



**CMA CGM Group**

**EU Entry Summary Declaration (ENS)**

**Impact on Shipments to Europe**



# Agenda

- What is it?
- When will it be Effective?
- What is the Scope?
  - Shipment-wise
  - Geographically
- What can be the Consequences?
- Who should Lodge the BLs?
- What is the Impact to Customers?
  - Data Requirements
- What about Charges for Lodging ENS?
- What Actions have CMA Group taken?
- Where to find Useful Information?
- Whom to Contact?

# What is it?

## I Legal Background:

- EU Regulation ECC 2913/92 (amended by several other Regulations like **EC 1875/2006**) requires safety & security data of inbound cargoes be submitted in advance, in designated electronic format of **ENS** (Entry Summary Declaration).
- ENS information has to be lodged in time (see table below), to the 1<sup>st</sup> EU Port of Entry.
- EU Customs conducts « safety & security analysis » on the info.

Long-Leg Containerized Maritime Cargoes	At least <b>24 hours before Loading</b> at non-EU Port
Long-Leg Break Bulk Maritime Cargoes	At least 4 hours before Arrival at EU Port
Short-Leg Containerized Maritime Cargoes	At least 2 hours before Arrival at EU Port

# When will it be Effective?

- Transitional period will end on 31<sup>st</sup> Dec 2010.
- For inbound cargoes which **Depart on or after 1<sup>st</sup> Jan 2011** (i.e. after midnight of 31<sup>st</sup> Dec 2010) , submission of ENS is compulsory.

# What is the Scope?

## ■ Shipment-wise:

- Cargoes with EU Member States as **Final Discharge** Port
- Cargoes with EU Member States as **Transshipment** Port
- Cargoes **Remaining on Board** (FROB) while vessel calls at EU Member States

## ■ Geographically:

- 27 Member Countries + 7 Territories:

