



CargoX

ACI Air

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Your hosts today



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About CargoX

Platform for Blockchain Document Transfer (BDT)

HQ in **Slovenia** | EU

70+ Employees

1st world transfer of eBL on blockchain

150,000+ companies sending e-trade docs

10 M documents sent through CargoX



ISO/IEC
27001:2022
International standard for information security



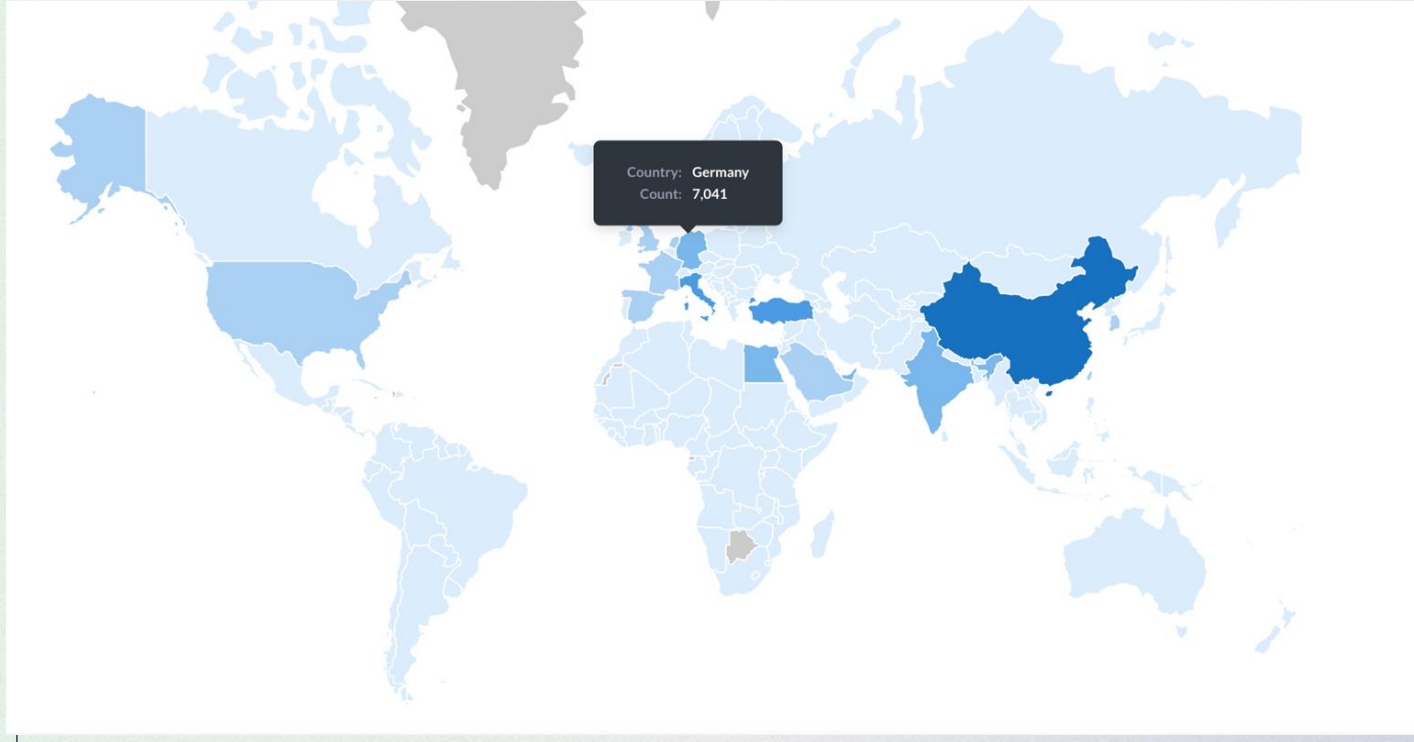
Directive 95/46/EC
COMPLIANT



UNECE

UN/CEFACT ALIGNED

CargoX Companies world map



Our services & products

eBLs
available

Master/Carrier

eBL issuance, transfer,
surrender, amendment,
interoperability compliant
with DCSA

