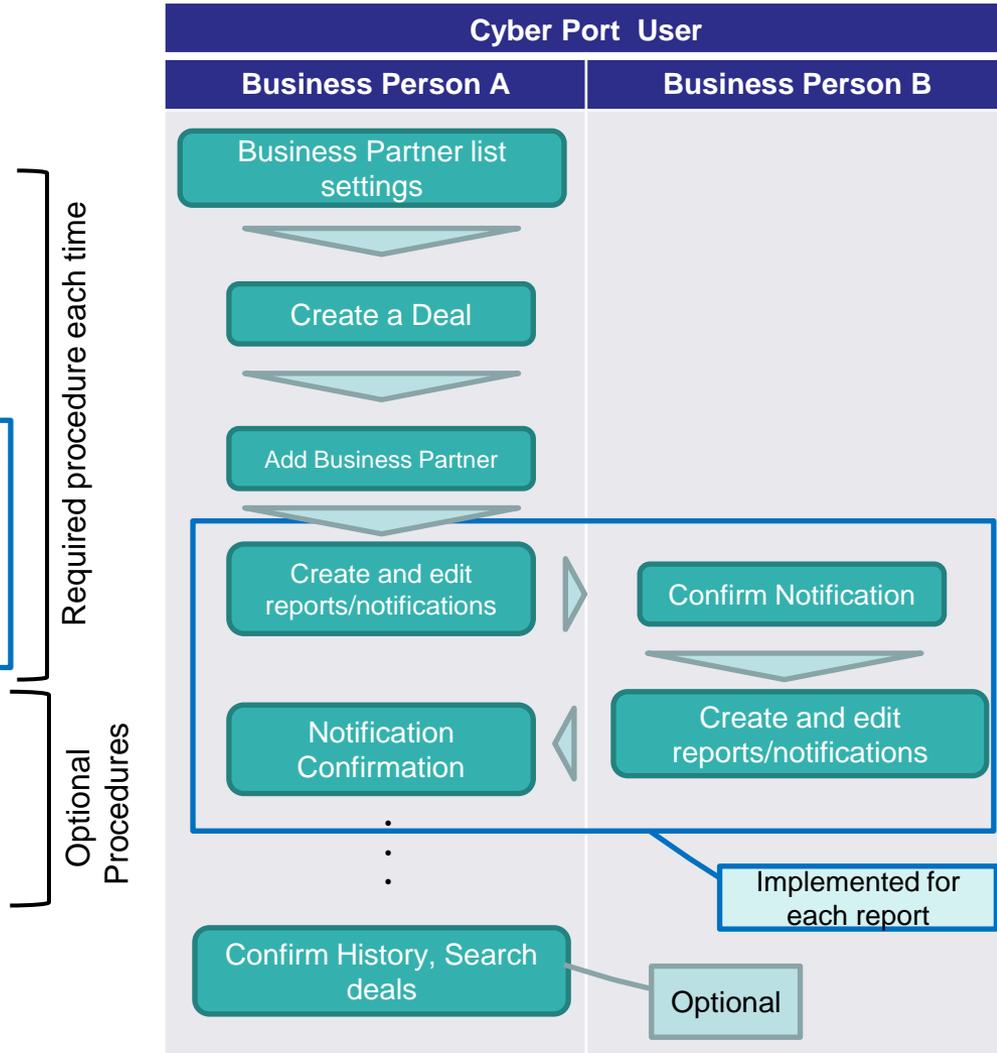
2-2. Business Partner List Settings

○ Each operator's main customer (Business Partner) can be registered on Cyber Port.
○ 2-4. The added business partner is automatically registered as customer when adding a business partner.
  (Customers who have done business deals in the past can be easily searched from the next time onwards.)
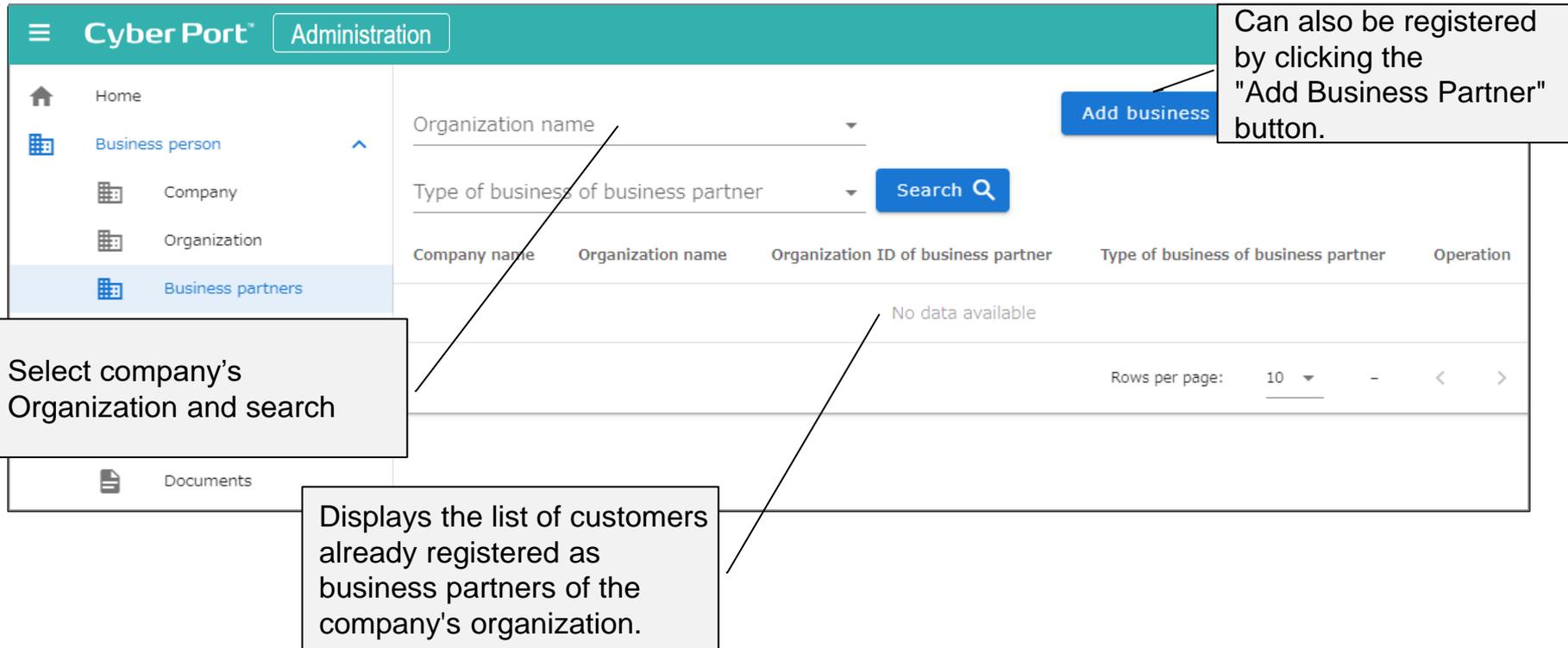
Can also be registered by clicking the "Add Business Partner" button.
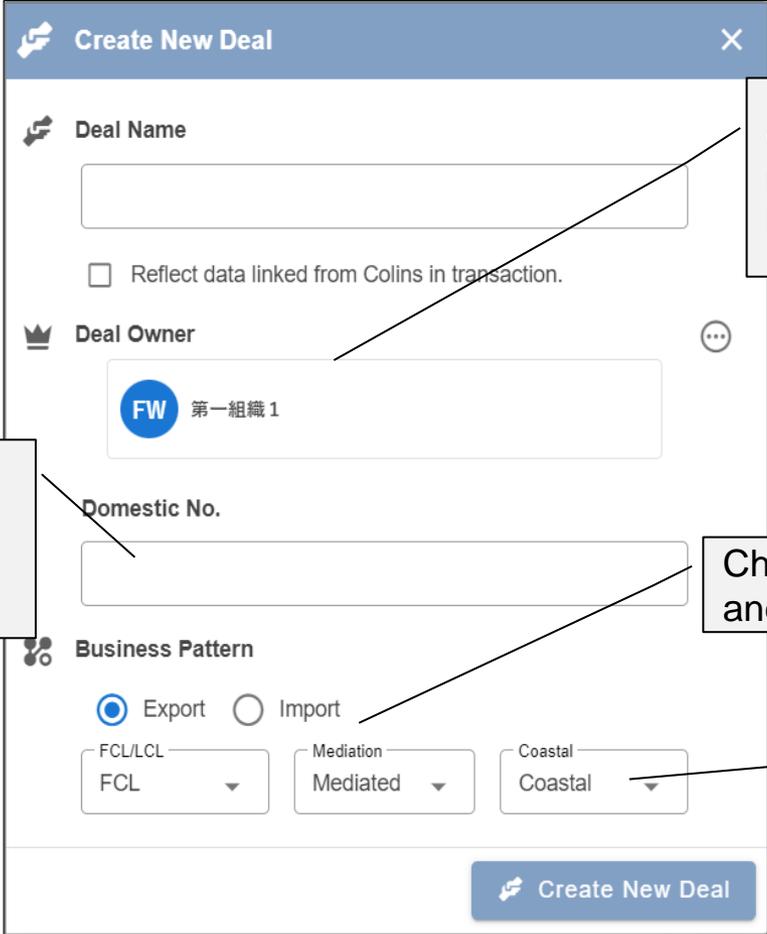
Select company's Organization and search

