



**USA 24-Hour Rule  
Circular to Customers No.7**



**Hapag-Lloyd**  
Container Line

- **USA 24-Hour Rule**
- **AMS changes – “Special Bill”**

12<sup>th</sup> September 2003

Dear Customer,

With this letter we would like to continue informing you about any changes in view of the 24hrs Automated Manifest System (AMS).

Changes with effect of 1st October 2003 will be:

- 1.) Ocean Carriers' MASTER BILL(s) have to be transmitted in addition to the NVOCC's House Bill(s).
- 2.) Any import customs entry within the USA must take place against the Ocean Carrier Master Bill No. (!) and no longer against a filing reference or any AMS relevant document.

*How does this affect the AMS handling procedure?*

A.)For NVOCC SELF-FILER:

- ➔ In case the NVOCC files cargo details directly to AMS, he has to insert the OCEAN CARRIERS' MASTER BILL No.(s) in his NVOCC HOUSE BILL(s); under reference identifier(B04/N9)!

In order to provide you with this Carrier Master Bill No(s), please ask for it at time of booking and Hapag-Lloyd's Customer Service Booking will provide the number(s) on our booking confirmation to you.

- ➔ It is of utmost importance to return the used document number (Carrier Master Bill) within the shipping instructions to Hapag-Lloyd Container Linie.
- ➔ The NVOCC SELF-FILER has to pay attention to keep on inserting the Carrier's SCAC Code in the Second Notify Party of the NVOCC House Bill(s)!

**For the sake of good order, Hapag-Lloyd's Container Linie SCAC Code is: HLCU!** ( please do not mix it up with similar HLCL )

Above mentioned mandatory requests allows CBP (=Bureau of Customs and Border Protection - former US Customs) to compare/match the filings of the individual NVOCC with the filings of the individual Carrier.

**Please note, that a mis-matching could result into a 'no load' message for the cargo!**



B.) For Carrier :

- ➔ In case of SELF-FILING NVOCC's , the Carrier has to create the Master Bill No(s) at time of booking.
- ➔ Furthermore the carrier has to transmit the Master Bill No(s) to AMS (parallel to the transmission from the NVOCC for their House Bill(s) ).
- ➔ The Carrier has to pay attention to keep on inserting the self-filing NVOCC SCAC Code in their System (for Hapag-Lloyd: Fis screen S328).  
( For non-self-filing NVOCC's NO SCAC Code necessary. )
- ➔ In case the Carrier is filing on behalf of non-self-filing NVOCC's, in ADDITION to the House Bill(s) transmission, also the Master Bill(s) have to be filed in AMS!

C.) For all 'Non-NVOCC / DIRECT customers':

- ➔ No change within current procedure, apart from the changed import customs entry handling as mentioned above under item 2.)

General:

For all above mentioned procedures we would like to emphasise that the time frame for the transmission hasn't been changed.

- ➔ It is still required to submit accurate and complete data 24 hours prior to vessels' ETA of each Port of Loading.

Further information are available at the US Customs homepage [www.cbp.gov](http://www.cbp.gov) under Frequently Asked Questions (FAQ) No. 52'New Bill Type'.

We hope having assisted you with this information and thank you for your attention.

Sincerely,

Hapag-Lloyd Container Linie