BIMCO

eBL issuance,
transfer, amendment
compliant with BIMCO

FIATA

eBL issuance,
amendment
compliant with
FIATA

House

Custom eBL issuance,
amendment, transfer,
surrender

Customs
services

Egypt ACI

ACI filing for import
to Egypt

Abu Dhabi Export

Filing service for export
from Abu Dhabi

UAE MPC

Maritime Preload Cargo
Information compliance
filing for import to UAE

Regulatory approved & aligned

Approved
by



We also
work with



WCO SAFE
aligned



DCSA 3.0
compliant



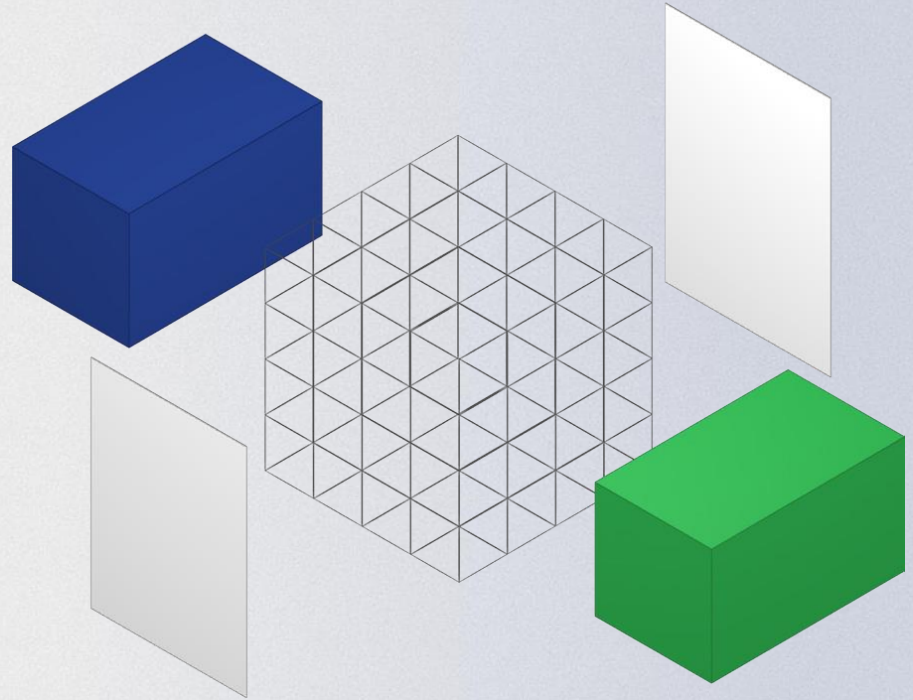
MLETR
compliant



What is ACI?

The **Advance Cargo Information** (ACI) system is a customs procedure that requires cargo data and documents to be submitted before cargo shipment from an exporting country. This enables to monitor any potential risks to the state.

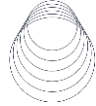
This modernizes and **automates customs administration, simplifies procedures, and reduces clearance times**. It uses electronic data and documents, there is no need for paper documents.



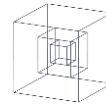
ACI benefits



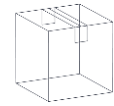
Generation of a **national trade intelligence database**



Importers are **pre-screened**



Improved **transparency** and **governance**



Cargo information is **available before** the goods arrive



Shipments are **pre-screened** before cargo is shipped from country of origin



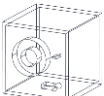
Pre-clearance of shipments -> **establishing green lanes**



Yellow and red lane **processing**



Control tower for better employee monitoring and improved reporting



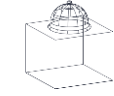
Improved customs and tax fraud **control**



Streamlined workflows for customs offices and agencies

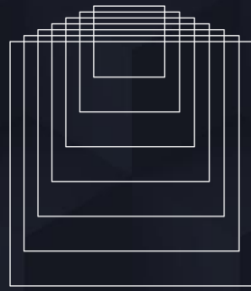


Simplified cargo clearance process



Integration with other governmental applications, such as customs management systems