**Austria, Belgium, Bulgaria, Czech Republic, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and UK**

**French Overseas Departments  
~ belong to FRANCE !**

**Guadeloupe, Martinique, French Guyana, Reunion Island**

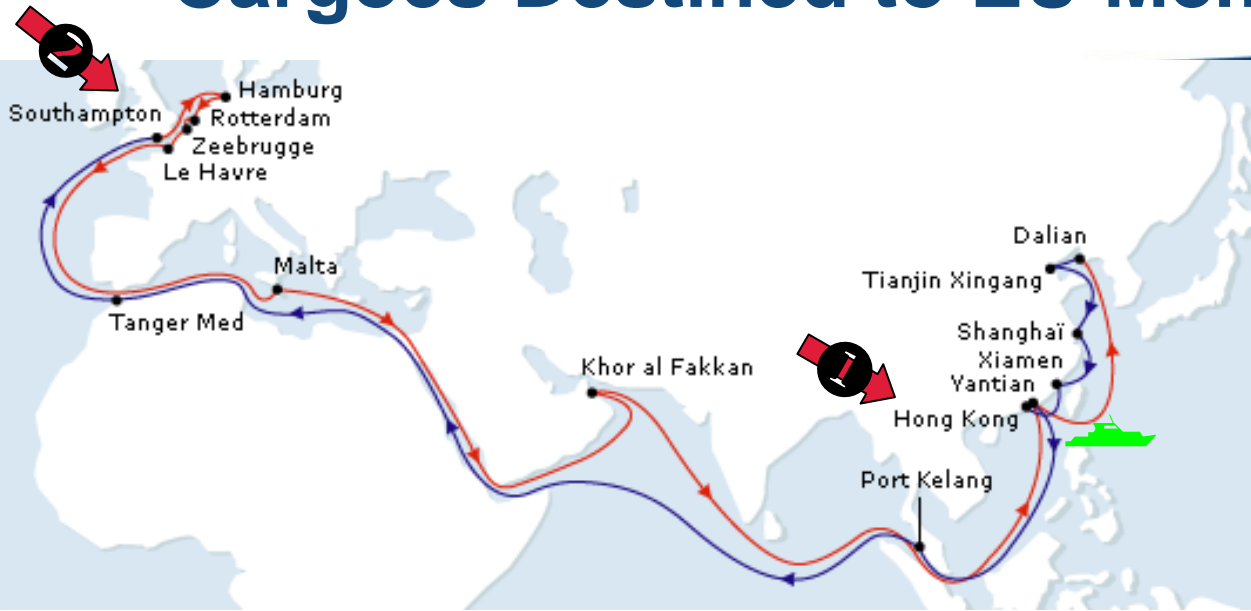
**Portuguese Territories**

**Azores, Madeira**

**Spanish Territory**

**Canary Islands**

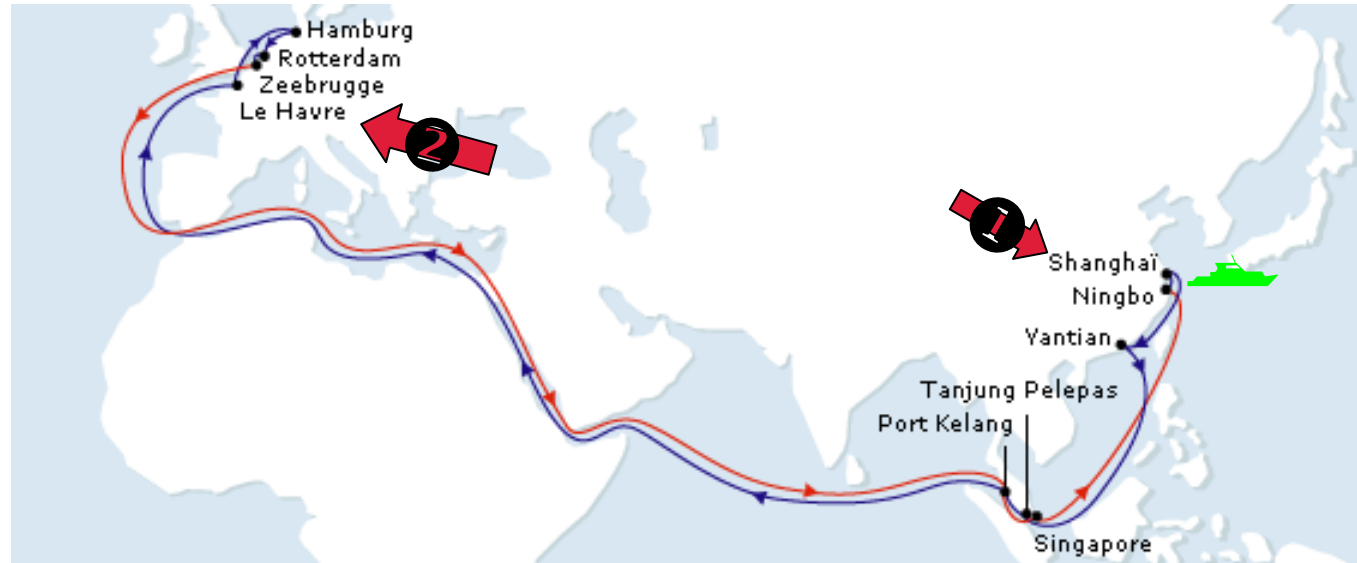
# Cargoes Destined to EU Member States



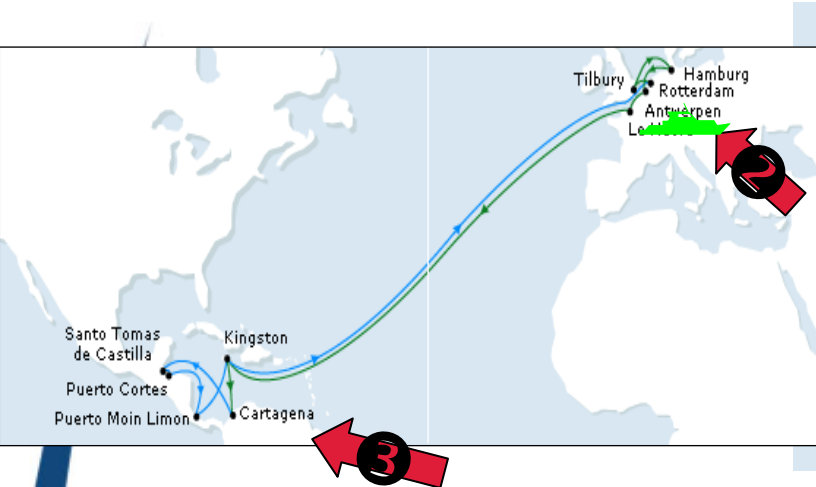
- Direct Call from (1) Hong Kong to (2) Southampton - United Kingdom
- ENS Lodged with Southampton

