

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	Jordan Shipping Association
ENQUIRY DETAILS:	<p><i>Please advise in relation to inbound containers:</i></p> <ol style="list-style-type: none"> 1. <i>Which party (customs, the port etc.) is responsible for checking container seals?</i> 2. <i>In practice, how regular are container seals checked?</i> 3. <i>Is the check limited to the integrity of the seal or is the number also verified against the documentation?</i>
REPLY TO:	admin@fonasba
COPY REPLY TO:	
CLOSING DATE FOR REPLIES:	11th November 2020
RESPONDING ASSOCIATION:	

RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Algeria	<ol style="list-style-type: none"> 1. Both customs and Ports are responsible for checking container seals 2. Systematically from ports at discharge and loading of containers <ul style="list-style-type: none"> • For customs: When a physical visit of cargos is required and at sailing from ports (it is not systematic but by samples) 3. Customs are checking both integrity and the number of seals while ports only the integrity.
Angola	<ol style="list-style-type: none"> 1. Terminal operator is supposed to check the seals upon discharge, Customs controls the seals against documentation prior release from the terminal. 2. In principle all seals are checked twice, as above mentioned. 3. Against docs.
Argentina	<ol style="list-style-type: none"> 1. Inbound container seal is an item that must be declared in the Import Manifest, and that Customs Authority is entitled and held responsible to inspect. From the operational point of view, Port Terminal personnel check the seals and informs status to the Shipping Line and also to Customs. 2. Seals are checked by port employees.

	<ol style="list-style-type: none"> 3. Normally seals are checked in the integrity and the port does not contrast against the manifests. Differences are noted under Customs inspection or when consignees file a claim for difference of seals.
Bahrain	<ol style="list-style-type: none"> 1. Sea Port Customs inspects the Container Seals. 2. All containers are inspected. 3. Yes, it is verified against the Bill of Lading.
Brazil	<ol style="list-style-type: none"> 1. Whenever is necessary by any government authority (Customs, Federal Police, Sanitary Surveillance, etc) or by Customs when selected for physical inspection (red channel). 2. 2% on average are selected by Customs. 3. Both integrity and number.
Bulgaria	<ol style="list-style-type: none"> 1. The Port is obliged to check the seals of the containers; 2. Each container is subject to inspection; 3. Both numbers and integrity are checked compulsory. If the number does not match with documents, the Port shall notify all parties concerned (including the Customs Office) with a Notice of Discrepancy. If for some reason the seal is missing, damage, broken, etc., the Port notifies the Line, which must seal the container again.
Costa Rica	<ol style="list-style-type: none"> 1. In Costa Rica, we do have different ways depends on the arrival port, Caldera is being checked by a tally / checking company to check all the units during cargo ops, when a difference found a customs certificate is required to clear. In Moin (APM) units are not being checked during cargo ops, they are checked at gate instead, in case seal number different than mentioned in documents, customs inspection should be performed. 2. Always / all units 3. Seal integrity and numbers against documentation are checked.
Croatia	<ol style="list-style-type: none"> 1. a) Visual check by Port when containers are discharged from the vessel to the terminal warehouse b) Seal number verification by Customs when container leaves the Terminal on inbound leg 2. Every container is checked 3. Please see 1.a) and 1.b)

Cyprus	<ol style="list-style-type: none"> 1. The checking and verification of container seals is assigned to the tally clerks which form a part of the stevedoring gangs employed by the Container Terminal. 2. Seals of inbound containers have to be checked for all boxes 3. Both.
Denmark	<ol style="list-style-type: none"> 1. Customs may check seals in connection with containers being taken out for inspection. This inspection can happen inside the container terminal or by the clients (receivers) place. 2. The customs inspection of import containers inclusive sealed containers are decided by digital algorithms in the Customs systems and they happen frequently. 3. The digitally decided container for customs inspection as mentioned in reply 2, will include either or both documentation (comparing seal numbers etc.) and physical inspection.
Dubai	<ol style="list-style-type: none"> 1. Container Seals only checked by Port Authorities (DPW) at the time of delivery when the container is gated out. Customs only checks it if the container goes for Inspection. 2. As mentioned above these are checked by the Port Authority when the consignee takes delivery and the container is being gated out of the port. If the seal is missing then DPW advises the shipping line and puts their own seal against a nominal charge. 3. The check is limited to the integrity of the seal only and the number is not verified as practically not possible to check individual numbers at the gate as that will slow down the operations.
France	<ol style="list-style-type: none"> 1. Customs and boarder control police may have the need to control seals. 2. After being scanned, inbound containers can be opened when there is a doubt on cargo declaration, or some spot checking may occur as well, then seals are checked. 3. Seal number is also checked against documentation.
Hungary	<ol style="list-style-type: none"> 1. Container terminal is responsible for checking container seal at gate in process. 2. Every single inbound container seal is checked. 3. We are checking soundness of seal and seal numbers also.
Israel	<p>In Israeli ports, the checking of Seals was stopped altogether about 20 years ago.</p> <p>The Checking of Seals hit the output of the Ports (Delayed the Ship Operation) and also lost its Business and Judicial Essence/Task. This step was backed up both by Legal and Insurance Experts Advice.</p>