Current ACI in Egypt for Sea freight shipments

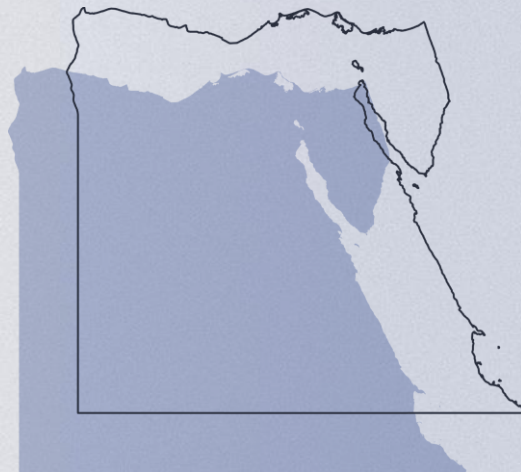




Egypt/NAFEZA

In **2021**, CargoX successfully integrated its platform with **Egypt's NAFEZA** single window system for **international trade facilitation**, establishing CargoX's Blockchain Document Transfer (BDT) services as the cornerstone for processing **Advance Cargo Information (ACI)** by the **Egyptian Customs Authority**.

Since 1 October 2021, electronic ACI filing has been mandatory for all **sea freight exporters** to Egypt. The **ACI air service** is already available on the CargoX Platform, and exporters are encouraged to begin using it to gain experience and ensure a smooth transition before it becomes mandatory on **1 January 2026**.



Immediate impact of the implementation

Extreme reliability

Seamless Implementation,
no downtime

29→ 3-6 days

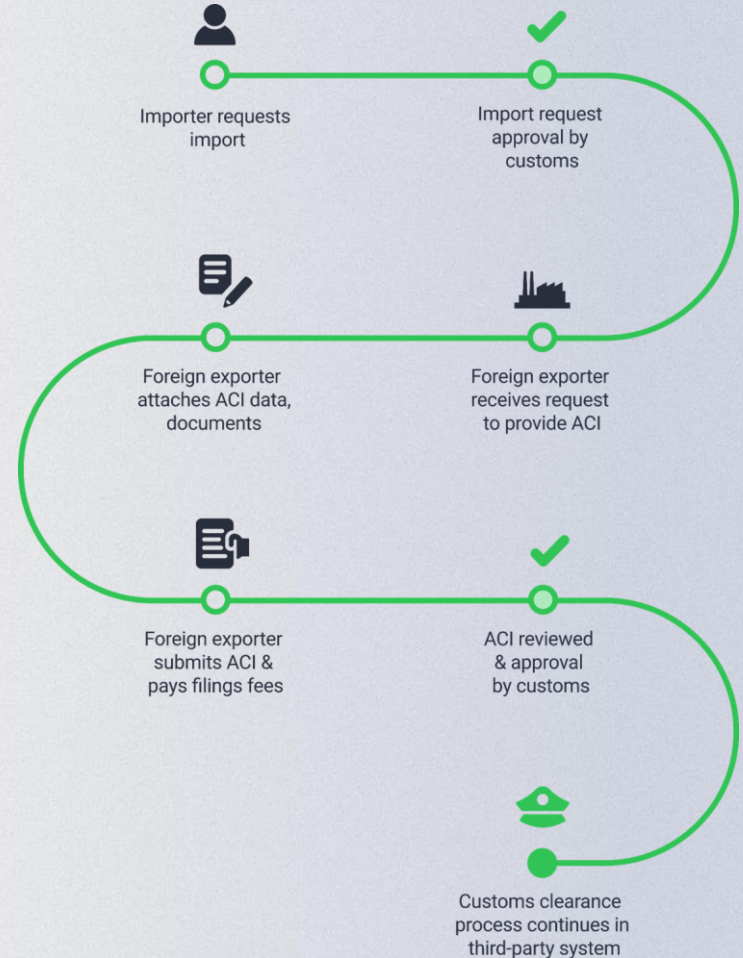
Shortened cargo release time,
ongoing reduction

\$600+ → \$175

Compliance cost reduction
for shippers

ACI Process

1. Importer on NAFEZA **submits shipment info** and **requests import approval**
2. Customs validates data and **issues a unique ACID number** for the shipment
3. Exporter receives **ACI notification on CargoX**
4. CargoX securely **transmits filing to NAFEZA** for review
5. **Customs approves submission** and shipment proceeds to Egypt
6. Upon arrival, **goods enter standard clearance in NAFEZA** and third-party systems



Important Information on ACI Air

Go-live date

Jan 1st 2026
(Available on CargoX Platform NOW)

Mandatory documents

AWB copy, INV, PL, INV
(Nafeza format xml), COO.

