



USA 24-Hour Rule Circular to Customers No.5



Hapag-Lloyd
Container Line

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27th February 2003

Dear Customer,

with this circular we would like to inform you about procedures in regard the AMS (automated manifest system) filing to U.S. Customs.

filing via carrier

Any filing to AMS via carrier takes place under the carrier's SCAC code and with full liability in regard of cargo declaration incl. piece count, weight, seal number and address information's (ultimate shipper & consignee).

As per official statement by U.S. customs: "The party that provides the cargo declaration information to Customs is responsible for ensuring that the information is accurate".

Attached to this circular you will find the latest announcement by U.S. Customs in regard of 'Acceptable / Not Acceptable ' cargo declarations.

In case of you requested the AMS filing via carrier, please ensure that all presented shipping instructions meet the requirements of U.S. Customs. In addition we ask you to clearly state on each shipping instruction that an AMS filing is required. We would suggest to use the following phrase : **AMS filing required Y/N**

confirmation of AMS filing

For AMS filings other than on carrier master document level, you will receive a copy of the customs manifest (CUMA) as filing confirmation. The customs manifest includes the related carrier master document as well as the filing reference e.g. HLCUHAM990203351 of the e.g. house bill of lading / AMS document containing the ultimate shipper & consignee. Any entry on the U.S. import side has to take place against the filing reference. Customs house brokers / consignee's have been informed by our U.S. organisation on January 20th, 2003 about the changed procedure.



customer / NVOCC direct filing

If the filing to AMS is done directly by the customer / NVOCC or via third party, we need a written statement as of which date / vessel the direct filing takes place and under which SCAC code. In addition each presented shipping instruction must clearly state that no AMS filing is required and the SCAC of the filing party. The individual statement is required due to U.S. Customs audit rules.

Any direct filing be also announced to the contracting vessel carrier (meaning the vessel carrier issuing the master document) via the SECOND NOTIFY entry. Each second notify carrier that is identified will receive messages from customs every time a bill of lading has been added, changed, held and released. The message contains the following:
SCAC code / Vessel Name / Voy. / POL / POD / B/L no./ Quantity / Entry Type/ Entry Reason/ Action Date & Time / Container no.

The carrier then has to compare the individual transmissions to the master carrier document. Only if the quantities / containers of the direct filing matching the total of the master carrier document, the carrier is allowed to load the container. ***As per official statement by U.S. customs: " Carriers can be held liable for penalties and NVOCC's can be held liable for liquidated damages."***

"Security Manifest Documentation Charge"

When is this charge applicable?

By filing via carrier: ***for each master carrier document***

Reason: for the check of declaration details and comparison of master document to the individual house bill of lading or any other AMS relevant document; for the checking and chasing of complete and timely provided instructions; for additional documentation workload and personal costs

and

for each house bill of lading / any other AMS relevant document

Reason: for the creation and transfer of AMS documents on house bill of lading level or for any other AMS document containing the ultimate shipper & consignee; for monitoring customs status and feedback

By direct filing: ***for each master carrier document***

Reason: for monitoring customs status and feedback of the individual transmission; for the additional workload in regard of comparison to carrier master document (as explained above under point : 'customer / NVOCC direct filing')



corrections after 24hrs manifest was sent to U.S. Customs

Any manifest correction, which is presented after the 24hrs manifest was sent, must be submitted to HLCL in a written form (e.g. e-mail / FAX) due to U.S. customs audit rules. As of March 23rd, 2003 any manifest correction will be subject to an amendment fee of USD 30, -- per correction. The amendment fee includes the necessary re-transmission to AMS and the respective monitoring.

Sincerely,

Hapag-Lloyd Container Line

'Acceptable / Not Acceptable ' cargo declarations:

Not Acceptable	Acceptable
Apparel Wearing Apparel Ladies' Apparel Men's Apparel	Clothing Shoes Jewelry (may include watches)
Appliances	Kitchen Appliances Industrial Appliances Heat Pump
Autoparts Parts	New Autoparts Used Autoparts
Caps	Baseball Caps Blasting Caps Bottle Caps Hub Caps
Chemicals, hazardous Chemicals, non-hazardous	Actual Chemical Name (not brand name) Or U.N. HAZMAT Code Identifier #
Electronic Goods Electronics	Computers Consumer Electronics, Telephones Electronic Toys (can include Gameboys, Game Cubes, Dancing Elmo Doll etc.) Personal/Household Electronics (PDA's, VCR's, TV's)
Equipment	Industrial Equipment, Oil Well Equipment Automotive Equipment, Poultry Equipment etc.
Flooring	Wood Flooring, Plastic Flooring, Carpet, Ceramic Tile, Marble Flooring
Foodstuffs	Oranges Fish Packaged Rice, Packaged Grain, Bulk Grain
Iron	Iron Pipes, Steel Pipes
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Steel	Iron Building Material, Steel Building Material
Leather Articles	Saddles Leather Handbags Leather Jackets, Shoes
Machinery	Metal Working Machinery Cigarette Making Machinery
Machines	Sewing Machines Printing Machines
Pipes	Plastic Pipes PVC Pipes Steel Pipes Copper Pipes
Plastic Goods	Plastic Kitchenware, Plastic Houseware, Industrial Plastics Toys, New/Used Auto Parts
Polyurethane	Polyurethane Threads Polyurethane Medical Gloves
	Personal Effects Household Goods
Rubber Articles	Rubber Hoses Tires Toys Rubber Conveyor Belts
Rods	Welding Rods Rebar Aluminum Rods Reactor Rods
Scrap	Plastic Scrap Aluminum Scrap Iron Scrap
STC (Said to Contain) General Cargo FAK (Freight of All Kinds) "No Description"	
Tiles	Ceramic Tiles Marble Tiles
Tools	Hand Tools Power Tools Industrial Tools
Wires	Electric Wires Auto Harness Coiled Wire (Industrial)

Source : http://www.customs.gov/xp/cgov/import/carriers/24hour_rule/
 FREQUENTLY ASKED QUESTIONS / 24-HOUR ADVANCE VESSEL
 MANIFEST RULE