Displays the list of customers already registered as business partners of the company's organization.

2-3. Deal Creation

○ To create a new deal, register from the following screen.
   (Enter the company business type (if multiple business types exist), export/import, business pattern, etc.)

Can be selected if there are multiple business types registered by the company.

Enter a Domestic no. for Internal Management. (Optional)

Choose between export and import.

Select Business pattern
FCL/LCL
Mediated/Unmediated
Coastal/No Coastal

2-4. Add Business Partner

○ When creating a deal, the following operations are used to add the business partner organization.

Click "Add Partners"

Search the business partner and select the organization to be added

Set the report access permissions of the organization to be added

Add a business partner.
The added business partners are automatically registered as Business Partner.

2-5. Report Creation / Edit / Notification

○ Use the following screen to create, edit, and send reports.

Create/Edit Reports

Delete Reports

Save the report data (transitions to the Send screen (below))

Send Reports
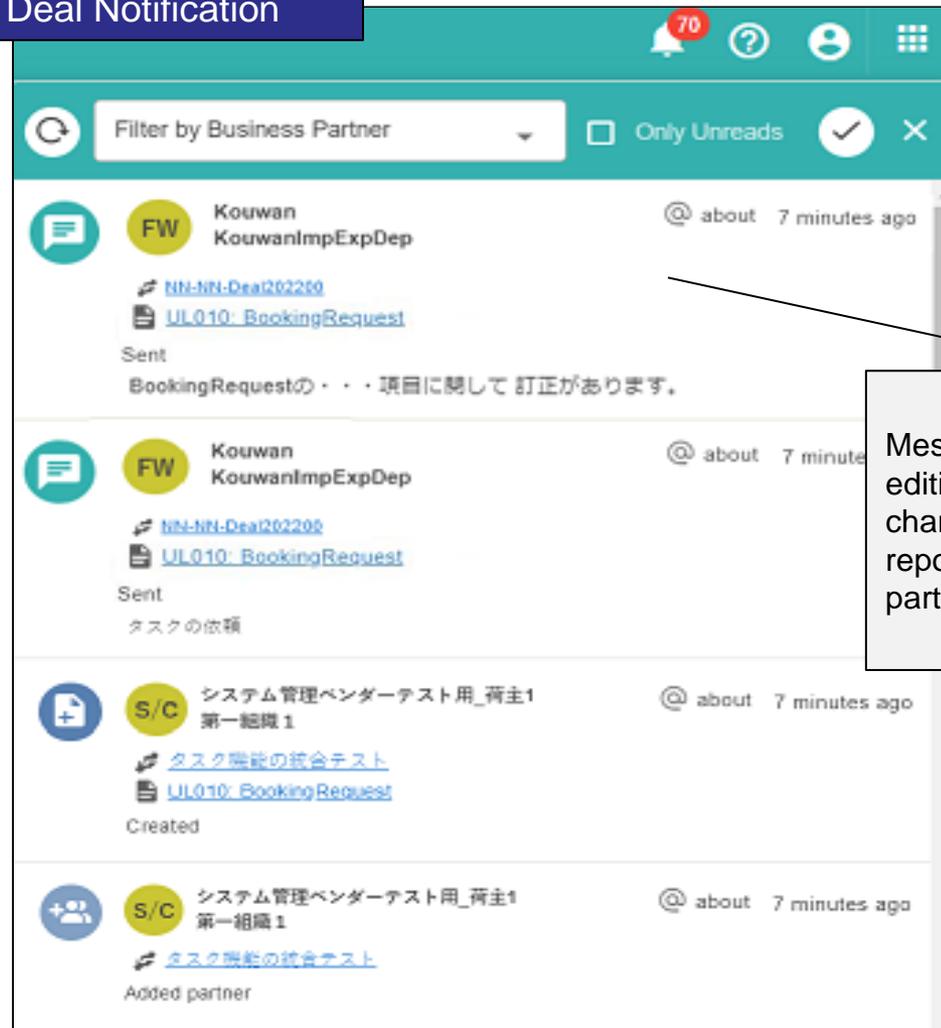

Enter the message at the time of sending
(e.g., message to be sent to the next business person)
(optional)

Send report

2-6. Notification Confirmation

○ Notification is displayed when there is an edit operation or message notification for a deal in which the user (Business person) is participating.

Deal Notification

Messages received for deal editing operations and changes in the contents of reports from business partners are displayed.

2-7. History Confirmation

○ The change history of deals in which the user (business person) is participating can be checked on the following screen.