ACID on AWB

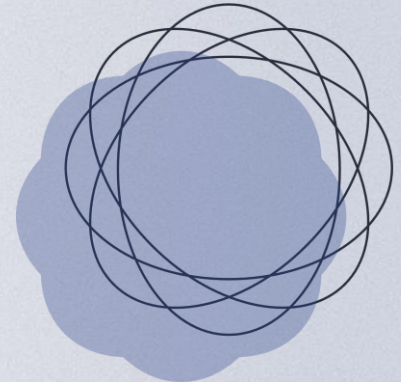
Mandatory; include in OCI segment
per IATA.

What to do

Registration on CargoX, verification,
creation of blockchain key, purchase units.

ACI filing timing

File ≥ 8 h pre-departure.



Differences: ACl air freight vs. sea freight

	AIR	SEA		BOTH
Transport document	Air WayBill Copy (AWBC)	Bill of Lading Copy (BLC)	ACID number	On all documents
Filing deadlines	At least 8 hours before the scheduled departure of the flight	No hard deadline or penalty for late filing	Price	Same
Refiling deadlines	Within 48 hours of shipment arrival	No strict deadline	Additional documents	Same (INV, PL, COO, INV. Nafeza xml)

What can you expect from CargoX?



11 minutes

Median response time



60 minutes

Median full resolution time



95,6%

Average customer satisfaction score

Contact us

Live chat: Available through [the CargoX Platform](#) and [the Help Center](#)

Email: support@cargox.io

Questions and answers

1

I have a question regarding the Air Waybill upload. Since we only receive the AWB after the flight, we cannot upload it in advance. Is it mandatory to upload it before submitting the ACI, or what do you suggest we do in this case?

It's important that you obtain the ACID number before the flight departure. Since the Air Waybill (AWB) is a required document, it must be uploaded; however, you may proceed by submitting the ACI envelope without the AWB initially. Once the AWB becomes available, you can upload it to the same envelope that has already been transferred.

If you need to resubmit or update a document for an existing ACI filing, create a new Egypt ACI envelope and enter the same ACID number as previously used. Then upload the new or corrected document(s). As long as the ACID number remains the same, you will not be charged an additional ACI filing fee. Please note that a document transfer fee still applies—3 units (₭) per document, with a maximum of 15 units (₭) per ACID number.

2

We handle many LCs for Egypt, and under LC terms we normally do not send documents directly to the customer—they are issued only through the bank. With ACI, we now have to upload the documents on the CargoX platform in addition to preparing them for the bank, which creates extra work for us. Your colleague mentioned that the ACI process should simplify document handling, but for LC shipments it actually becomes more complicated. Additionally, by sending documents through CargoX, we lose an element of payment security, since customers would receive documents outside the banking channel.

If the shipment is under L/C you can proceed with submitting the documents to the bank as usual. However, you will still have to file the ACI as all foreign exporters to Egypt are required to complete the ACI filing using the CargoX platform. Please also note that you can use CargoX to issue an electronic bill of lading and to present all documents electronically to your bank.

To submit an Egypt ACI, please [follow the tutorial for filing the ACI](#).

Please make sure you [upload all required documents in the required formats](#).

For any L/C requirements, please consult with your buyer, or Nafeza directly at ACI.CAMPAIGN@MTS-EGY.COM

3

Does the customer receive the documents through the CargoX platform? This is important for us in terms of payment security. Under an LC, the customer receives the documents only through the bank, and payment is released afterward. If the documents become available to the customer in advance through the platform, we risk losing the payment security provided by the LC.

