



Notice to Shippers

Date: 18.08.2010

Subject: European 24 Hour Advanced Manifest Rule
EU Regulation 1875 / 2006 – Entry Summary Declaration (ENS)

The European 24 Hour Advanced Manifest Rule will be enforced from 31st of December 2010, and will apply to all 27 EU member states. The primary purpose of this new regulation is to ensure that a security risk analysis is performed on all goods bound for the EU, before the goods arrive in the EU territory. (Norway and Switzerland have the same status as EU member states.)

For all cargo entering the EU, DAL must submit an Entry Summary Declaration (ENS) to the vessel's first port of call in the EU. For a vessel which is bound for a EU port, the ENS transmission must be carried out **no later than 24 hours** prior to the commencement of vessel loading in the non-EU load port.

For "short sea" shipments, the ENS transmission must be carried out **no later than two hours before arrival of the vessel** at the first port of entry in the EU.

An ENS is required for:

- Goods to be imported into the EU – i.e. discharge of goods at first or subsequent EU ports.
- Freight remaining on Board (FROB) for non-EU destinations.
- Transshipment cargo for both EU and non-EU final destinations.
- All transit cargo for both EU and non-EU final destinations.

It is DAL's responsibility to electronically lodge the relevant ENS, with the customs authority of the vessel's first EU port of entry, within the allocated deadline. One ENS per B/L will be submitted. In order to comply with the deadlines set by the EU customs authorities, DAL will require that shippers submit complete and accurate customs declaration information and shipping instructions – well within time.

A third party may submit their own ENS however; this can only be done with the prior knowledge and consent of the Carrier, DAL.



To enable the submission of an ENS, the following elements are required in the shipping instructions:

- Bill of lading number (B/L-No.)
- Shipper and Consignee name and address (EORI number, if available)
- Notify party (EORI number mandatory for "To order" B/L)
- Accurate goods description (general terms can not be accepted)
- Minimally first four digits of the HS code
- Package type
- Number of packages
- Container Number
- Cargo gross weight
- UN code for Dangerous Goods
- Seal Number
- Transport charges method of payment code (e.g. cash, credit card, to be provided only where available)

The ENS will be sent to the customs office of the vessel's first port of entry in the EU, and this customs office will be responsible to carry out the security risk analysis of the cargo. In the situation where a risk is identified, subsequent ports and ports of loading will be informed accordingly.

Risk Type messages that can be issued by customs authorities:

- Risk Type A = "Do Not Load"
- Risk Type B = interception of a suspicious shipment at the first port of entry within the EU Territory
- Risk Type C = interception of a suspicious shipment at the port of discharge within the EU Territory

We would again like to highlight that complete and accurate information for the data items listed above is of utmost importance, and will reduce the disruption of cargo flows and the imposition of fines by customs authorities on the carriers.

Additional details and information can be found on the following websites:

EU Member States: http://europa.eu/abc/european_countries/index_en.htm

EU 24 further details: http://ec.europa.eu/ecip/security_amendment/index_en.htm

We will be keeping you well informed regarding this important subject. For any further information please contact your nearest DAL Agent.

With kind regards,

DAL – Deutsche Afrika-Linien GmbH & Co. KG