

# FONASBA MEMBERSHIP ENQUIRY



## RESPONSE SUMMARY

<b>ORIGINATING ASSOCIATION:</b>	AGEPOR - Portugal
<b>ENQUIRY DETAILS:</b>	<p><i>One month ago, Portuguese customs began asking the ship agents to deliver a new T2L document in all cases where the out-turn quantity differs from the original declaration. As you all know it is common that bulk commodities such as grain etc. often have a different weight at discharge than originally recorded on the T2L. In the past if the difference was within a range of +/- 3 percent Customs didn't take any action and the T2L as delivered (with the originally-stated weight) was accepted without a problem.</i></p> <p><i>Now and according to Portuguese Customs it's compulsory (European rules) to deliver after discharge an additional T2L showing the weight difference at discharge. The question is are you subject to the same procedure in your country or if you still have the tolerance of a certain percentage.</i></p>
<b>Date:</b>	February 2015

<b>ASSOCIATION</b>	<b>RESPONSE</b>
BELGIUM	This seems to be a strange question as this concerns community goods (theoretically 'free cargo') travelling from one port within the Union to another by sea. If by road, there would be no problem at all. And we would suspect that customs are more strict on transit cargo than on T2L cargo. In Belgium a certain percentage depending on the kind of commodity is still applied. As far as I know this was never written down in a customs procedure, most probably customs are basing themselves on the internationally accepted percentages that are also applied by cargo surveyors. There are surveyors handbooks where these percentages can be found per commodity.
CYPRUS	Please be advised that at Cyprus ports we do not have such experience with the local Customs Administration where we still have the tolerance of a certain percentage.
CROATIA	We still have certain tolerance and presently we do not have obligation to deliver an additional T2L.
DENMARK	We have asked a member in the Port of Fredericia, how the procedures are in connection with T2L /commodities i.e. with

	Origin and Destination within EU. Our member reports that in connection with discharge of T2L commodities, the stamped T2L document with the original loaded weight and a copy of B/L is presented to customs without further notice.
FINLAND	Re current practise in Finland until now one answer received stating " at least we always doing Customs declaration based on loading documents and we dont amend them incase for instance draft survey here should indicate different quantity discharged. As far as we know customs have never reacted, once they receive the T2L document originally made at loadport"
FRANCE	Please be informed that the first infomrations received mention that so far rules remained the same namely that in such cases as indicated there is no obligation to reissue a new T2L. Nevertheless we investigate further which may need a delay.
HUNGARY	There is no tolerance at the custom in Hungary. We have to follow strictly the declared weight on documents.
ITALY	As far as we know in Italy there is no problem for cargo quantities exceeding the weight indicated in T2L ; it is normal to pay the port fees for the cargo handled and if it is the same quality of that indicated in T2L, no question because the T2L evidences that the goods carried are of UE origin... The tolerance is for +/- 5% and no limit if the whole cargo is the same quality as that indicated
MALTA	From confidential information obtained, it appears that the experience in Malta is not indicating such a problem and quantities are resulting to match the originally declared quantities. Variations in the handling of bulk cargoes in Malta are rather minimal. In the event of sensitive bulk cargoes which are subject to Excise Duties, we learn that the local Customs Authorities engage a private surveying company to monitor discharge quantities to ensure good tally. The results under the latter case have also showed that the declared quantities match the actual discharged quantities.
NETHERLANDS	It is possible to prepare the T2L document for bulk cargo without the weight. After receiving the final weight you can adjust the T2L document with the correct weight of departure and send it to the receiver of the goods afterwards. So there will be no discrepancy between weight. Furthermore the T2L document is just to clarify and declare that the goods are of EU-origin and not more than that.If there are any doubts regarding CoO (Country of Origin) the Portugese authorities can request a declaration regarding that subject. The weight and value are less important regarding European rules in my opinion.
TURKEY	(responded, see attachments)

UNITED KINGDOM	For the UK I can confirm that we don't have such a problem at this stage and the original T2L is sufficient. We will let you know should things change.
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