The CargoX/NAFEZA exchange does not replace the banking process. Documents required under the Letter of Credit (e.g., originals for payment release) must still be sent through the banking channel. The documents uploaded to CargoX are digital copies used for pre-clearance only. The bank remains the trusted intermediary, and payment is released only after document verification under the LC terms. Therefore, the security of payment under LC is not affected by the ACI system, since CargoX transmission does not constitute delivery of documents to the customer for commercial purposes.

4

What about the information that needs to be shown on the documents, such as the Egyptian importer's Tax ID and the foreign exporter registration type? Where can I obtain these details?

The Egyptian importer's TAX ID, the foreign exporter registration type, and similar details are included in the MTS notification and are entered by the importer. Your responsibility is to complete the verification process. After verification, you should provide your company details to the Egyptian importer.

Please wait for the Egyptian importer to register the shipment with the Egyptian Customs Authority (NAFEZA) using your company information. Once the Advance Cargo Information (ACI) request is approved for shipment, you will receive a notification by email and in your CargoX account. The envelope containing the ACID number and all related information will appear in your CargoX Inbox.

5

What about the Egyptian importer Tax ID? Is it always the same? I received a general email stating that several indications must be shown on the documents, including the Egyptian importer Tax ID and the foreign exporter registration type.

Yes — the Egyptian importer's Tax ID is fixed and unique for each importer; it never changes.

the following must appear on all shipment documents (invoice, packing list, bill of lading) under the ACI system:

- o The ACID number
- o The foreign exporter's VAT number or commercial registration number

6

I am just trying to understand how this process works. You mentioned that we will receive an envelope and then open it. How exactly do we receive the envelope? Does the importer initiate this by uploading something on CargoX first, or do they contact us beforehand? I would like to understand how the envelope is created and how we include all required documents in it.

The ACID (advance cargo information declaration) number is issued by the Egyptian customs platform - NAFEZA, once the Egyptian importer registers the import shipment. Foreign exporters using the CargoX Platform will only be able to complete their ACI filing with a valid ACID number, as this allows customs to match the ACI documents belonging to the right incoming shipment. The first pre-condition to get the ACID number is that your company must be [verified](#) on the CargoX Platform. To get an ACID number, you should share your VAT number or national registration number with your Egyptian counter-party. You can read about the process of acquiring an ACID number [here](#).

7

How do I obtain the ACID number?

The first pre-condition to get the ACID number is that your company must be [verified](#) on the CargoX Platform. To get an ACID number, you should share your VAT number or national registration number with your Egyptian counter-party. You can read about the process of acquiring an ACID number [here](#).

8

I have one final question: after uploading the documents to CargoX and sending the originals to the bank, it may happen that the bank requests changes due to LC discrepancies. In that situation, since the documents are already uploaded and transferred, what is the correct process? Can the original documents remain, or do we need to upload the revised documents again?

If you need to resubmit or update a document for an existing ACI filing, create a new Egypt ACI envelope and enter the same ACID number as previously used. Then upload the new or corrected document(s). As long as the ACID number remains the same, you will not be charged an additional ACI filing fee. Please note that a document transfer fee still applies—3 units (₭) per document, with a maximum of 15 units (₭) per ACID number. For example, if you have already transferred 5 documents with the first envelope, any subsequent transfers under the same ACID number will be free of charge.

9

So, for the Certificate of Origin, is it sufficient to upload just a scan? It doesn't need to be editable or copyable—just a scanned PDF, correct?

For the Certificate of Origin, the document may be a scanned copy, but it must be saved in PDF format.

10

We are talking about service parts, so we are sending out within 24 hours, sometimes even within 5 hours, so we will not be able to keep the or to have the documents uploaded 8 hours before the flight. So does this mean we have to keep the goods in our warehouse?

There are no restrictions on when to send documents through CargoX.

You can upload and transmit documents at any time starting immediately after the ACID is issued and continuing up to the point when the importer begins clearance procedures after the shipment arrives in Egypt.

The 8-hour rule applies only to submitting ACI shipment data, not to the document transmission itself.

11

Let's assume I already have the ACID number and provide it to the forwarder so they can ship the goods. Even then, it doesn't help that the goods arrive in Egypt, because they won't be cleared until I upload all the required documents.

