European Community Shipowners' Associations

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EU ADVANCE CARGO DECLARATION REGIME

A basic explanatory note

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This explanatory note outlines the basic principles of the EU's advance cargo declaration regime. It is intended for both National Associations and shipping companies. It should be seen as a short summary and the ECSA Secretariat (Christophe Tytgat – 0032 2 510 61 29 or tytgat@ecsa.eu) is happy to answer any additional questions that members may have.

EXECUTIVE SUMMARY

Following the terrorist attacks of 9/11 in the US and the subsequent adoption of a US regime on advance cargo declaration (the so-called "US 24 hour rules"), the European Union (EU) adopted its own regime of advance cargo declaration in 2005[1].

This regime was initially scheduled to enter into force on 1 July 2009 but this entry into force has been delayed to **1 January 2011**[2].

As from 1 January 2011, any failure of an economic operator (e.g. shipping company) to comply with the obligations laid down in the EU advance cargo declaration regime, will result in individual EU Member States imposing penalties in accordance with their national legislation.

The rules on EU advance cargo declaration will apply **in addition** to existing customs rules laid down in the Community Customs Code.

The basic principles of the EU advance cargo declaration regime can be summarised as follows:

Scope of application

- The EU advance cargo declaration regime will apply to import, export or transit of goods.
- However, a ship operator or its representative (typically a ship agent) will have to declare cargo information in advance to the customs office solely in case of import or export of goods.

All shipping sectors are covered but with different provisions

- The EU advance cargo declaration regime will apply to ***all*** *shipping sectors* but there are different provisions according to each of these sectors. The timelimits within which a ship operator or its representative will have to submit an advance cargo declaration is different for deepsea containerised shipping, deepsea bulk shipping, shortsea shipping and combined transport.

Cargo information to be submitted

- The cargo information that a ship operator or its representative must submit in advance to the customs office – both in case of import and export – is laid down in *Annex 30 A to Regulation 1875/2006.*
- In case of import of goods, the ship operator or its representative must declare cargo information in advance to the customs office of first entry in the form of an "*Entry Summary Declaration" (ENS)*, except if an ENS exemption would apply.
- In case of export of goods, the ship operator or its representative must declare cargo information in advance to the customs office of exit *either in the form of a customs declaration for export, re-export or outward processing, or*, in case such customs

[1] The EU advance cargo declaration regime is laid down in Regulation 648/2005, which was subsequently implemented by Regulation 1875/2006 and then amended by Regulation 312/2009. These three regulations are all part of the Community Customs Code and are therefore referred to as "*the Security Amendment to the Community Customs Code*".

[2] The delay of the EU advance cargo declaration regime with 18 months is laid down in Regulation 273/2009.

declaration does not apply and in case there is no exemption, *in the form of an "Exit Summary Declaration" (EXS).*

The person liable to declare specific cargo information in advance

- The *ship operator* is the person liable to declare cargo information in advance to the customs office. He must ensure that such declaration has been done. He can either declare cargo information in advance to the customs office himself or its *representative* (typically a ship agent) can do so *on behalf of* the ship operator.
- In case of "*combined transport*" (i.e. trucks carried onboard a ferry), advance cargo declaration must be done by the truck company or truck driver and not by the ship operator.
- In case of "*vessel sharing arrangements*", advance cargo declaration must be done by the bill of lading issuing carrier and not by the ship operator.
- In containerised shipping – both deepsea and shortsea – a *third party* (typically a freight forwarder) is expected to declare cargo information in advance to the customs office *in stead of* the ship operator. The freight forwarder can only do so provided that the ship operator has been advised thereof beforehand (*knowledge*) and that the ship operator has agreed thereto (*consent*).
- The person who declares cargo information in advance to the customs office must include in his declaration – be it an ENS or a customs declaration or EXS – his so-called "*Economic Operator Registration and Identification" or EORI number*. If it is the ship operator, he must include its EORI number. If it is a third party (freight forwarder), that party must include its EORI number.
- If an advance cargo declaration has been done, the person who made this declaration will receive from the customs office a kind of confirmation receipt. This receipt is called the "*Movement Reference Number" or MRN*.

Electronic advance cargo declaration

- Advance cargo declarations must be done *electronically*. To that end, a ship operator or its representative will have to establish a computer system that allows him to interface with the computer system of the customs office to which the relevant information must be submitted.

A risk-assessment by the customs office of entry or exit

- The customs office will analyse the cargo information received in advance with an aim at identifying potential serious safety and security risks. There are three different risk types – *risk type A, B or C* – which require a specific treatment.