Timeline screen

Display deal and report operation history in chronological order

History of changed items in reports can be checked on the screen
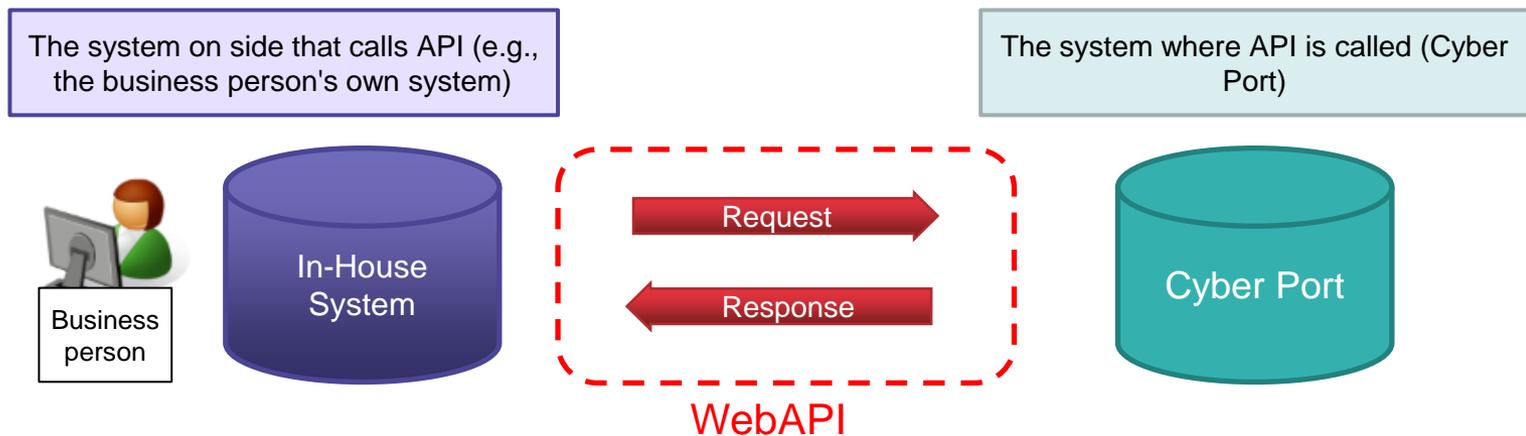
Report history list screen

The selected history can be acquired as a file (File format is JSON file)

2-8. Deal Search

○ Information on deals in which the user (business person) has participated in can be searched from the following screen.

Reference deals

New deals can be created based on the contents of past deals

Search deal

3. API

3-1. Cyber Port API Overview

- Cyber Port provides WebAPIs to enable easy access to report data from each company's own systems and applications in a unified manner.
  - By calling (Request) the WebAPI provided by Cyber Port from the business person's own system, etc., Cyber Port returns the result (Response).
  - Depending on the type of WebAPI, it is possible to update and acquire report data handled by Cyber Port.
  - WebAPI is provided through the Internet. If the company's system has an Internet connection, Cyber Port's WebAPI can be used.

The system on side that calls API (e.g., the business person's own system)

The system where API is called (Cyber Port)

Business person

In-House System

Request

Response

Cyber Port

WebAPI

[Advantages of API Connection]
Compared to conventional system connections (EDI, etc.), there is no need for system adjustments on both sides, and the system can be used only by modifying the individual company's system to match the API. In addition, since Cyber Port's API is a Web API through an Internet connection, system connection is relatively easy, although it depends on the environment of the company's system.

[Reference] Identifying the Deal (Deal Number, etc.)

- When used with the API, the following items are used to identify a deal.
  - For reports that are created only once per deal (one report per B/L), the report can be identified only by the following items.

№	Deal Number and Alternate Items	Target to be identified						Description
		Deal	Report※					
			B/L Unit	Container Unit	EIR Unit	No Limit	No limit (per vessel)	
1	取引管理番号 dealNo	○	○	-	-	-	-	The report can be identified by a deal number that is uniquely assigned to the deal by the system.
2	社内管理番号 domesticNo	○	○	-	-	-	-	By assigning a domestic number to the created deal, the deal can be identified by the domestic number.
3	・ブッキング番号 bookingNo ・船社コード scacCode	○	○	-	-	-	-	The booking number and shipping company code of the report data in the deal can be used to identify the deal and the B/L unit report.
4	B/L番号 blNo	○	○	-	-	-	-	The B/L number of the report data in the deal can be used to identify the deal and the B/L unit report.

*1 For the units of forms, please refer to "[Reference] Unit for handling reports within deal.

- When using the API, the following items are used to identify reports.
  - The following items should be used to identify reports that are created for one or more deals.

№	Deal/Report ID and Substitute Item	Target to be Identified						Description
		Deal	Report※1					
			B/L Unit	Container Unit	EIR Unit	No Limit	No Limit (per Vessel)	
1	取引・帳票ID dealReportId	Uniquely identified by one of the items[*2] on the previous page.	○	○	○	○	○	Can identify a report by its Deal/Report ID assigned by the system.
2	・Any of the items on the previous page[*2] ・コンテナ番号 containerNo	Uniquely identified by one of the items[*2] on the previous page.	○	-	-	-	-	A container unit report can be identified by one of the items on the previous page and the container number of the data in the deal.
3	・Any of the items on the previous page[*2] ・カスタムID customId	Uniquely identified by one of the items[*2] on the previous page.	-	-	○	-	-	Unrestricted reports can be identified by using any of the items on the previous page and a custom ID that can be assigned to each report in the deal.
4	・Any of the items on the previous page[*2] ・Container No. ・EIR Type (IN/OUT) ・Container Status (FULL/EMPTY) ・Loading/Unloading Terminal	Uniquely identified by one of the items[*2] on the previous page.	-	○	-	-	-	EIR unit reports can be identified by one of the items on the previous page and the data item on the left in the deal.

*1 For report units, refer to "[Reference] Units for handling reports within deal".
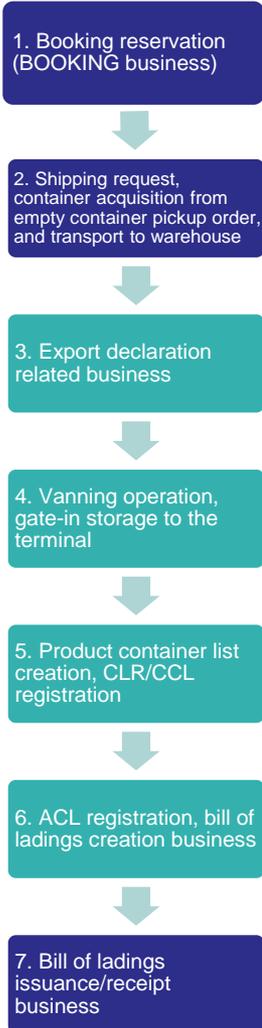*2 Deal number, Domestic number, booking number and SCAC code, B/L number

4. Usage Merit

4-1. Export (Shipper)

荷主

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
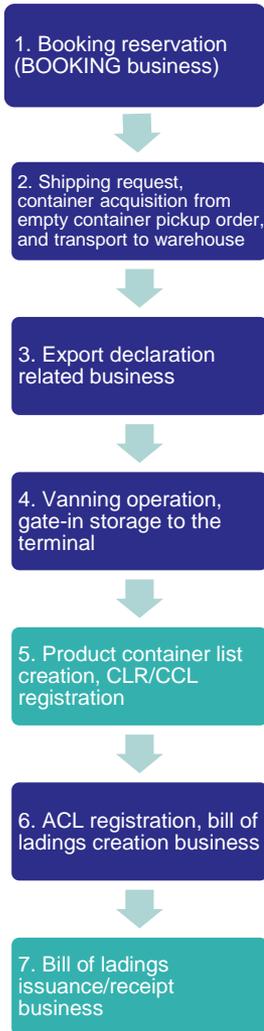・Those who are entrusted with logistics procedure to forwarder etc.