Foreign freight forwarders (Origin Stations outside of Egypt) are required to register on the CargoX Platform, and – just like exporters to Egypt – [complete company verification](#). More information about freight forwarders' role in the Egypt ACI process is available [here](#). For up-to-date information on the responsibility of Freight Forwarders within the ACI process please visit the [NAFEZA webpage](#).

12

What about shipments with DHL? In these cases, we don't have an Air Waybill, as DHL only uses labels. The same applies to FedEx—how should we handle such shipments?

For courier shipments (e.g., DHL, FedEx, UPS), they are exempted from the ACI system as long as the shipment value does not exceed USD 2,000 and the total weight is under 50 kg. These small consignments fall under the express courier exemption, meaning you don't need to obtain an ACID number or submit documents through CargoX. If the shipment exceeds either limit, it is then treated as a regular air shipment and must fully comply with the ACI requirements, including obtaining an ACID and transmitting documents electronically.

13

I also cannot upload the Air Waybill because it is printed at the warehouse 200 km away and applied directly onto the package. How shall I process in this case?

In air shipments, if the exporter cannot upload the Air Waybill (AWB) through CargoX, then NAFEZA allows the importer to upload it directly on the platform after the shipment's arrival.

- The exporter completes all other document uploads via CargoX (invoice, packing list, etc.).
- Once the AWB is generated and the shipment departs, the importer can log in to NAFEZA and upload the final AWB to complete the documentation before clearance.

This ensures full ACI compliance while accommodating express and air freight operational constraints.

14

What happens if the shipment is valued at \$10,000? Am I not allowed to ship via DHL Express? Even if I have the ACID number, I would never receive a traditional Air Waybill.

If the shipment is valued at \$10,000, it no longer qualifies for the courier exemption (which is limited to \$2,000 and 50 kg).

Since DHL Express cannot submit shipment data electronically to NAFEZA, the shipment cannot move under the courier regime. It must instead be handled as a regular air cargo shipment through a freight forwarder or airline capable of sending ACI data and documents (including the ACID number) electronically.

15

Does this mean I would no longer be able to support my customers as efficiently as I do now? For shipments over \$2,000 USD or weighing more than 50 kg, would I be prohibited from using courier forwarders, causing customers to wait several extra days for spare parts and potentially delaying hospital operations?

Technically, yes. If any of the pre-conditions for ACI are not met, the shipment is considered subject to the ACI process.

16

Sorry, I have one question about this. Does it mean I can still make changes to the documents even after they have already been transferred in the system?

Yes, If you need to resubmit or update a document for an existing ACI filing, create a new Egypt ACI envelope and enter the same ACID number as previously used. Then upload the new or corrected document(s). As long as the ACID number remains the same, you will not be charged an additional ACI filing fee. Please note that a document transfer fee still applies—3 units (₭) per document, with a maximum of 15 units (₭) per ACID number. For example, if you have already transferred 5 documents with the first envelope, any subsequent transfers under the same ACID number will be free of charge.

17

Does the ACID number need to be mentioned on the documents as well, or is it only used in the system?

The ACID number is mandatory on all shipping documents. On the Air Waybill, the ACID number document should be included in the "Other Customs Instructions (OCI)" as per IATA documentation standard.

18

Could you clarify how free-of-charge updates for systems are handled?

If you are referring to the update of the document in the same ACI envelope, then the answer is - yes. If you need to resubmit or update a document for an existing ACI filing, you will not be charged an additional ACI filing fee. Please note that a document transfer fee still applies—3 units (U) per document, with a maximum of 15 units (U) per ACID number. For example, if you have already transferred 5 documents with the first envelope, any subsequent transfers under the same ACID number will be free of charge.

19

If a medical device needs to be upgraded—whether with software, hardware, or another physical update—and we send it to our customer free of charge, do we still need to use ACI and CargoX for the shipment?

Depends on the specific case. If you send it by the courier as a shipment and the package weight is up to 50 kg and valued under USD 2,000, and the package meets the conditions of the courier package, then you do not need the ACID number. If any of those pre-conditions are not met, the shipment is considered subject to the ACI process.

