



## USA 24-Hour Rule



- **USA 24-Hour Rule**
- **New Australia / New Zealand westabout service under U.S. Customs 24 hour advanced manifest rule**

13<sup>th</sup> December 2002

Dear Customer,

The new ANZ westabout loop will call ports in the United States and therefore the new U.S. customs 24hrs rule is also applicable for all cargo on that service either for direct discharge in U.S. ports or in transit.

### **The U.S. customs 24hrs advanced manifest rule :**

The effective date of this new regulation is December 2<sup>nd</sup>, 2002 followed by a sixty-day grace period to allow implementation time. Hapag-Lloyd maintains an on-line global documentation and freight information (FIS) system. As such, we are technically prepared to provide advanced manifest EDI transmissions to Customs Automated Manifest System (AMS) from any port called by our mainline USA bound vessels from around the world.

The requirement is that U.S. customs receives advanced manifest data 24 hours before cargo will be loaded on a vessel. This means that full Bill of Lading / SWB instructions and specifications are to be received by Hapag-Lloyd, in advance of the cargo receipt, in order to transmit the details to U.S. customs.

Cargo details filed too late may result in the goods not be accepted for loading, or may be subject to time consuming inspection at cargo owners costs.

NVOCC's will be allowed to transmit manifest information directly to U.S. customs. Affirmatively, a statement is required from NVOCC's that they will submit their data to U.S. customs directly.

As part of the full Bill of Lading / SWB instructions there are 14 key data elements that must be provided in advance to U.S customs. Of these 14, the following are not known by the ocean carrier and must be provided by the shipper or their agent on the shipping instructions. These are:

1. Numbers and quantities from the carrier's Ocean Bills of Lading or Seaway Bills, as applicable, must be expressed in the lowest external packaging unit. Containers and pallets are not acceptable manifested quantities. For example, a container containing 10 pallets with 200 cartons should be manifested as 200 cartons.
2. Precise description of the cargo and the 6-digit HTS number under which cargo is classified if that information is provided by the shipper and weight of the cargo or, for a sealed container, the shipper's declared description and weight of the cargo. Generic descriptions



such as FAK, General Cargo, Said to Contain, Chemicals, and Foodstuffs would NOT be acceptable descriptions.

3. Shippers complete name and address, or the identification number issued to the shipper by the US-Customs Service.
4. Complete name and address of the consignee, owner or owner's representative or its identification number.
5. Internationally recognised hazardous material code when such materials are being shipped.
6. Container number and seal numbers for all seals affixed to the container.

In addition we are also enclosing the relevant documentation closing times for the individual European loading ports. These documentation closing times have been set taking into account the ETA as per fixed day schedule of the vessel, the deadline for manifest transmission to U.S. customs and the working time necessary to process the documentation details in our system.

We would also like to draw your attention to the fact that as part of the shipping instructions, the seal-no. of the container is required. It is therefore essential that all containers that leave your premises be already sealed with the requested high security seals (bolt). For legal reasons HLCL can not carry out sealing of container. Necessary re-sealing at the terminal will result in a delayed loading.

We therefore also have to insist on complete shipping instructions, including the seal-no., at the document closing time set. At least at the end of the grace period U.S. customs will definitely not allow any container to be loaded in Europe, where one or more of the required details are missing in the manifest transmission.

It is expected that there will be no hold-messages from U.S. customs in the period shortly after December 2, 2002, however there will be no guarantee given on that by U.S. customs.

We therefore appreciate your co-operation in jointly fulfilling the new U.S. customs requirements.

Sincerely,

Hapag-Lloyd Container Line



**Documentation closing:**

<b>Port of loading =</b>	<b>Hamburg / Rotterdam</b>
<b>Customer Shipping Instructions closing</b>	<b>ETA of vessel at pol</b>
prior Wednesday 12 Hrs HH Time	<b>Monday</b>
prior Thursday 12 Hrs HH Time	<b>Tuesday</b>
prior Friday 12 Hrs HH Time	<b>Wednesday</b>
prior Monday 12 Hrs HH Time	<b>Thursday</b>
prior Tuesday 12 Hrs HH Time	<b>Friday</b>
prior Wednesday 12 Hrs HH Time	<b>Saturday</b>
prior Wednesday 12 Hrs HH Time	<b>Sunday</b>