Specific cases applying to import of goods

- In case of import of goods, a ship operator will also have some *additional* obligations. He will have to submit an "*Arrival Notification*" (AN) and a "*summary declaration for temporary storage*". In some cases of diversion of the ship, a ship operator will have to submit a "*diversion request*".

Some specific rules

- There are specific rules for *empty containers* and for *transshipment* of goods or containers.

KEY PRINCIPLES OF THE EU ADVANCE CARGO DECLARATION REGIME

a. Scope of application

The EU's advance cargo declaration regime will apply in the following three cases:

- The IMPORT of goods from third countries to one or more EU Member States;
- The EXPORT of goods from one or more EU Member States to third countries; or
- The TRANSIT of goods, which are not into free circulation, over the territory of one or more EU Member States.

Shipping companies will be obliged to submit cargo information in advance to the customs office solely in case of import or export of goods. Consequently, the rules on advance cargo declaration in case of transit of goods are not relevant for shipping.

b. All shipping sectors are covered but with different provisions

The EU regime differs from its US counterpart in that it applies to all shipping sectors and not only to deepsea container shipping. However, there are some differences in the rules that apply amongst the different shipping sectors. The main difference relates to the timelimit within which a shipping company or its representative must declare the required cargo information in advance to the customs office. In sum, the required cargo information must be submitted to the customs office:

- For ***deepsea container shipping***: *24 hours before loading* of the cargo onboard a ship in a foreign (non-EU) port in case of import; or *24 hours* before loading of the cargo onboard a ship at the EU port of departure. In case of import, the declaration obligation applies to each foreign (non-EU) port of loading and not just to the last foreign (non-EU) port of loading before entering the EU.

- For ***deepsea bulk shipping***: *4 hours before arrival* of the ship in the first EU port of arrival in case of import; and *4 hours before departure* of the ship in an EU port in case of export.

- For ***shortsea shipping and combined transport***: *2 hours before arrival* of the ship in the first EU port of arrival in case of import; and *2 hours before departure* of the ship in an EU port in case of export.

The distinction between "deepsea shipping" and "short sea shipping" is based on a geographical criterion[3]. In sum, ships coming from or going to neighbouring countries of EU Member States located either in the Baltic Sea or in the Mediterranean Sea, will be qualified as short sea shipping.

c. Cargo information to be submitted

The relevant cargo information that must be submitted in advance to the customs office is – both in case of import or export of goods – laid down in ***Annex 30 A to Regulation***

[3] The definition of shortsea shipping is laid down in articles 184a § 1 and 592 b § 1(a)) of Regulation 1875/2006.

1875/2006[4]. This annex also makes a distinction between cargo information to be submitted by each economic operator and that to be submitted by an economic operator that benefits from the status of "Authorised Economic Operator" (AEO) [5].

The form within which the relevant cargo information must be submitted depends on whether goods are imported to or exported from the EU:

- In case of import of goods, the relevant cargo information must be laid down in the form of an "*Entry Summary Declaration*" (ENS).

- In case of export of goods, the relevant cargo information mus be laid down either in the form of a "*customs declaration for export, re-export or outward processing*" or, in case such customs declaration does not apply and there is no exemption, in the form of an "*Exit Summary Declaration*" (EXS).

c.1 Entry Summary Declaration (ENS) for imports

The "*Entry Summary Declaration*" (ENS) consists of all relevant cargo information that must be submitted in advance to the customs office of first entry in case of import of goods to the EU. The ENS will allow this customs office to carry out a risk assessment of the cargo to be imported in the EU.

The ENS will not replace the traditional manifest in each port of discharge. However, it is possible that the traditional manifest includes all relevant information for an advance cargo declaration but the manifest must – in addition – also include further specific information as determined in the national transport/customs legislation of each EU Member State that the ship is calling at.

<u>Exemptions</u>

For maritime transport, an ENS does not have to be submitted in case of pure intra-EU shipping services, i.e. goods are carried onboard ships that operate services solely between ports located in EU Member States and that do not call at any port outside the EU[6].

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[4] For easy reference, Annex 30 A to Regulation 1875/2006 is attached to the underlying paper as **Annex 1**.

[5] An economic operator (e.g. shipping company) can apply for an AEO status in the EU Member State where it is established or where it has a regional office. If that EU Member State grants such status, that operator will then benefit from facilitations with regard to customs controls relating to safety and security and/or from simplifications provided for under the customs rules. An example of such simplification or facilitation is that the AEO company will have to declare less cargo information than a company that does not have such status.