Direct Call from (1) Shanghai to (2) Le Havre - France

ENS Lodged with Le Havre



# Cargoes Transhipped at EU Member States

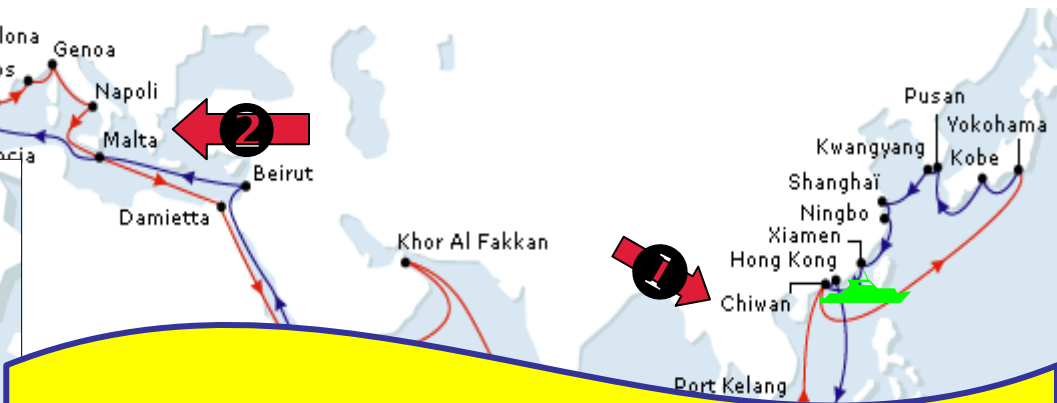
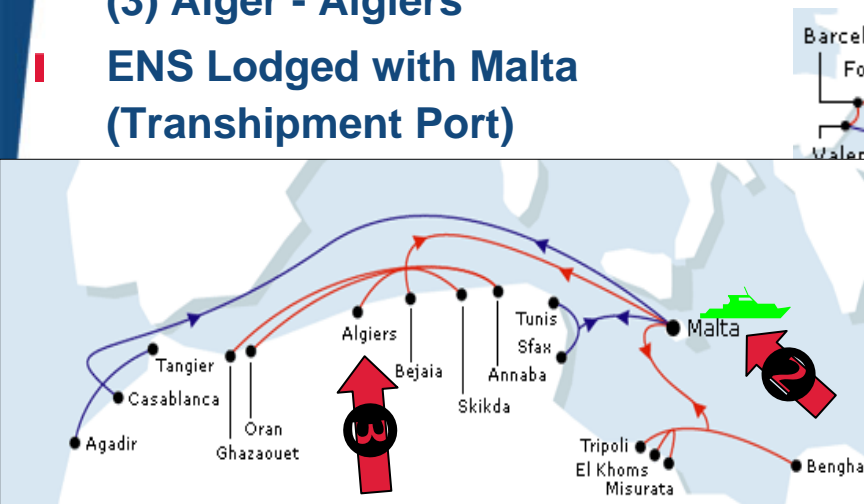


From (1) Ningbo to (2) Le Havre, then to (3) Cartagena - Colombia

ENS Lodged with Malta (FROB)

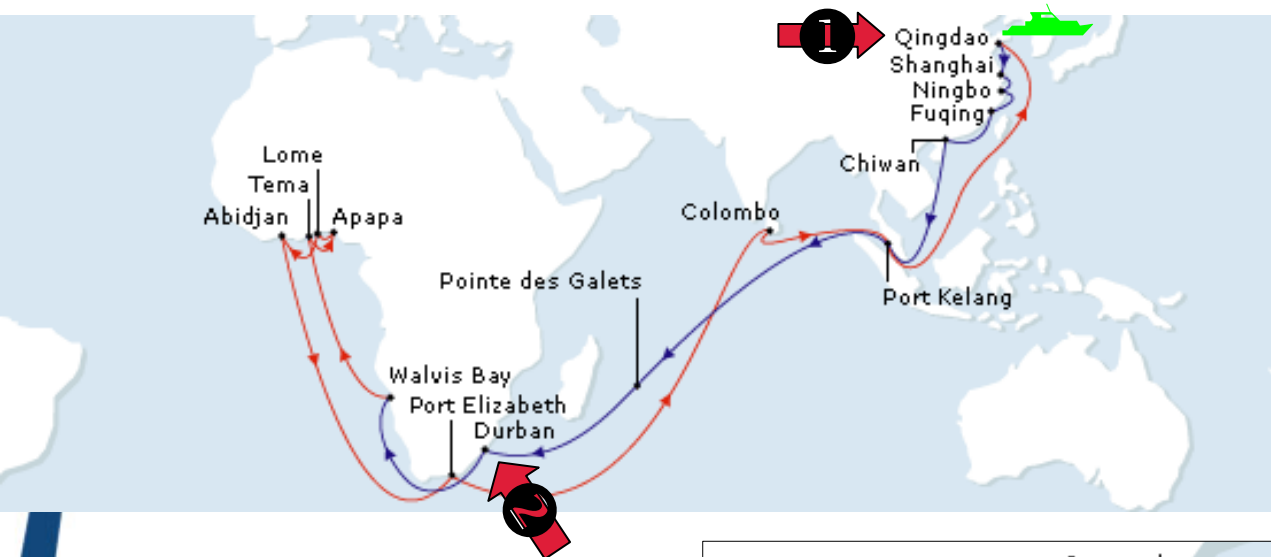
From (1) Chiwan to (2) Malta, then to (3) Alger - Algiers