20

Responding on Nicole's question: Is the problem that she cannot do it because, when using a courier service in Germany, a proper Air Waybill (as issued for regular airfreight) is never provided? In other words, is the issue that she will never have the correct document to upload?

We are waiting for a response from the customs authorities.

I have another question, which is more directed to the Egyptian Customs Authority rather than CargoX.

We are a trading company and have been using CargoX from the very beginning for our sea shipments. We primarily trade spare parts, for example for the concrete industry in Egypt. Recently, we have been facing increasing difficulties because our suppliers no longer issue supplier declarations. These declarations are the basis for issuing a Certificate of Origin, as the German Chamber of Commerce will not stamp the certificate without written proof in the form of a pre-certificate or a supplier's declaration.

As a result, in one of our recent shipments, several items were marked as "origin unknown," which caused significant problems with Egyptian customs.

Additionally, I am concerned about air freight shipments exceeding 50 kg, which require regular air freight rather than courier services. For these shipments, it is often impossible to obtain a supplier declaration, and therefore we cannot provide a Certificate of Origin. However, the Certificate of Origin is a mandatory document for upload and must also be presented in paper form to Egyptian customs.

This situation creates serious challenges, as I strive to meet the requirements of our customers and importers, but increasingly I am unable to provide the documents that Egyptian customs demands. How can these situations be resolved?

We are waiting for a response from the customs authorities.

22

Is the problem that the suppliers—or the subsequent suppliers in the machine-building industry from whom we purchase spare parts—are no longer obliged to issue supplier declarations, and can simply refuse to do so because of cost or effort? If that is the case, does this mean that, as a customer, I have no way to enforce these declarations and, consequently, cannot provide the necessary documents for my customers in Egypt?

We are waiting for a response from the customs authorities.

23

Am I correct in thinking that we are not the only ones affected by these circumstances? My concern arises because, even for air freight, the Certificate of Origin is mandatory. While most shipments run smoothly, I am increasingly encountering items for which suppliers refuse to issue declarations. How should we handle this problem when the necessary supplier declarations are no longer provided?

We are waiting for a response from the customs authorities.

My question is regarding the ACID number: will it be issued at the order level or at the shipment level? In our case, we often consolidate multiple sales orders—four or five—into a single shipment to the same customer. If the ACID number is issued at the order level, that's fine. But if it's issued at the shipment level, does that mean one ACID number will cover all consolidated orders, or will each order still get a separate ACID number? We want to clarify how ACID numbers are assigned in situations where multiple orders are combined into a single shipment.

If you have several sales orders (e.g., four or five) to the same Egyptian importer, and they are packed and shipped together under one Bill of Lading (or one Air Waybill), then:

- Only one ACID number will be issued.
- All documents (commercial invoices, packing lists, etc.) belonging to those orders must reference that same ACID number.
- Each exporter must send the required documents to the consignee through the CargoX to Nafeza on the same ACID number. If, however, the orders are shipped separately (each with its own BL/AWB), then each shipment will require a different ACID number.

25

Is it possible that the goods could arrive in Egypt before all documents have been uploaded to CargoX? If so, what would that mean for me and for the customer? For example, the forwarder might pick up the goods from our warehouse and the flight departs on Tuesday, but I only upload the remaining documents on Wednesday or Thursday after the goods have already arrived in Egypt. Would this cause a problem?

In this case the importer cannot start clearance procedures on NAFEZA until all required documents are in place. Depending on the port or airport, this can lead to storage fees, delays

26

I have a question regarding the Air Waybill. Normally, it is issued after the flight has departed. Is it necessary to include the ACID number on the Air Waybill? Can it be added later, or is there another way to solve this issue? Typically, I receive the Air Waybill from our forwarder after departure, but I understand that it must be uploaded to the system. How should this be handled?

Since the Air Waybill (AWB) is a required document, it must be uploaded. However, you may proceed by submitting the ACI envelope without the AWB initially. Once the AWB becomes available, you can upload it to the same envelope that has already been transferred. It's important that you obtain the ACID number before the flight departure.

If you need to resubmit or update a document for an existing ACI filing, create a new Egypt ACI envelope and enter the same ACID number as previously used. Then upload the new or corrected document(s). As long as the ACID number remains the same, you will not be charged an additional ACI filing fee. Please note that a document transfer fee still applies—3 units (₭) per document, with a maximum of 15 units (₭) per ACID number.