[6] Within pure intra-EU shipping services, a distinction is made between ships that have a status of "*regular shipping service*" and ships that do not have such status. To benefit from the status of «*regular shipping service»*, a shipping company must fulfil specific requirements and apply a specific procedure that is laid down in Articles 313a and 313b of the Community Customs Code. According to these articles, a «*regular shipping service»* is a ship that only operates services between EU ports without coming from, going to or calling at non-EU ports or at ports in a free zone of control type I in the meaning of Article 799 of an EU port. Ships that have a status of «*regular shipping service*» benefit from facilitations in that the Community status of the goods carried onboard that ship will not have to be proven at arrival of the ship in the EU port of discharge. Conversely, ships that do not have a status of «*regular shipping service»* do not benefit from these facilitations. Consequently, Community goods carried onboard a ship that does not benefit from the status of "regular shipping service" will loose their Community status each time the ship is leaving the 12 miles zone (territorial waters) and the ship operator will thus have to demonstrate the Community status of the goods at arrival at the EU port of discharge.

c.2 A customs declaration or "Exit Summary Declaration" (EXS) for export

For export of goods, advance cargo declaration can take the form of either a "*customs declaration for export, re-export or outward processing*" or, in case such customs declaration does not apply according to the normal customs rules of the Community Customs Code and in case there is no exemption, it can take the form of a "*Exit Summary Declaration*" (EXS).

This declaration must contain the relevant cargo information and it will allow the customs office of exit to carry out a risk assessment of the cargo to be export from the EU.

Before export goods go to the customs office of exit for a risk asessment for safety and security purposes, they first need to go to the customs office of export. This is the customs office, determined by the EU Member State concerned in accordance with normal customs legislation, where the formalities for export of goods from the EU are to be completed. Typical formalities to be completed at the customs office of export include, *inter alia*, the lodging and acceptance of a customs declaration for export, re-export or outward processing. Export goods may not be removed from the customs office of export to the customs office of exit until the former office grants release for export.

Exemptions

For maritime transport, a customs declaration for export, re-export or outward processing or an EXS does not have to be submitted in the following cases:

- Goods are carried onboard vessels that operate solely between EU ports without calling at any port outside the EU (thus pure intra-EU shipping services)[7].
- Goods remaining onboard a ship entering an EU port and destined for discharge at a foreign (non-EU) port. These goods – typically referred to as "freight remaining onboard" (FROB) – were already covered in an ENS.
- Goods on vessels which are carried between EU ports but the ship calls one or more foreign (non-EU) ports on its way to the next EU port. For these goods, a customs declaration or EXS does not have to be submitted at the EU port of departure but, instead, an ENS must be submitted at the latest 2 hours before arrival of the ship at the next EU port.
- Goods that are loaded onboard a ship at a previous EU port but destined for discharge at a foreign (non-EU) port. These goods were covered by a customs declaration or EXS at the previous EU port and therefore there is no need to submit such declaration once again at the next EU port(s) of call.

c.3 An EXS submission

In case where a customs declaration for export, re-export or outward processing does not have to be submitted in accordance with the normal customs rules and – moreover – one of the above-mentioned exemptions does not apply, an EXS will have to be submitted to the customs office of exit in advance. In sum, an EXS shall be required in case of:

- Goods that are for more than 14 days in temporary storage; or
- Goods that are loaded in an EU port onboard a ship that brings them out of the EU and they are then transhipped to another vessel that will bring them back to the EU for discharge at a next EU port of call.

[7] See also explanations in footnote 7.

c.4 Empty containers

The following rules apply to empty containers:

- Advance cargo declaration – in the form of an ENS, a customs declaration for export, re-export or outward processing or an EXS – shall be required if the empty container is carried under a transport contract.
- However, there is no need for advance cargo declaration in case of a repositioned empty container that is owned by the carrier (or ship operator) himself.

d. <u>The person liable to declare specific cargo information in advance</u>

d.1 General

The liability to declare the required cargo information in advance to the customs office is, in principle, with the carrier or his representative. In case of maritime transport, the carrier is the ship operator and the carrier's representative is typically the ship's agent.

d.2 Two special cases

There are two special cases in which the liability for advance cargo declaration is not with the carrier (ship operator) but with another person:

- In case of ***combined transport***[8] – in shipping this is typically a truck being carried onboard a ship – the person liable for advance cargo declaration is the *truck company/driver* or his representative and not the ship operator.