1. Booking reservation (BOOKING business)

2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse

3. Export declaration related business

4. Vanning operation, gate-in storage to the terminal

5. Product container list creation, CLR/CCL registration

6. ACL registration, bill of ladings creation business

7. Bill of ladings issuance/receipt business

#	Current Issue	Advantage
1	- Most of the BOOKING applications are made from the WEB screen prepared by each transporter (shipping company/NVOCC), but there are still applications by attaching the specified Excel form in the mail, fax or telephone. In each case, it is necessary to respond to each transporter, which may take time and effort.	- Can standardize the BOOKING application method. - If the forwarder of the "business partner" in "deal" is registered in advance, the communication can be shared with the transporter so separate contact will not be necessary. - Since BOOKING confirmation information is received as structured data, it can be used when creating S/I.
2	- Since the system is not collaborated to the forwarder to be used, after creating S/I, INV, P/L, there are a lot of cases wherein the scanned pdf is attached to the mail or it is created in Excel and sent as an attachment.	- It is expected to speed up the shipping process because information can be shared in a timely manner not only to the forwarder but also to registered "business partner". - Since the procedure information of "business partner" is updated in real time, the progress of the procedure can be grasped for each "deal" and the inquiry to "business partner" is unnecessary.
7	- If a transporter is registered in advance, B/L (DRAFT) and freight information can be automatically delivered (fax and mail), but this is not used and is checked individually. In particular, regarding the content change, it may take time to communicate with the shipping company and delay the B/L acquisition.	- When there is a change in the content of the B/L, since the latest information is always reflected in the Cyber Port by updating the S/I, the content of the B/L created in collaboration does not need to be checked. - Freight information can be obtained quickly, and the payment process to the transporter will be smooth. Also, in every "deal" a bank transfer statement can be sent to the transporter as a file attachment, so it doesn't take time for the transporter to confirm the payment, and it is expected that the B/L issue will be accelerated.

4-2. Export (Forwarder)

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
・Those who have been entrusted with booking reservation (BOOKING business) by shippers
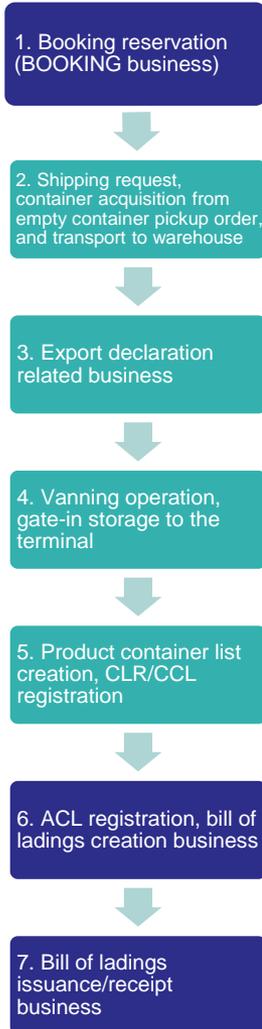・Those who are using NetNACCS and still have some manual input

Process flow:
1. Booking reservation (BOOKING business)
2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse
3. Export declaration related business
4. Vanning operation, gate-in storage to the terminal
5. Product container list creation, CLR/CCL registration
6. ACL registration, bill of ladings creation business
7. Bill of ladings issuance/receipt business

#	Current Issue	Advantage
1	- The S/I of the shipper is received as a mail attachment, and it is manually input in the in-house system. - Most of the BOOKING applications are made from the WEB screen prepared by each transporter (shipping company/NVOCC), but there are still applications by attaching the specified Excel form in the mail, fax or telephone. In each case, it is necessary to respond to each transporter, which may take time and effort.	- Since the S/I from shipper is received as structured data, it can be used in the next process (BOOKING, etc.). - Can standardize the booking application method. - When the BOOKING confirmation information is registered, the S/I data is also updated, so that the latest information can be loaded into the in-house system. - Since the BOOKING confirmation information is also shared with the shipper in a timely manner, there is no need to contact the shipper by mail.
2	- Since the system is not collaborated when the request from the shipper is connected to the warehouse and the road transport, mail, fax and etc. are used. - Although the contents of the empty container pick-up order are almost the same, the form differs depending on the shipping company and terminal, so there are cases wherein it may take time.	- Timely information sharing to "business partner" eliminates the need to transport to the next process (vanning request, shipping request). - Can standardize the method of empty container pick-up order.
3	- Manually input the ECR (export cargo registration) of the NetNACCS.	- Using the NetNACCS collaboration function (ECR) can reduce manual input.
4	- The vanning details are received from the warehouse and sent to the shipper, but they are all sent by mail attachment or fax, so there are cases wherein it may take time.	- The vanning details will be shared with the shipper in a timely manner, so there is no need for contact.
6	- The S/I of the shipper is received as a mail attachment, transfer it to the in-house system, and perform ACL operation (ACL information registration) of NetNACCS. In addition, in order to have the shipper confirm the contents, NACCS prints the ACL and sends it as pdf by mail.	- The S/I from the shipper can be brought into the in-house system in an updated state. It is also possible to check the contents to the shipper on the Cyber Port, which is faster than the conventional method.

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・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

1. Booking reservation (BOOKING business)
2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse
3. Export declaration related business
4. Vanning operation, gate-in storage to the terminal
5. Product container list creation, CLR/CCL registration
6. ACL registration, bill of ladings creation business
7. Bill of ladings issuance/receipt business

#	Current Issue	Advantage
1	- A WEB page for BOOKING application has been prepared in-house, but it is difficult for all shippers to use it, and there are still BOOKING applications by mail and fax, so there are cases wherein it may take time.	- There is a possibility that the shipper who BOOKED using a method other than WEB application may be able to convert to BOOKING via Cyber Port.
6	- There are still some shipments where the ACL cannot be imported from NACCS, and the S/I of the shipper may be checked and manually entered. - If the S/I shipping mark created by the shipper is a separate sheet, since it is not electronic data, it is manually entered for AMS/AFR.	- Since the S/I information is received in structured data, it can be used to create B/L. - Manual input can be reduced by the shipper entering the shipping mark.
7	- It takes time to check the contents of B/L with the shipper and the forwarder. Sometimes it is sent to both shipper and forwarder. - It takes a long time to link the B/L with the payment information because the shipper and the forwarder pays the multiple B/L freight charges together.	- Before creating the B/L information, since the S/I of the shipper/forwarder/NVOCC are updated, there is no need to check the contents. - Since the transfer details are sent from the shipper or forwarder for each deal, payment confirmation (linking B/L and payment) becomes easy, and the time for B/L issuance can be shortened.