Italy	<p>Generally, the port terminals are only required to detect presence of at least one seal affixed to the container doors and, theoretically, to verify its integrity (i.e. that it does not show obvious tampering) without however detecting or recording its number.</p> <p>In case of lack of the seal they must apply one and notify the company that owns the container and issue a protest against the ship command also for their own protection.</p> <p>When collecting the container and before leaving the terminal area, it is always the driver's responsibility to check that the seal number matches the documents available to him (waybill and also interchange in the case of terminals that register the landing seal number) and its integrity.</p> <p>In case of doubts, discrepancies and/or tampering the vehicle must not leave the terminal area and the driver must immediately report the problem to his principal by placing reservations on the interchange in the meantime and awaiting instructions.</p> <p>In practice, sometimes the drivers do not report any anomalies in due time, in these cases the problems are reported to the companies by transitters and/or shippers.</p>
Japan	<ol style="list-style-type: none"> 1. Ship agent as terminal operator 2. Every time as unloading at port 3. Yes, also verified against documentation
Lebanon	<ol style="list-style-type: none"> 1. Port container operator, customs during physical inspection. 2. Every container is checked. 3. * Port container operator check is limited to the integrity of the seal. * Customs does not verify the seal number against documentation if the container is not called for inspection (green line path) and it performs verification when the container is called for physical inspection (red line path).
Malta	<ol style="list-style-type: none"> 1. Port 2. Every container is checked by the Port Security at Gate prior to exit. 3. Primarily the seal is checked for integrity.
Mexico	<ol style="list-style-type: none"> 1. The terminals are the ones that check the seals. 2. Is a regular practice. 3. They check the integrity and the number also against the maritime manifest.
Montenegro	<ol style="list-style-type: none"> 1. Both parties, Custom and Port.

	<ol style="list-style-type: none"> 2. Container seals has been checked regularly by authorities mentioned above. 3. Seal number is also verified by Custom authorities against documentation
Netherlands	<ol style="list-style-type: none"> 1. All parties involved, especially terminals, transport companies and authorities like Customs. 2. The fully automated terminals in Rotterdam are checking all containers (by camera). 3. Mainly checking the status if there is a seal on the container and not a number check.
Panama	<p>In regards to Manzanillo International Terminal:</p> <ol style="list-style-type: none"> 1. Confirms the presence of seals on inbound containers. 2. 100% of containers seals are confirmed during operations at the terminal. 3. Check is limited to the integrity of the seal.
Peru	<ol style="list-style-type: none"> 1. It is a function that corresponds to the Customs 2. On average in 5% of imports 3. The security code is contrasted with the Bill of Lading
Portugal	<ol style="list-style-type: none"> 1. Port Operators. 2. All are checked. 3. Normally limited to the integrity of the seal.
Russia	<ol style="list-style-type: none"> 1. Port/terminal is responsible for checking container seal. 2. Two times in a period from discharge to further delivery from port/terminal: <ol style="list-style-type: none"> a) at moment of discharge; b) at moment of loading on truck/rail for further delivery. 3. The seal number is also verified against the doc to inform Customs/carrier/consignee in case of discrepancy.
Slovenia	<ol style="list-style-type: none"> 1. In Port of Koper upon container arrival port employee check if container arrived with seal. 2. All containers are checked. 3. The check is limited to the integrity of the seal. The compliance with documentation is cheches upon opening by authorized person, customs authorities or police if some suspicion arise.

South Africa	<ol style="list-style-type: none"> 1. / 2. This is a sore point. When the terminal opened in 1977 seals were checked on landing and exiting the terminal by the port and for export containers on entering the terminal and alongside the vessel before loading but this does not occur any longer. Under the new customs act that will be implemented it refers that the receiver which would be the terminal would check but this is under debate. 3. The number used to be verified and recorded.
Spain	<ol style="list-style-type: none"> 1. Port Terminals/concessions are now Customs areas in Spain, following the ECC, this normally is the terminal the responsible to check the integrity and number when units are gate out. Then, seals are checked again by Customs officers when leaving the Port area, ensuring matching with Customs/Vet etc seals 2. Always 3. Both.
Sweden	<ol style="list-style-type: none"> 1. Ports do not have access to manifest/seal number, however they check that seal is not missing and inform us if container arrives without any seals. If container missing seal they set one on the container. Customs have access to all manifest/seal number prior one week arrival and make inspections that correct seal is attached to correct container. 2. Port check all units, uncertain how many customs checking. Many customers check seal against document to make sure that containers no been open during voyage.
Turkey	<ol style="list-style-type: none"> 1. Port authority is checking the seal number and urges the container agency if there is discrepancy with the seal number reported on the manifest/discharging report provided by agency both to customs and port. 2. Every single container is being checked. 3. Container seal numbers are being verified against documents.
UK	<ol style="list-style-type: none"> 1. By port authorities. 2. Always in any well run port. 3. Ports will check for integrity and record the seal number, they usually re-seal if seal is noted as broken or lost (and record new number). <p>Generally there will not be a check back to the original documents unless there is a claim for damage or shortage.</p> <p>In some situations various authorities will check the seal number against original documents (Port Health for example against Health cert, customs for customs transit purposes).</p>

USA	For the US, generally the seal number is checked by the port/terminal operator as the loaded container enters or leaves the port. The seal number is recorded on the gate interchange and reported to the container line. It is generally up to the container line to then verify it against the documentation.
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