- In case of ***vessel sharing arrangements***[9] – an agreement between two or more carriers in which a number of container positions ("slots") equal in space are reserved on particular vessels for each of the participants – the person liable for advance cargo declaration is the *bill of lading issuing carrier* and not the ship operator.

These two special cases should be distinguished from the situation where a third party is submitting the relevant cargo information in advance to the customs office in stead of the carrier (ship operator). The latter situation is dealt with in item d.3.

d.3 A third party submits cargo information in advance

The Community Customs Code[10] also foresees the possibility for a third party to declare the required cargo information in advance to the customs office, instead of the carrier (ship operator). This case is referred to as "*third party filing*".

Third party filing is likely to occur frequently in container shipping, both deepsea and shortsea. In shipping, the third party that will file, will typically be the freight forwarder or NVOCC.

[8] "Article 183b of Regulation 1875/2006.
[9] "Article 183c of Regulation 1875/2006.
[10] Article 36b § 4 of Regulation 648/2005.

A third party can only do advance cargo declaration provided that he has advised the carrier (ship operator) thereof beforehand (*knowledge*) and the carrier (ship operator) has agreed thereto (*consent*). The “knowledge and consent” are cumulative requirements in order to proceed with a third party filing. How the carrier’s (ship operator) knowledge and consent to a third party is to be evidenced and under which conditions and terms, are subject to contractual arrangement between the carrier and the third party.

The customs office may assume, except where there is evidence to the contrary, that the carrier (or ship operator) has given his consent and that the declaration by the third party was made with the carrier’s knowledge.

However, in case of third party filing, the carrier (ship operator) remains the ultimate liable person. This means that the carrier (ship operator) will have to be sure that an advance cargo declaration was made. It is for this very reason that he must be advised beforehand of and have agreed to a third party filing. Indeed, in case a third party would have failed to submit the relevant cargo information in advance, the carrier (ship operator) will be held liable and a penalty will be imposed upon him and not upon the third party. For this very reason, it is suggested that a carrier (ship operator), if he agrees to advance cargo declaration done by a third party, he has evidence (be it in eletronic or paper form) of the fact that that third party has eventually done the necessary declaration in advance and in time.

In case of a third party filing, the third party will be liable for the content, accuracy and completeness of the information that he has filed.

In case of an unintentionnel double filing, i.e. the carrier (ship operator) and third party file together but separately cargo information in advance to the customs office, the computer system of this office will only be able to handle one of the two declarations. The declaration by the carrier (or ship operator) will prevail.

d.4 The EORI number

The person who declares cargo information in advance to the customs office must include in his declaration – be it an ENS or a customs declaration or EXS – his so-called “Economic Operator Registration and Identification” or EORI number.

The EORI number is a kind of ID number of a (shipping) company, which allows the customs office to identify the company concerned. The use of an EORI number has become mandatorily in the EU as from 1 July 2009.

The EORI application process differs according to whether the declarant is established in or outside the EU. Relevant information can be found on here.

d.5 Movement Reference Number (or MRN)

When cargo information is declared in advance to the customs office – be it as an ENS or a customs declaration or EXS – the person who made this declaration will receive from the customs office a confirmation receipt, which is called the “Movement Reference Number” or MRN. It is a unique number that is automatically allocated by the customs office that receives an ENS or a customs declaration for export, re-export, outward processing or an EXS. It must be issued immediately upon receipt of that ENS, customs declaration or EXS, and successful validation of the declaration. It contains 18 digits.

The relevant customs administration will send an MRN to the person who declared the cargo information in advance. This is, in principle, the carrier (ship operator) or his representative. However, in case of a third party filing, the MRN will be sent to the third party as he/she has made the declaration. However, the carrier (or ship operator) shall also receive from the customs office a copy of the MRN that was sent to the third party, provided that the carrier (ship operator) is connected to the computer system of that customs office and that he has been identified by the third party in the declaration by means of his EORI number.

e. Electronic advance cargo declaration

A major change resulting from the EU legislation on advance cargo declaration is the obligation to declare the required cargo information electronically to the customs office. To that end, all economic operators (e.g. shipping companies) that are importing goods to or exporting goods from the EU are obliged to establish a computer system to allow them to interface/connect them with the computer system of that customs office to which they have to submit the required cargo information in advance.

Regrettably, the EU did not have the competence to establish one single EU-wide computer system that would apply for all 27 EU Member States. Instead, the computer systems that will apply in all 27 EU Member States to do electronic advance cargo declaration will be different in each individual Member State[11].