Cyber Port™

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
・Those who are using NetNACCS and still have some manual input

Flow steps (left column):
1. Booking reservation (BOOKING business)
2. Shipping request, container acquisition from empty container pickup order, and transportation to warehouse
3. Export declaration related business
4. Vanning operation, gate-in storage to the terminal
5. Product container list creation, CLR/CCL registration
6. ACL registration, bill of ladings creation business
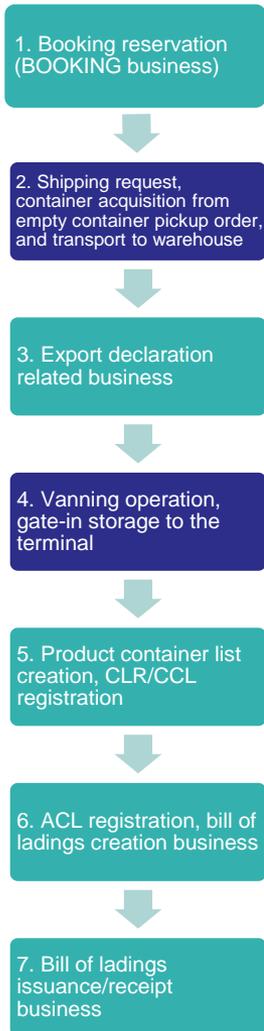7. Bill of ladings issuance/receipt business

#	Current Issue	Advantage
2	- Although we have prepared a web page for applying for empty container pick-up order, there are still requests by fax, which may take some time.	- Requesters who used a method other than WEB application to place an empty container pick-up order may be able to convert it to an order via Cyber Port.
4	- During the gate-in procedure at the terminal gate, the gate-in slip is checked and some information is manually reflected in the TOS. In addition, if there is an error in the information on the gate-in slip, confirmation operation will occur, and it will take time to process at the gate.	- The gate-in slip (including VGM) is a structured data that can be loaded into the in-house system, eliminating the need for manual input. In addition, since accurate information can be delivered quickly, the information on the gate-in slip becomes accurate and the procedures at the gate can be performed smoothly.
5	- Manually input the CLR (shipping information registration) of the NetNACCS.	- Using the NetNACCS collaboration function (CLR) can reduce the manual input.

4-5. Export (Road Transport)

陸運

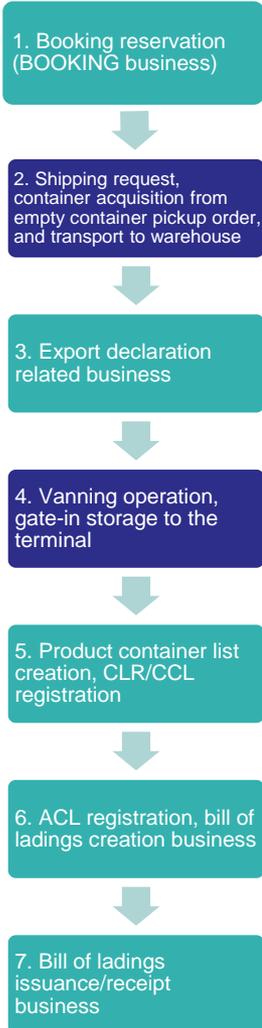・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

#	Current Issue	Advantage
2	- There are cases that the gate-in request is late and the schedule information of the empty container pick-up is desired. - There are cases wherein an empty container pick-up order is made personally, and the method of accepting it differs depending on the shipping company or terminal, so it may take time. - After the empty container pick-up, before the container is carried into the vanning area, it may be required to send the container number by telephone or mail to the delivery requester, which may take some time.	- Since the exchange between the forwarder and the terminal is shared in a timely manner, there is no need to inquire about the status confirmation. In addition, the latest information is always reflected in Cyber Port, so there is no need to stop at the gate. - Can standardize the empty container pick-up order method - Since the container number, etc. confirmed by the empty container pick-up is shared with the business parties in a timely manner, there is no need to convey the container number, etc. to the shipping requester.
4	- If there is an error in the information on the gate-in slip during the gate-in procedure at the terminal gate, confirmation process will occur and the procedure at the gate will take time.	- Since accurate information can be delivered quickly, the information on the gate-in slip becomes accurate and the procedure at the gate become smooth.

Process flow (left sidebar):

1. Booking reservation (BOOKING business)
2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse
3. Export declaration related business
4. Vanning operation, gate-in storage to the terminal
5. Product container list creation, CLR/CCL registration
6. ACL registration, bill of ladings creation business
7. Bill of ladings issuance/receipt business

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
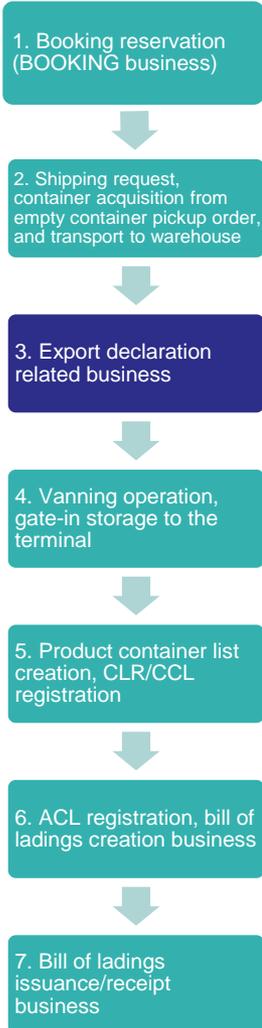・Those who are using NetNACCS and still have some manual input

倉庫

1. Booking reservation (BOOKING business)

2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse

3. Export declaration related business

4. Vanning operation, gate-in storage to the terminal

5. Product container list creation, CLR/CCL registration

6. ACL registration, bill of ladings creation business

7. Bill of ladings issuance/receipt business

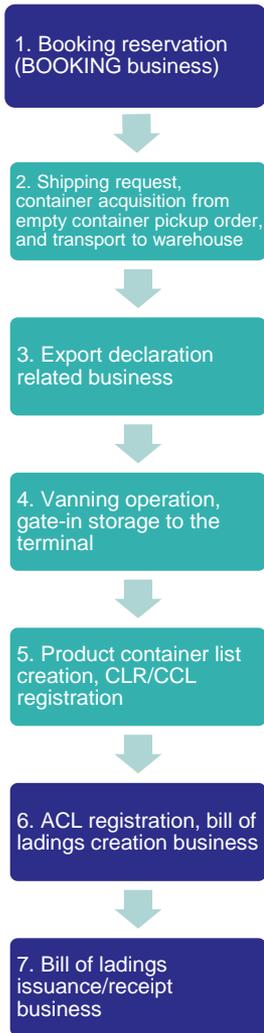| #	Current Issue	Advantage
2	- Information related to operation requests and vanning may come at a late timing, which may affect operation planning and operation efficiency.	- The timely sharing of shipper S/I information and the status of empty container pick-up order makes it easier to plan vanning operation. - The operations request is received in structured data and can be used for the next process.
4	- Manually input VAN/VAE (vanning information registration) of NetNACCS. - The shipper may ask for vanning details.	- Using the NetNACCS collaboration function (VAN/VAE) can reduce the manual input. - Once the vanning detail is entered, it can be shared to the shipper.

Cyber Port™

通関

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
・Those who are using NetNACCS and still have some manual input

#	Current Issue	Advantage
3	- The S/I, INV, P/L prepared by the shipper and the operation request prepared by the forwarder are received by mail, and the EDA (export declaration item registration) of NetNACCS is manually input. - It may take time to send the export license by fax or mail as requested by the shipper.	- Since the information is shared in a timely manner at the time when the shipper requests the forwarder to carry out the operation, the operation can be carried out faster than before. - Using the NetNACCS collaboration function (EDA) can reduce the manual input. - Since the export license can be attached to the file linked to "deal", there will be no inquiries from the shipper due to documents that did not arrive.