ENS Lodged with Malta (Transshipment Port)

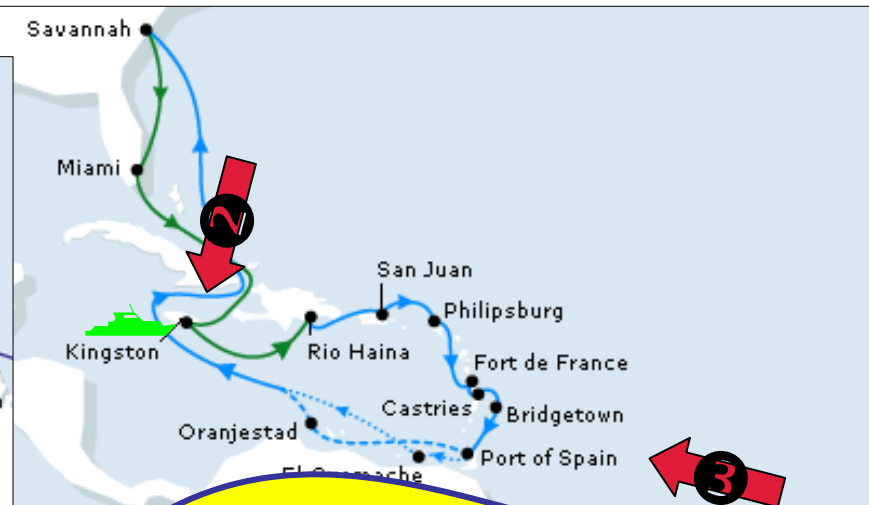


Will Impact Shipments to North Africa, West Africa, Cross-Trade, US & Latin America !

# Cargoes Remaining on Board thru' EU Member States



- 1 Direct Call from (1) Qingdao to (2) Durban – South Africa
- 2 ENS Lodged with Pointe des Galets - Reunion (FROB upon 1<sup>st</sup> Port of Entry)



From (1) Chiwan to (2) Kingston – Jamaica, then to (3) Port of Spain - Trinidad

ENS Lodged with Fort de France - Martinique (FROB upon 1<sup>st</sup> Port of Entry)

**Will Impact Shipments to West Africa & South Africa !**



# What can be the Consequences?

- Consequences of Failure to Submit ENS:
  - The « safety & security check » will be delayed to the time of cargo arrival. Consequently, cargoes will be **delayed**, plus the **possibility of a Customs Penalty** (subject to legislation of individual EU Member States).
- Consequences of Successful Submission:
  - Risk Analysis by the 1<sup>st</sup> EU Port may lead to « **Do Not Load** » message. Carriers will inform Customers of any Cargoes being Rejected by EU Customs. These Cargoes must NOT be Loaded.

# Who should Lodge the BLs?

- Carriers are held responsible for ensuring ENS information is lodged with EU Customs.
- EU Customs does NOT accept « Dual Filing ». **Only Master BLs** (i.e. Carrier's BLs) need to be lodged.
- 3<sup>rd</sup> Party (like Freight Forwarder) can only File ENS under authorisation of Carriers. **CMA CGM Group has decided to file for all Shipments.** No need for 3<sup>rd</sup> Party to File ENS.
- Amendment to ENS is possible, but up to a certain time limit (before notification of arrival is sent).
- Do note that amendment may NOT be accepted by Customs, Declaring Party or its Representatives. Thus, Amendment to ENS imposes risks on Shipment to be Rejected or be detained for Inspection upon Arrival.
- Customs do NOT appreciate too many Changes in Shipper, Consignee or Cargo Description data.

