

16<sup>th</sup> June 2010

Dear Customer,

**European 24 Hour Advanced Manifest Rule**

You will possibly already be aware of the European 24 Hour advanced manifest rule which commences on 31<sup>st</sup> December 2010 and applies to all 27 EU member states. (Norway and Switzerland have the same status as EU member states).

For import cargo to all EU member states the rule requires that an ENS declaration is submitted at the latest 24 hours before the vessel commences loading at each non EU port of loading.

Submission of the ENS must be made by "K" Line at the actual port of loading on the EU calling vessel. It must be made to Customs at the first European port of entry (port of call) on the vessels itinerary, rather than at the actual port of discharge. The Customs office at this port will carry out a security risk assessment of all cargo and transmit the results of this assessment to EU subsequent ports Customs.

All ENS declarations are ultimately the Carrier's ("K" Line's) responsibility although third parties may file with the Carrier's agreement. The ruling applies to all cargo intended for discharge at first or subsequent EU ports, all transshipment cargo to be feedered to EU or non EU ports and all transit cargo for both EU and non EU final destinations. It also applies to all FROB (Freight Remaining on Board) for non EU destinations.

"K" Line are currently developing their own programme within our global manifest system to handle all of these requirements. The system will manage automatic EDI transmission of the ENS declaration and any responses from Customs.

"K" Line will submit one ENS for each Bill of Lading or Waybill. The ENS must contain specific data elements, which must be accurate since initial checks by EU Customs will be made electronically. Failure to provide this information correctly will result in an increased risk of rejection by the EU Customs.

The rule will require the following from our customers to allow "K" Line to comply with the regulations:

- i) All data submitted in Shipping Instructions must be accurate.
- ii) Shipping instructions must be received in a timely manner to allow input to our systems and submission of ENS at the latest 24 hours before vessel commences loading.

Cut off times for shipping instructions will be advised locally at each port of loading and are subject to local practices and procedures.

Further information will be circulated shortly giving full details of the data requirements for shipping instructions, use of HS codes, time limits, rejection notices, forwarder house bills of lading and various other matters.

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

EU Member states: [http://europa.eu/abc/european\\_countries/index\\_en.htm](http://europa.eu/abc/european_countries/index_en.htm)

HS Codes: [http://ec.europa.eu/taxation\\_customs/dds/cgi-bin/tarquer?Lang=EN](http://ec.europa.eu/taxation_customs/dds/cgi-bin/tarquer?Lang=EN)

EU 24 further details: [http://ec.europa.eu/ecip/security\\_amendment/index\\_en.htm](http://ec.europa.eu/ecip/security_amendment/index_en.htm)