1. Booking reservation (BOOKING business)

2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse

3. Export declaration related business

4. Vanning operation, gate-in storage to the terminal

5. Product container list creation, CLR/CCL registration

6. ACL registration, bill of ladings creation business

7. Bill of ladings issuance/receipt business

4-8. Export (NVOCC)

NVOCC

- Those who are already using the in-house system, and are considering API collaboration with Cyber Port

Process flow:

1. Booking reservation (BOOKING business)
2. Shipping request, container acquisition from empty container pickup order, and transport to warehouse
3. Export declaration related business
4. Vanning operation, gate-in storage to the terminal
5. Product container list creation, CLR/CCL registration
6. ACL registration, bill of ladings creation business
7. Bill of ladings issuance/receipt business

#	Current Issue	Advantage
1	- Most of the BOOKING applications are made from the WEB screen prepared by each transporter (shipping company/NVOCC), but there are still applications by attaching the specified Excel form in the mail, fax or telephone. In each case, it is necessary to respond to each transporter, which may take time and effort. - A WEB page for BOOKING application has been prepared in-house, but it is difficult for all shippers to use it, and there are still BOOKING applications by mail and fax, so there are cases wherein it may take time.	- Can standardize the BOOKING application method. - If the forwarder of the "business partner" in "deal" is registered in advance, the communication can be shared with the transporter so separate contact will not be necessary. - Since BOOKING confirmation information is received as structured data, it can be used when creating an S/I (Master). - There is a possibility that the shipper who BOOKED using a method other than WEB application may be able to convert to BOOKING via Cyber Port.
6	- There are still some shipments where the ACL cannot be imported from NACCS, and the S/I of the shipper may be checked and manually entered. - If the S/I shipping mark created by the shipper is a separate sheet, since it is not electronic data, it is manually entered for AMS/AFR.	- Since the S/I information is received in structured data, it can be used to create B/L. - Manual input can be reduced by the shipper entering the shipping mark.
7	- If a transporter is registered in advance, B/L (DRAFT) and freight information can be automatically delivered (fax and mail), but this is not used and is checked individually. In particular, regarding the content change, it may take time to communicate with the shipping company and the B/L acquisition may be sent. - It takes time to check the contents of B/L with the shipper and the forwarder. Sometimes it is sent to both shipper and forwarder. - It takes a long time to link the B/L with the payment information because the shipper and the forwarder pays the multiple B/L freight charges together.	- When there is a change in the content of the B/L, since the latest information is always reflected in the Cyber Port by updating the S/I, the content of the B/L created in collaboration does not need to be checked. - Freight information can be obtained quickly, and the payment process to the transporter will be smooth. Also, in every "deal" a bank transfer statement can be sent to the transporter as a file attachment, so it doesn't take time for the transporter to confirm the payment, and it is expected that the B/L issue will be accelerated. - Before creating the B/L information, since the S/I of the shipper/forwarder/NVOCC are updated, there is no need to check the contents. - Since the transfer details are sent from the shipper or forwarder for each deal, payment confirmation (linking B/L and payment) becomes easy, and the time for B/L issuance can be shortened.

荷主

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
・Those who are entrusted with logistics procedure to forwarder etc.

Flow steps:
1. Manifest declaration, ship port entry, container unloading
2. Create and send A/N (arrival notice)
3. Cargo sorting and customs request
4. Tariff transfer D/O exchange
5. Import declaration related business
6. Cy dispatch procedure, cargo transfer, devanning, return empty container

#	Current Issue	Advantage
2	- Even if the fax number is listed on the Notify Party, the A/N may not be delivered, and the customs operation may not be able to start.	- If a "deal" is created in advance, the transporter can obtain it in a timely manner by data collaboration of the A/N information to the "deal". - Since the A/N information is received as structured data, it can be used for the next process (cargo sorting).
3	- After creating the cargo sorting instructions, collect and scan the B/L, INV, P/L obtained from the seller, the A/N obtained from the shipping company, and if necessary the I/P (insurance policy) obtained from the insurance company, and send it as pdf by mail. But it takes time to prepare all the documents and it may take some time to send.	- The obtained documents can be attached as a file for each "deal", so there is no need to request the cargo sorting all at once. - Information is shared to the pre-registered "business partner" in a timely manner, preventing omissions. In addition, the "business partner" will make it possible to obtain information earlier than in the past, which will improve work efficiency and shorten the time required for shipping and customs. - Since the procedure information of "business partner" is updated in real time, the progress of the procedure can be grasped for each "deal".
4	- Payment to the transporter may include multiple A/N in order to save transfer fee. In that case, it may take time for the transporter to confirm the payment and delay the D/O exchange. - As for D/O-less applications, in addition to applying by attaching the shipping company WEB, shipping company Excel form in a mail or by fax, there are cases wherein a document with a seal or signature on A/N or SWB is sent as evidence by mail or fax. Since each company is different, this will take time.	- Even if paid in bulk, if the payment information for each "deal" of Cyber Port is entered, since the payment confirmation will be performed smoothly on the transporter side, it can prevent delays in the D/O exchange. - Can standardize D/O-less application.
6	- Although the sales recording base date = the warehousing date, it may be difficult to obtain receipts (receipt seal) from the warehouse especially at the end of the month.	- By registering the delivery warehouse in "business partner", it can be obtained in a timely manner without going through road transport or forwarder.

4-10. Import (Forwarder)

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・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

```
1. Manifest declaration,
ship port entry,
container unloading
        ↓
2. Create and send
A/N (arrival notice)
        ↓
3. Cargo sorting and
customs request
        ↓
4. Tariff transfer D/O
exchange
        ↓
5. Import declaration
related business
        ↓
6. Cy dispatch
procedure, cargo
transfer, devanning,
return empty container
```

#	Current Issue	Advantage
2	- If A/N cannot be obtained from the shipper, the transported can be contacted directly, but it will take time to explain the relationship with the shipper.	- If registered in "business partner", A/N information can be received as structured data.
3	- Documents required for customs and cargo sorting (cargo sorting instructions, B/L, INV, P/L, A/N, I/P, etc.) are received by mail from the shipper, and part of the information is manually entered into in-house system. - In accordance with customs and cargo sorting request from the shipper, the use of a contractor is requested, but regardless of one case, it may take time to request customs, road transport, warehouse and etc. individually.	- Since customs and cargo sorting requests from shippers can be received as structured data and imported into the in-house system, manual input can be reduced. - If registered in "business partner", information will be shared in a timely manner. In addition, the time required for customs and cargo sorting can be shortened because the information can be obtained faster than before. - Since the procedure information of "business partner" is updated in real time, the progress of the procedure can be grasped for each "deal".
4	- Payment to the transporter may include multiple A/N in order to save transfer fee. In that case, it may take time for the transporter to confirm the payment and delay the D/O exchange. - As for D/O-less applications, in addition to applying by attaching the shipping company WEB, shipping company Excel form in a mail or by fax, there are cases wherein a document with a seal or signature on A/N or SWB is sent as a contract by mail or fax. Since each company is different, this will take time.	- Even if paid in bulk, if the payment information for each "deal" of Cyber Port is entered, since the payment confirmation will be performed smoothly on the transporter side, it can prevent delays in the D/O exchange. - Can standardize D/O-less application.
6	- The shipper may ask for a receipt (receipt seal) from the warehouse.	- If registered in "business partner", since the warehouse will share the receipt information and receipt with the shipper when the file is attached, there is no need to take individual correspondence.