In order to know which electronic system a shipping company (or his representative) needs to develop in order to be able to have an interface/connection with the computer system of the customs office, each individual Member State has appointed an IT manager who acts as a contact person versus the shipping company (or his representative). For easy reference, the list of IT Managers per EU Member State for import can be found here, and for export can be found here.

f. A risk-assessment by the customs office of entry or exit

The required cargo information will be analysed by the customs office of entry (for import) or the customs office of exit (for export) with an aim at identifying potential serious safety and security risks.

For import of goods, the risk assessment will be carried out by the *customs office of entry*. For maritime transport, this is the customs office of first entry or, in other words, the customs office of the EU Member State where the ship arrives for the first time in the EU after a voyage outside the EU.

For export of goods, the risk assessment will be carried out by the *customs office of exit*. For maritime transport, this is the customs office of the EU Member State where the goods are loaded onboard the ship that will bring them definitively out of the EU.

[11] In sum, there are three different levels of electronic information exchange with regard to advance cargo declaration:
- The "*common domain*" will allow information exchanges between EU Member States and the European Commission;
- The "*national domain*", which is made up of the different national customs computer systems, will allow customs offices to exchange the results of their risk assessments with each other; and
- The "*external domain*" will allow the interface/connection between the economic operator (e.g. shipping company) and the relevant customs office, which is needed for the submission of the relevant cargo information within the required timelimits.

The customs office of entry or exit may identify three types of risks, notably:

- *"**Risk Type A**"* – If the customs office identifies a serious safety and security risk with regard to the cargo to be loaded onboard a deepsea container ship, the customs office will issue a risk type A message, which will result in a so-called "*Do Not Load*" *(DNL) message*. According to this message, the carrier (ship operator) ***will not be allowed to load*** the relevant cargo onboard its ship. A DNL message will only apply to deepsea container shipping.
- *"**Risk Type B**"* – If the customs office identifes a serious safety and security risk with regard to cargo to be loaded onboard a ship that does not operate a deepsea container service – thus it operates either a bulk or shortsea service – the customs office will issue a risk type B message, according to which the cargo that poses a serious safety and security risk ***will be handled in the first EU port of entry or the port of departure***.
- "***Risk Type C***" – If the customs office identifies a safety and security risk – which is not considered to be serious – with regard to cargo to be loaded onboard the ship, the customs office will issue a risk type C message, according to which the cargo that poses this risk ***will be handled in the EU port of discharge***. This rule applies to all shipping sectors.

g. Specific cases applying to import of goods

g.1 Arrival Notification (AN)

In case of import of goods, the carrier (ship operator) needs to submit – in addition to the Entry Summary Declaration (ENS) – a so-called "Arrival Notification" (AN). The AN needs to be submitted to the customs office of entry immediately upon arrival of the vessel at the first EU port of entry.

The AN contains specific information that allows the customs office of entry to identify all Entry Summary Declarations that had been submitted with regard to all cargo onboard that vessel. It must be submitted in a manner that is acceptable to that customs office. This means that the way in which an AN will have to be submitted, will differ amongst the 27 EU Member States.

The AN can take two different forms, which the carrier (ship operator) is free to choose himself :

- The AN can be submitted in the form of *a list of all Movement Reference Numbers* (MRNs) that the carrier (ship operator) has received from the customs office of entry with regard to all Entry Summary Declarations he had submitted in advance to the customs office. Or,

- The AN can be submitted in the form of a so-called "*Entry Key",* which consists of the following specific information: mode of transport at the border; the IMO vessel identification number; the expected date of arrival at the first EU port of entry; the country code of the declared first customs office of entry; and the actual first place of arrival code.

g.2 International diversion

When a vessel – due to circumstances – needs to be diverted to an EU Member State that is different from the EU Member State where the declared customs office of first entry is located, and that is also different from where any of the declared customs offices of

subsequent entry/ports are located, the carrier (ship operator) must submit a so-called "*diversion request*". In such case, the initially declared customs office of first entry then sends the required cargo information that is part of the ENS as well as the outcome of its risk assessment (which is carried out on the basis of that ENS) to the actual customs office of first entry, so that the latter knows whether there have been any serious risks identified or not.

