

# ECASBA MEMBERSHIP ENQUIRY



## ENQUIRY RESPONSE FORM

<b>ORIGINATING ASSOCIATION:</b>	<b>ASECOB (Spain)</b>
<b>ENQUIRY DETAILS:</b>	<p><i>In accordance with the Union Customs Code, container terminals in Spanish ports have been designated as customs Temporary Storage facilities and accordingly are responsible to the customs authorities for all units entering/leaving their premises, longstanding/abandoned cargo and for the issue of new simplified transit documents for movements to/from customs or between different premises within the Port (when the origin/destination terminals are AEO certified).</i></p> <p><i>With those terminals having made investments in IT and staff to carry out these tasks, some have started to levy a charge for doing so.</i></p> <p><i>ASECOB would therefore like to know if terminals elsewhere in Europe already apply charges to cargo agents for the following or similar actions:</i></p> <ol style="list-style-type: none"> <li><i>1. Customs clearance control for full import/export or transshipment of containers after 14 days</i></li> <li><i>2. Managing abandoned (+90 days) containers</i></li> <li><i>3. Issuing document G5 (Arrival notification in case of movement of goods under temporary storage)</i></li> <li><i>4. Assisting with container inspections</i></li> </ol>
<b>REPLY TO:</b>	<b>admin@fonasba</b>
<b>COPY REPLY TO:</b>	
<b>CLOSING DATE FOR REPLIES:</b>	<b>Monday, 8<sup>th</sup> March 2021</b>
<b>RESPONDING ASSOCIATION:</b>	

### RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Croatia	<ol style="list-style-type: none"> <li>1. Yes, but only if customs have requested to carry out physical inspection.</li> <li>2. No</li> <li>3. No</li> <li>4. Yes.</li> </ol>
Cyprus	Please be advised that in the cases in question no charges whatsoever are levied by the Terminal Operator to the cargo Agents.

Denmark	<p>No container terminals in Denmark is in any way charging anything in relation to the questions 1 – 4.</p> <p>Any economic operator, AEO certificate or not, can operate the customs systems and provide the require customs formalities for release of cargo. They only need to be a registered company and have the necessary customs systems and be able to handle the different type of customs and customs debt guarantees.</p> <p>Customs inspections are purely exercised by the Customs Authorities and e.g. can be applied to take place in or outside the terminal depending on the Customs License.</p>
France	<ol style="list-style-type: none"> <li>1. No. Terminal only charges shipping lines with shuttle fees in case container has to be moved to customs control/visit area within the terminal.</li> <li>2. Terminal does not manage abandoned cargo/container, but applies storage charges for the 90 days spent on the terminal, before exit to private facility for cargo discharge under customs authority.</li> <li>3. No.</li> <li>4. No.</li> </ol>
Hungary	<p>Hungary is a landlocked country, but we have some bi-modal and tri-modal container terminals. New European Custom Code is available since 2015, and it regulating status of temporary bonded warehouses as well as AEO certificates. Every company that operates a temporary bonded warehouse is interested in obtaining a permit of AEO to simply customs administrations and process. It's the same in Hungary.</p> <p>Terminals in Hungary are charging cargo agents for:</p> <ol style="list-style-type: none"> <li>i. registering containers/cargo to temporary bonded warehouse</li> <li>ii. Assisting with physical inspection of cargo in container (per random sample, or per article)</li> <li>iii. Terminal has to report laden units stored in temporary bonded warehouse after 30 calendar days, than after 60 calendar day. After 60 calendar days, National Customs and Tax Administration take over matter and draw attention to cargo owner or its agent to do something with cargo before 90 calendar days storage period is expiring.</li> <li>iv. Terminals are also issuing T1 docs in case of request of agent when container/cargo leaves temporary bonded warehouse without customs clearance (re-expedition).</li> </ol>
Jordan	<ol style="list-style-type: none"> <li>1. Not applicable</li> <li>2. Applicable</li> <li>3. Not applicable</li> <li>4. Applicable</li> </ol>

Netherlands	It is up to the individual terminals what they charge to their customers and this is a part of the terminal contracts. We as an association are not directly involved in commercial contracts negotiations between two commercial parties.
Portugal	<ol style="list-style-type: none"> <li>1. No</li> <li>2. No</li> <li>3. Yes</li> <li>4. Yes, but not mandatory at the moment.</li> </ol>
Slovenia	<ol style="list-style-type: none"> <li>1. Regarding customs clearance control terminal only issue invoice for the movement of container if opening is required from the customs officer.</li> <li>2. Terminal charges storage cost to agent or Shipping company depending on the term agreed.</li> <li>3. Terminals don't charge issuing documentation for arrival notification.</li> <li>4. Terminal charges container control as agreed in terms and condition with shipping company or agent.</li> </ol>
Sweden	<ol style="list-style-type: none"> <li>1. Yes</li> <li>2. Yes</li> <li>3. Yes</li> <li>4. Yes.</li> </ol>