



Entry Summary Declaration (ENS)

Messinaline's implementation on Electronic Data Interchange (EDI) files



The instructions contained herein are making reference to previous communications on the subject of European Union adoption of advance cargo declaration.

Effective January 1st, 2011 all Carriers will have to comply with the obligations laid down in the EU advance cargo declaration regime, according to which, cargo related information will have to be submitted in advance to the relevant customs office according to the below listed schedule:

- **Deepsea shipping** (Messinaline Non Mediterranean ports) : 24 hours before loading.
- **Shortsea shipping** (Messinaline Mediterranean ports) : 2 hours before arrival at first European Union Port

As from same date, any failure 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.

In order to be able to meet the enforced obligations, we are compelled to request

All mediterranean ports offices and agents to collect from shippers all required details at least 24 hrs before loading and to submit relevant information about cargo to be loaded aboard Messina Lines' Vessels by **latest upon departure of the Vessel from their port.**

All other offices and agents are to send the information required to obtain EU Customs clearance to load by **latest 48hrs before scheduled commence of loading operations at their port.**

Where required by Line Management, **in case of vessel departure on Saturdays, Sundays or Italian Holidays**, the deadline to comply with is **72 hours** before scheduled commence of loading operations.

Messina Headquarters will have to pre-process and submit these information in the prescribed format named *Entry Summary Declaration* (or **ENS**) to the concerned EU Customs office and receive the necessary responses within the enforced deadlines.

Carriers will not be allowed to discharge in any EU port, cargo which has not received a proper response from advance declaration processing. Likewise, loading of any cargoes which were not pre-cleared through the corresponding export process (*Exit Summary Declaration* or **EXS**) will not be allowed.

In an attempt to minimize the changes for all of our offices and agents, since most information reflect same detail we normally exchange through the Manifest EDI records, we have implemented a few little changes to our Corporate MANIFEST DATA INTERCHANGE MANUAL in order the standard Manifest EDI transmission can accommodate the information required by European Union Customs according to the Law.

The above changes are summarized in the next page of this document which, while providing guidelines for transmitting data files and PDF documents related to ENS clearance, is leaving untouched any standing rules and regulations established by each Line for the correct and timely transmission of usual EDI data files and PDF copies of Messina Line's Bills of Lading and Cargo/Freight Manifests.

Instructions concerning transmittal of ENS version of Cargo Manifest PDF files, related EDI records, retrieval of responses from EU Customs through Messinaline's corporate website are being distributed by means of a separate document.



Documentation and Data Exchange requirements for Entry Summary Declaration (ENS)

Sending EDI records for ENS.

EDI records must be sent within the established deadline to comply with the mandatory pre-loading clearance requirements. The detail contained in the EDI records must be the same usually prepared when transmitting as EDI Cargo, however, following implementations are necessary in order we can properly process these records for ENS:

1. **VOY** record : transmission type must be set to newly implemented type 'E' for ENS processing
2. **Shipper, Consignee and Notify Party** information must be transmitted in a predefined, well formed format on SH1-3, CO1-3 and NF1-3 records.
3. **ITE** record must mandatorily contain number and kind of packages for Customs Declaration. These new fields will contain the detail of packaging for containerized cargo.
4. **CNT** record must have proper reference to relevant UNDG code for hazardous cargo.

Note:

the proper reference to Harmonized System of Commodity Coding (HSCC), required in ENS message, will be derived from Messinaline's standard commodity coding in place. In case the proper code cannot be located, a request for a new commodity to be inserted in the existing range should be sent to Line Management in Genoa.

One should refer to Manifest Data Interchange Manual Version 2, release 4 issued on October 18th 2010 for any references to the new requirements of ENS.

Sending Cargo Manifest for ENS.

A PDF copy of Cargo Manifest must be sent within the established deadline to comply with the mandatory pre-loading clearance requirements. This document version, along with the information usually contained in the Manifest must list, below each detail about Shipper, Consignee and Notify Party the corresponding formatted detail required for Entry Summary Declaration.

Validation of EDI – Testing and production phases.

The new implementations are **effective November 1st, 2010**.

As from this date and **through November 30th 2010** a testing phase will be in place and will provide for checking and determining level of compliance with enforced requirements through following steps:

1. Checking contents of EDI records for ENS compliance
2. Sending an error log, listing all detected exceptions causing possible non-compliance issues back to the originator
3. Converting the ENS EDI records into the prescribed ENS format for testing with EU Customs
4. Sending back to the originator the responses, if/when EU Customs will be able to return such information.

Effective December 1st, 2010 due to a scheduled beta testing phase with Customs, **all offices and agents will have to comply with ENS** requirements. The mandatory testing phase will provide for:

1. Checking contents of EDI records for ENS compliance
2. Sending an error log, listing all detected exceptions causing possible non-compliance issues back to the originator
3. Converting the ENS EDI records into the prescribed ENS format for testing with EU Customs
4. Sending back to the originator the responses, if/when EU Customs will be able to return such information.

All Agents are hereby reminded that failure to comply with regulations in force as from **January 1st, 2011** will result in penalties imposed by EU Member States to those Carriers which do not meet the requirements.

Furthermore, in case of deepsea shipping, Carriers are obliged to obtain clearance to load prior to Vessels' departure from port of Loading. Loading will be possible only for those shipments which have a corresponding, compatible clearance from European Union Customs.

All Agents/Offices not complying with above instructions will be held responsible for any problems deriving thereof and consequently charged of any fines imposed by EU Member States