# What is the Impact to Customers?

- **SI** (Shipping Instruction) has to be **provided to Carriers earlier**.
- Customers to provide accurate & complete Shipping Instruction (and relevant Shipment Information) before SI Cut-Off Date, as specified by Loading Port Agency.
- The following **data** are **required in ENS**:-
  - ✓ **Bill of Lading Number**
  - ✓ **Shipper Name & Address (EORI # whenever available)**
  - ✓ **Consignee Name & Address (EORI # whenever available)**
  - ✓ **Notify Party Name & Address (mandatory if Consignee is shown as "To Order"; EORI # whenever available)**
  - ✓ **Acceptable Goods Description (e.g. Refrigerators should be stated instead of "Appliances")**
  - ✓ **6-digit HS commodity code (though EU requires 4-digit Code, CMA CGM highly recommends the 6-digit Code for better data quality & reduce risks of ENS rejection)**
  - ✓ **Package type & Number of Pieces**
  - ✓ **Container number**
  - ✓ **Seal number**
  - ✓ **Cargo Gross Weight (in kg)**
  - ✓ **UN code for Dangerous Goods**
  - ✓ **Transport charges method of payment code (e.g. cash, credit card; should be provided whenever available)**

# What about Charges for Lodging ENS?

- ONLY applied to shipments with **Final Destination** in : **EU zone, Switzerland, Norway**, and the **Baltic Ports of Russia \***.
- For shipments with Final Destination in non-EU zone (except for the destinations mentioned above), but which Tranship at or pass by (i.e. FROB) EU port, ENS Charge will NOT be levied on them.
- Original Manifest ENS :-
  - **Containerized Cargoes** : USD \$ 25 per BL
  - **Non-Containerized Cargoes (incl. Trailers)** : USD \$ 10 per BL
- Amendment ENS : USD \$ 40 per BL

**Notes: \*** - effective from 15<sup>th</sup> Jan 2011, ENS Charge is applied to Shipments which destine to Baltic Ports of Russia (i.e. St. Petersburg – RULED, Kaliningrad – RUKGD, and Arkhangelsk – RUARH).

# What Actions have CMA taken?

- Our in-house **System has been Enhanced** to enable direct Electronic Filing with various EU Member States.
- CMA CGM Headquarters (in Marseilles, France), particular Agencies and EU Customs are **conducting Tests** on ENS submission in our Testing System.
- Senior Managers of Headquarters will visit different Regions to conduct **Full-Day On-Site Training to Direct Call Agents**. This is to ensure our Agencies are equipped with the necessary Knowledge & Skills.
- **E-Training** will be provided to the other Agencies & relevant colleagues to spread the Knowledge & Awareness.

# Where to find Useful Information?

- European Customs Information Portal:  
[http://ec.europa.eu/ecip/index\\_en.htm](http://ec.europa.eu/ecip/index_en.htm)
- European Commission Member States:  
[http://europa.eu/abc/european\\_countries/index\\_en.htm](http://europa.eu/abc/european_countries/index_en.htm)
- European Commission Acceptable Goods Description:  
[http://ec.europa.eu/taxation\\_customs/resources/documents/customs/policy\\_issues/customs\\_security/acceptable\\_goods\\_description\\_guidelines\\_en.pdf](http://ec.europa.eu/taxation_customs/resources/documents/customs/policy_issues/customs_security/acceptable_goods_description_guidelines_en.pdf)
- Commodity Harmonized System (HS) Codes:  
[http://ec.europa.eu/taxation\\_customs/dds2/taric/taric\\_consultation.jsp?Lang=en](http://ec.europa.eu/taxation_customs/dds2/taric/taric_consultation.jsp?Lang=en)  
~ OR ~ <http://hscode.org>
- CMA CGM Group Website:  
<http://www.cma-cgm.com/>

# Whom to Contact?

- CMA CGM will keep Customers informed of ENS requirements and any possible impact on Cargoes to Europe.
- Also, please feel free to contact your Local CMA CGM Office if you have further queries.

<http://www.cma-cgm.com/WorldwideNetwork/Default.aspx>

**\* Thank you for Your Attention \***