As with the Arrival Notification, the "diversion request" can take two different forms, which the carrier (ship operator) is free to choose himself :

- The AN can be submitted in the form of *a list of all Movement Reference Numbers* (MRNs) that the carrier (ship operator) has received from the customs office of entry with regard to all Entry Summary Declarations he had submitted in advance to the customs office; or

- The AN can be submitted in the form of a so-called "*Entry Key"* (see point g.1 on arrival notification).

g.3 Summary Declarations for Temporary Storage

In addition to advance cargo declaration and the arrival notification, the carrier (ship operator) needs to submit a summary declaration for temporary storage. This declaration shall be submitted no later than at the time of the presentation of the goods at the EU port of discharge. This declaration must allow the customs office to verify that the goods to which it relates are assigned a customs-approved treatment or use.

When a summary declaration for temporary storage is submitted before the presentation of the goods, the risk analysis can be made before the arrival of goods. For smooth operations in ports, the person presenting the goods is recommended to lodge the summary declaration for temporary storage before the arrival of the vessel.

However, in cases where an Entry Summary Declaration was not required or has not been submitted, the customs office of entry will perform a risk analysis on the basis of the summary declaration for temporary storage – or any other information available – at the moment when the goods that have been unloaded, are presented to the customs office.

h. Transshipment

Goods or containers that are carried onboard a ship that arrives at the EU following a foreign (non-EU) voyage but that must be transshipped in a subsequent EU port, must be included in the Entry Summary Declaration that the carrier (or ship operator) or his representative must submit to the customs office of first entry. At the subsequent port where these goods or containers are discharged, the existing customs procedures will apply as hitherto. This means that, for these goods or containers, a manifest will have to be submitted and that the goods or containers will have to be presented to the local customs office for temporary storage.

No Exit Summary Declaration (EXS) must be submitted for these goods or containers – either prior to loading (in case of deepsea shipping) or departure (in case of short sea shiping) – if the following three conditions are met together :

- The goods or containers in temporary storage are transshipped from a vessel on to another vessel under the supervision of the same customs office;

- The goods or containers “sit” in temporary storage for less than fourteen calendar days; and
- There is – “to the knowledge of the carrier” – no change in the “destination” and/or the “consignee” for the goods.

Consequently, if a good or container sits for more than 14 calendar days in temporary storage, an EXS must be submitted to the customs office of exit.

However, it should be noted that the terms “*knowledge of the carrier*” and “*destination*” are not defined by the legislation and are therefore open for interpretation. Consequently, as it remains unclear when an EXS will have to be submitted or not, a carrier (or ship operator) is recommended to issue an EXS for all such cases to avoid any problems.

CONCLUSION

The EU advance cargo declaration regime will enter into force on 1 January 2011. Any failure to comply with the obligations laid down in the EU advance cargo declaration regime by that date, will result in individual EU Member States imposing penalties in accordance with their national legislation. In order to comply with these requirements a ship operator, which is importing goods to or exporting goods from the EU, or its representative is obliged to establish a computer system to allow him to interface with the computer system of that customs office to which they have to submit the required cargo information in advance.

Further information and/or any questions on the above-mentioned issues can be addressed to Mr. Christophe Tytgat either via telephone (0032 2 510 61 29) or via email (tytgat@ecsa.eu).

TABLE OVERVIEW

	IMPORT	**EXPORT**
Liability for advance cargo declaration *Exceptions*	Carrier (ship operator) or his representative (ship agent) *Combined transport*: truck company/driver *Vessel Sharing Arrangement*: Bill of lading issuing carrier	Carrier (ship operator) or his representative (ship agent) *Combined transport*: truck company/driver *Vessel Sharing Arrangement*: Bill of lading issuing carrier
Third party declarations	Only with the carrier's knowledge and consent	Only with the carrier's knowledge and consent
Time limits for submitting advance cargo declaration		
- Deepsea container	24 H before loading in foreign port	24 H before loading at EU port of departure
- Deepsea bulk	4 H before arrival at EU port of first entry	4 H before departure from EU port
- Shortsea	2 H before arrival at EU port of first entry	2 H before departure from EU port
- Combined transport	2 H before arrival at EU port of first entry	2 H before departure from EU port
Cargo Information to be submitted	See Annex 30 A to Regulation 1875/2006	See Annex 30 A to Regulation 1875/2006
Way of advance cargo declaration	Via electronic means	Via electronic means
Form of advance cargo declaration	Entry Summary Declaration (ENS)	Customs declaration for export, re-export or outward processing or, in cases where such customs declaration does not apply, an Exit Summary Declaration
Risk assessment	Customs office of first entry	Customs office of Exit at port of departure
Additional specific information to be submitted	- Arrival notification - Summary declaration for temporary storage - Diversion request (in exceptional circumstances)	None