Cyber Port

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

船社

| | 1. Manifest declaration, ship port entry, container unloading |
| 2. Create and send A/N (arrival notice) |
| 3. Cargo sorting and customs request |
| 4. Tariff transfer D/O exchange |
| 5. Import declaration related business |
| 6. Cy dispatch procedure, cargo transfer, devanning, return empty container |

#	Current Issue	Advantage
2	- Since A/N has listed charge, the shipping address needs to be checked carefully, and if an inquiry from a forwarder that is not Notify Party is received, it will take time to confirm the relationship with the shipper. In addition, there may be a problem when the shipper requests resending.	- If A/N information is data collaborated to the "deal" created by the shipper in advance, it can be completed in one operation, eliminating the need for individual correspondence.
4	- Shippers and forwarders often pay multiple A/N charges at once in order to save transfer fees, so it may take time to confirm payment and D/O exchange may be delayed. - If D/O-less, seal or sign the A/N or SWB, and send it by mail or fax, but it takes time to exchange and confirm.	- Even if the payment is made in bulk, by entering the payment information for each "deal" of Cyber Port, the payment can be confirmed smoothly and D/O exchange delay can be prevented. - Apply for D/O-less on Cyber Port and attach A/N or SWB as a file as evidence, this can reduce the time for confirmation.
6	- Since it cannot be determined when empty containers will be returned, it is difficult to improve the shortage of containers.	- For each "deal" created by the shipper, when and where it was transported, and when it was devanned are shared in a timely manner, so it is possible to estimate the return schedule of empty containers, which is useful for container inventory management (inventory management).

4-12. Import (Terminal Operator)

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

Flow
1. Manifest declaration, ship port entry, container unloading
2. Create and send A/N (arrival notice)
3. Cargo sorting and customs request
4. Tariff transfer D/O exchange
5. Import declaration related business
6. Cy dispatch procedure, cargo transfer, devanning, return empty container

#	Current Issue	Advantage
6	- The dispatch procedure (dispatch order) is being carried out by NACCS RSS/RST business, but it will take some time because Excel is corresponding to it. - It is difficult to further improve the efficiency of the yard use because it is determined by rule of thumb when the empty containers will be returned.。	- If the forwarder is applying in Cyber Port, there is no more exchange by fax or mail. - For each "deal" created by the shipper, when and where it was transported, and when it was devanned are shared in a timely manner, so the accuracy of the return forecast of the empty containers will improve, which is useful for yard planning.

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4-13. Import (Road Transport)

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・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

Process flow:
1. Manifest declaration, ship port entry, container unloading
2. Create and send A/N (arrival notice)
3. Cargo sorting and customs request
4. Tariff transfer D/O exchange
5. Import declaration related business
6. Cy dispatch procedure, cargo transfer, devanning, return empty container

#	Current Issue	Advantage
3	- When there is a shortage of drayage, the shipper or forwarder may make more reservations than the actual number, which may interfere with the arrangement plan.	- If registered in "business partner", since A/N or cargo sorting instructions will be shared in a timely manner, it will be easier to plan arrangements. - Since the operation request is received as structured data, it can be used for the next process.
6	- Even if there is a problem with the customs, since contact cannot be done in a timely manner, the dispatch may not be done as planned. - Information related to safe transportation, such as weight information of import containers, may not be properly conveyed. - The driver receives a cargo receipt seal from the warehouse, collects it from the driver, and sends it to the forwarder, but there are times when it is demanded, especially at the end of the month.	- If registered in "business partner", since the progress of the procedure is confirmed, it will be easier to correspond to troubles. - If registered in "business partner", the shipping company can obtain the weight information of the import container at the timing when the bill of lading (manifest) information is data collaborated, which leads to safe transportation. - If registered in "business partner", the warehouse will share the receipt information and receipt with the shipper when the file is attached, so individual correspondence is not necessary.

Cyber Port

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port

倉庫 (Warehouse process)	#	Current Issue	Advantage
1. Manifest declaration, ship port entry, container unloading			
2. Create and send A/N (arrival notice)	3	- The information of the cargo sorting form may come at a later time, which may affect the operation plan and operation efficiency.	- If registered in "business partner", since the cargo sorting instruction information will be shared in a timely manner, it will be easier to make an operation plan. - Since the operation request is received as structured data, it can be used for the next process.
3. Cargo sorting and customs request			
4. Tariff transfer D/O exchange	6	- Even if there is trouble in customs or dispatch procedures, since contact in a timely manner cannot be done, the warehousing operation may be delayed. - A receipt seal is placed on the invoice and it is handed to the road transport, but the shipper or the forwarder may request the receipt directly.	- If registered in "business partner", since the progress of the procedure can be confirmed, it will be easier to correspond to troubles. - If registered in "business partner", since the receipt information and receipt are shared with the shipper when the file is attached, there is no need for individual correspondence.
5. Import declaration related business			
6. Cy dispatch procedure, cargo transfer, devanning, return empty container			

4-15. Import (Customs)

通関

| 1. Manifest declaration, ship port entry, container unloading |
| 2. Create and send A/N (arrival notice) |
| 3. Cargo sorting and customs request |
| 4. Tariff transfer D/O exchange |
| 5. Import declaration related business |
| 6. Cy dispatch procedure, cargo transfer, devanning, return empty container |

・Those who are already using the in-house system, and are considering API collaboration with Cyber Port
・Those who are using NetNACCS and still have some manual input

#	Current Issue	Advantage
3	- Although it is an urgent cargo, there are sometimes when import declaration cannot be filed due to waiting for A/N. - If the import customs documents do not come together, it may be difficult to identify which documents are to be declared.	- If registered in "business partner", the transporter can obtain the A/N information at the timing of data collaboration. - It is not necessary for the shipper to link the necessary information for each "deal" by data collaboration.
5	- Part of the IDA (import declaration registration) of the NetNACCS is manually entered.	- Using the NetNACCS collaboration function (IDA) can reduce manual input.

4-16. Import (NVOCC)

NVOCC

· Those who are already using the in-house system, and are considering API collaboration with Cyber Port
·Those who do not have their in-house system collaborated with NACCCS

Process flow:
1. Manifest declaration, ship port entry, container unloading
2. Create and send A/N (arrival notice)
3. Cargo sorting and customs request
4. Tariff transfer D/O exchange
5. Import declaration related business
6. Cy dispatch procedure, cargo transfer, devanning, return empty container

#	Current Issue	Advantage
2	- Even if the fax number is listed on the Notify Party, the A/N may not be delivered, and the operation may not be able to start. - Since A/N has listed charge, the shipping address needs to be checked carefully, and if an inquiry from a forwarder that is not Notify Party is received, it will take time to confirm the relationship with the shipper. In addition, there may be a problem when the shipper requests resending.	- If "deal" is created in advance, the transporter can obtain it in a timely manner by attaching A/N to the "deal". - Since the A/N information is received as structured data, it can be used for the next process. - If A/N information is data collaborated to the "deal" created by the shipper in advance, it can be completed in one operation, eliminating the need for individual correspondence.
4	- As for D/O-less applications, in addition to applying by attaching the shipping company WEB, shipping company Excel form in a mail or by fax, there are cases wherein a document with a seal or signature on A/N or SWB is sent as evidence by mail or fax. Since each company is different, this will take time. - Payment to the transporter may include multiple A/N in order to save transfer fee. In that case, it may take time for the transporter to confirm the payment and delay the D/O exchange. - If D/O-less, seal or sign the A/N or SWB, and send it by mail or fax, but it takes time to exchange and confirm. - Shippers and forwarders often pay multiple A/N charges at once in order to save transfer fees, so it may take time to confirm payment and D/O exchange may be delayed.	- Can standardize D/O-less application - Even if paid in bulk, if the payment information for each "deal" of Cyber Port is entered, since the payment confirmation will be performed smoothly on the transporter side, it can prevent delays in the D/O exchange. - Apply for D/O-less on Cyber Port and attach A/N or SWB as a file as evidence, this can reduce the time for confirmation. - Even if the payment is made in bulk, by entering the payment information for each "deal" of Cyber Port, the payment can be confirmed smoothly and D/O exchange delay can be prevented.