27

I'm sorry, I have two questions. The first one is: Should we use CargoX for every shipment, or only for shipments over \$2,000 and weighing more than 50 kg? And the second question is that the COO should it be issued by Chamber of Commerce or the shipper can also issue it on the letterhead from himself?

For shipments over 50 kg or valued above \$2,000, it is mandatory to follow the ACI process.

28

And the second question is that the COO should it be issued by Chamber of Commerce or the shipper can also issue it on the letterhead from himself?

We are waiting for a response from the customs authorities.

29

What happens if a shipment is valued at more than \$2,000 but weighs less than 50 kg? Is the ACI process still mandatory in that case?

For shipments over 50 kg or valued above \$2,000, it is mandatory to follow the ACI process. If any of those pre-conditions are not met, the shipment is considered subject to the ACI process.

30

Sometimes we know the origin of the goods because the supplier informs us, but they do not issue a formal certificate that we could submit to the Chamber of Commerce to obtain a certified Certificate of Origin. In this case, can we still proceed, or how should we handle the ACI requirement?

We are waiting for a response from the customs authorities.

31

But what if obtaining a supplier certificate costs more than €500 just to get the certified Certificate of Origin from the Chamber of Commerce? This is very expensive, and in some cases, we may not be able to obtain the document at all—how should this be handled?

We are waiting for a response from the customs authorities.

32

Regarding free-of-charge shipments, sometimes we send a device or spare parts to Egypt at no cost, but according to German law, we must declare a statistical value on the invoice. For example, a device may be free of charge, but its statistical value is €5,000, and we indicate “delivery free of charge, value only for customs purposes.” For such shipments, is it necessary to apply for ACI?

It will have to go through the ACI process.

33

But the value is 5,000. It is only the statistical value. It is not invoiced actually to the customer. Even though the value is €5,000, it is only the statistical value and not actually invoiced to the customer. In this case, is it still necessary to apply for ACI?

Yes, it is necessary to apply for ACI

34

We usually receive requests from customers for an invoice with a zero value, but some other customers say that zero-value invoices are not accepted by customs. Which approach should we follow in this case?

If you are sending goods without commercial payment (e.g., replacement parts, service items, or samples):

- You must still issue a commercial invoice for customs purposes" showing the actual market value of the goods.
- The invoice should clearly state the reason, e.g.

"Goods supplied free of charge — no commercial value — for warranty replacement purposes only."

- This value is used only for customs declaration, not for payment or accounting.

According to German law, we are required to declare a statistical value on the export documentation, even if the invoice value is zero. For example, the invoice may show €5,000, but the customer is not charged, and we note that it is “value only for customs purposes.” This often occurs for guarantee replacements or warranty shipments. In such cases, is it necessary to apply for ACI?

If you are sending goods without commercial payment (e.g., replacement parts, service items, or samples):

- You must still issue a commercial invoice for customs purposes” showing the actual market value of the goods.
- The invoice should clearly state the reason, e.g.

“Goods supplied free of charge — no commercial value — for warranty replacement purposes only.”

- This value is used only for customs declaration, not for payment or accounting.

36

If we need to make changes to a document after the envelope has been sealed, do we have to pay again?

Yes, If you need to resubmit or update a document for an existing ACI filing, create a new Egypt ACI envelope and enter the same ACID number as previously used. Then upload the new or corrected document(s). As long as the ACID number remains the same, you will not be charged an additional ACI filing fee. Please note that a document transfer fee still applies—3 units (U) per document, with a maximum of 15 units (U) per ACID number. For example, if you have already transferred 5 documents with the first envelope, any subsequent transfers under the same ACID number will be free of charge.

37

I have a question regarding free-of-charge samples that are classified as dangerous goods. Since we cannot send them via courier to Egypt, we must use an airline service. These shipments are usually under 15 kg and free of charge. In such cases, do we still need to complete the ACI process?

Yes you still need to complete the ACI process, since it is not a courier shipment.



Thank you
for your attention.

