

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

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| ORIGINATING ASSOCIATION: | Centro de Navegación Argentina |
| ENQUIRY DETAILS: | <i>Please advise if your customs authorities are already accepting, or are working towards accepting, electronic bills of lading as evidence of goods imported.</i> |
| REPLY TO: | admin@fonasba |
| COPY REPLY TO: | |
| CLOSING DATE FOR REPLIES: | Friday, 6th November 2020 |
| RESPONDING ASSOCIATION: | |

RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

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| Algeria | <p>At this time, in our country Algeria Customs are not working and not accepting electronic documents (Bills of lading, Invoices,etc..).</p> <p>Port Community (Agents, Shipping Line, Port Authority, Customs, Forwarders, etc..) are working to build an “Unique Window”; after this step we can speak about Electronic documents.</p> |
| Angola | <p>We upload the manifest to the software of customs (Asycuda) via EDI and clearing agents have to scan in a copy of the bls to proceed with customs clearance.</p> |
| Brazil | <p>In Brazil, a hard copy of the B/L is still the main document of both import and export operations.</p> <p>There are working groups with participation of customs authorities, carriers and other stakeholders in the maritime transport chain discussing ways to implement the e-BL. Actually, we still have a long way to go since it involves not only layout standardization and adjustment of systems but also changes in the Brazilian legislation to give legal support to the digital format.</p> <p>In summary, we are closely following up the development on such matter, we know that e-BL is a reality to come but, in Brazil, the BL on paper is the only that remains valid.</p> |
| Bulgaria | <p>The electronic Bill of Lading is not accepted by the Bulgarian Custom Authorities.</p> |
| Croatia | <p>Confirm, Croatian customs authorities already accept e-B/L.</p> |

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| Cyprus | <p>After CSA's enormous efforts and requests, Cyprus Custom Authorities since a few months ago are accepting electronic bills of lading as evidence of both goods imported or exported.</p> <p>This was effected/achieved due to pandemic of COVID-19 thus avoiding personal visits of our Members at the Customs premises.</p> |
| Denmark | The Danish Customs Agency accepts digital B/L's as evidence of goods in conjunction with the other registrations in the customs systems. All customs procedures in Denmark are digitalised. |
| Dubai | Yes. |
| Estonia | Estonian Customs is accepting electronic BL-s as evidence. |
| France | As far as France is concerned, electronic BL is accepted by customs authorities. |
| Hungary | The custom authority does not accept EBL so far. |
| Israel | <p>Not yet. Various organizations and companies are working on this, and several of them carried out successfully some pilots.</p> <p>We assume it will be real for everyone by the end of 2021.</p> |
| Japan | As mostly scanned copy of the original BL or Way BL duly released by the agent is required. Seem EBL is going within few years. |
| Jordan | Please note that the Jordanian Custom Authority is not accepting the Electronic bill of lading so far, but they are working to accept it in the near future. |
| Malta | The Malta Customs accepts electronic bills of lading for the release of import cargo. |
| Mexico | No, in Mexico the evidence of imported goods is the customs import application. |
| Montenegro | So far, they are not working, but they are in process of implementation and will accept electronic BL in near future. |
| Morocco | <p>In our country, the electronic bill of lading is not yet used at the moment.</p> <p>But the customs authorities continue, together with the profession, to work on a vast digitization project which concerns several processes.</p> |
| Mozambique | A scanned copy of the original BL duly released by the agent is required. EBL is not accepted (yet?) |
| Netherlands | At this moment only original documentation is accepted as official evidence. |
| Peru | A law was passed that obliges maritime agents and shipping lines to use the electronic bill of lading, a law that still does not apply due to lack of regulation. |
| Portugal | <p>In Portugal, Customs accept copy of the electronic bills of lading by email providing the shipping line has prior requested this facility to Customs and has been duly authorized which is normally the case. The shipping line has only to request it once.</p> <p>As the e-manifest in Portugal is 100 pct electronic, Customs has all the info needed already in their system (prior to the presentation by email of the B/L).</p> |

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| Russia | Yes, the local Customs are sent electronic view of bills of lading prior to vessel's arrival and they use them for cargo clearance. |
| Slovenia | Customs authorities are already accepting electronic bills of lading. The electronic BLs must comply to international recognised electronic signature protocols (such as Microsoft's and Adobe's). Authorized person who is checking the document must be able to verify who signed the document, when was signed and which protocol or who is responsible for the signature authenticity. |
| South Africa | In South Africa we do not submit Bills of lading to Customs. The line only submits manifests electronically to customs and the Forwarding/clearing agent the Bill of entry electronically. |
| Sweden | Swedish customs are working towards accepting, but as yet there is no such system in place, and it is unknown when we would have that. |
| UK | The UK have been accepting electronic Bills of Lading for many years. Whilst in theory it may be possible to submit a hard copy B/L, UK Customs use the Port Community Systems to process all activities electronically. |
| USA | <p>USA Customs & Border Protection does allow for the uploading scanned BOLs via their Import/Export systems. (AMS/ACE).</p> <p>CBP ACE:</p> <p>The Automated Commercial Environment (ACE) is the primary system through which the trade community reports imports and exports and the government determines admissibility. Through ACE as the Single Window, manual processes are streamlined and automated, paper is being eliminated, and the trade community is able to more easily and efficiently comply with U.S. laws and regulations. CBP is working to complete the final deployment of core trade processing capabilities in ACE.</p> |