5. Usage

Cyber Port

- ## The Cyber Port application process is as follows:
  - The organization (corporation, etc.) that wishes to use the site must apply individually from the application screen on the portal site.
  - In addition to company information, etc., copies of business licenses, permits, and notifications (only for business types with business licenses, permits, and notifications) will be attached to the portal site's application screen and submitted to the administrator. At the same time, the applicant must agree to the Terms of Use.
  - Within 3 to 5 business days after the application, the applicant can start using the system after the operator grants authorization for each business type based on the application information.

Applicant	Cyber Port Administrator
1. The usage application	**3. Confirm the contents of the usage application, grant permissions for each business type based on contents of the application.**

Applicant column:

(1) For industries that have business licenses, permits, or notifications

➤ **Enter company information, business type, and manager information on the portal site**
➤ **Submit copies of business licenses, permits, and notifications.**
  * Submit a copy of the business type.

(2) For industries that do not require a business license, permit, or notification

➤ **Enter company information, business type, and manager information on the portal site**
  * Instead of a copy of the business license, etc., submit a copy of the documents proving the nature of the business, etc.

  * For business persons with multiple business licenses, permits, or notifications, an application should be submitted for each type of business to be registered.

2. Agreeing to the Terms of Use

Confirm and agree to the Terms of Use.
The terms of use can be found on the application page of the portal site.

Cyber Port Administrator column:

Cyber Port Business Type	Legal business category
Ocean Shipping Company	·Regular Freight Route Business ·Irregular Freight Route Business ·Shipping Rental Business ·Shipping Brokage Business
Coastal Feeder Transport Company	Coastal Shipping Business
Shipping Agent	Shipping Agent Business
Road Transport Operator	General Freight Forwarding Business
	Specific Motor Truck Transportation Business
	Light Motor Truck Transportation Business
Terminal Operator	·Port and Harbor Transportation Business ·Container terminal operator established through investment by multiple companies, including port transport operators. ·Container terminal renters ·Others recognized by the Operator as being equivalent to any of the above.
Forwarder	Port Transportation Business
Warehouse Operator	Warehousing Business
Customs Broker	Customs Business
NVOCC/International Forwarder	First Class Consigned Freight Forwarding Business
	Second Class Consigned Freight Forwarding Business
Shipper	–
VGM Notification Member	Notification Shipper
VGM Registration Member	Registered and confirmed businesses

5-2. Preparation for use through API connection

- If using Cyber Port through API connection is desired, modification of system is required in order to call the Cyber Port API from own system.
  - Cyber Port provides an environment to test the operation of individual company system modifications for API connectivity.
  - After testing and confirming that there is no problem, it is recommended to change the connection information to that of the production environment and use Cyber Port.
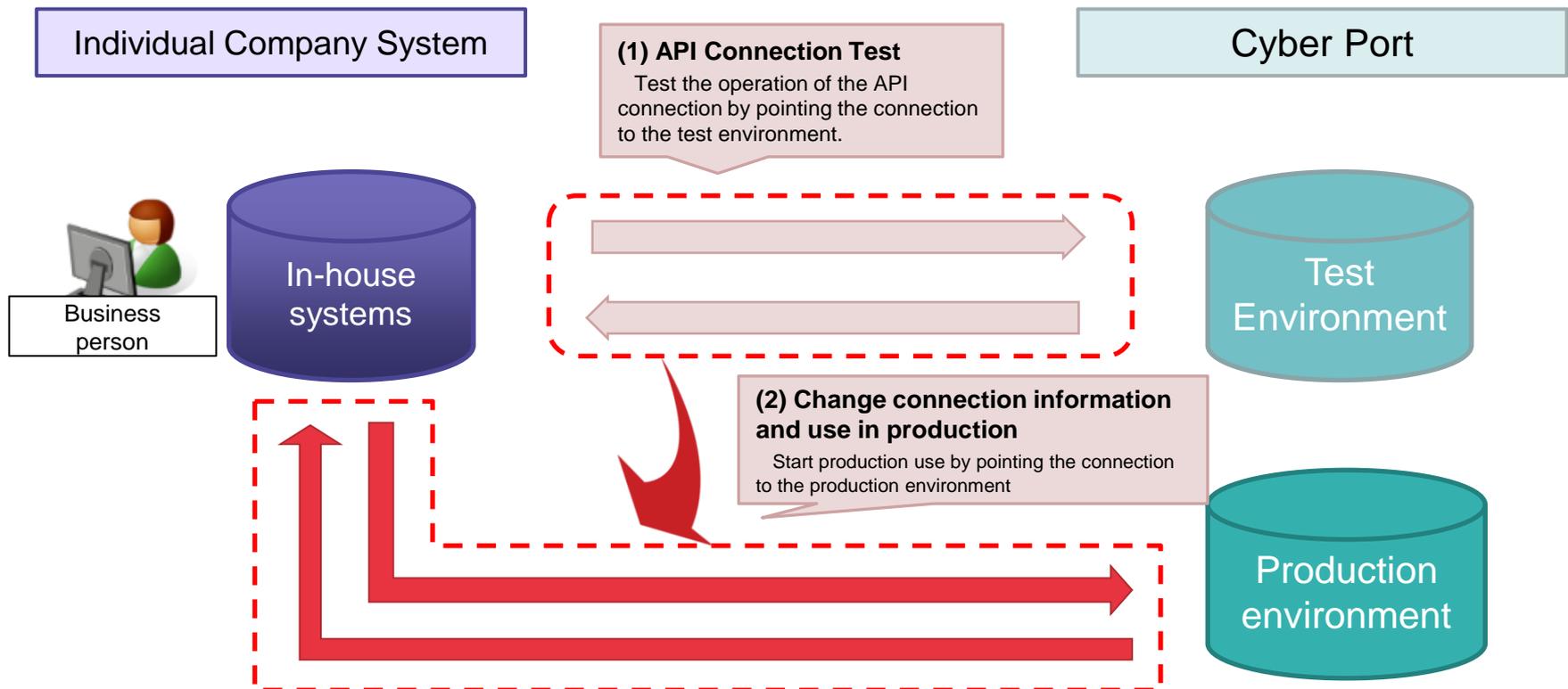
- Cyber Port system usage fee is free for the time being.

- When using Cyber Port through API connection, it is necessary to modify the cost of the in-house system, and the modification of the cost of the in-house system must be covered by each business.

Cyber Port™