



Europe Introduces “24 Hours Rule”, effective January 1st, 2011

With EU Regulation 648/2005 - Entry Summary Declaration (**ENS**) Europe is introducing their own version of Import Security and Control, similar as “24 Hours Rule” we know from ocean freight.

The new legislation requires that all shipments brought into the customs territory of any of **the 27-member-states of the EU, including Switzerland and Norway**, must be covered by an **ENS**.

See link for list of countries: http://europa.eu/abc/european_countries/index_en.htm

The ENS will be required for all shipments carried on-board any inbound flight/vessel into the EU, including transit-shipments and freight remaining on-board (stop-over) to be offloaded at subsequent air(ports), including non EU air(ports).

The ENS must be submitted by the airlines in electronic format (via EDI) to the Office of First Entry (airport of first call) of the EU, at least 4 hours prior to arrival of the aircraft at the OoFE. In Ocean-Freight, the Ocean Carriers must submit the ENS at least 24 hours prior to start of vessel loading.

In order to accomplish this task, airlines are demanding that Forwarders provide the necessary data, either in electronic or hard-copy formats, prior to accepting any cargo at their Cargo-Terminals, though procedures vary by airlines. Ocean-Carriers are advancing their document cut-off dates.

The Airlines require the following data-elements from forwarders:

- **Full name and address of shipper, consignee and notify party.**
- If available, a **EU EORI (Economic Operator Registration Identification)**, for each party listed above.
- **Commodity Description**, which must conform to the new strict EU commodity description guidelines. (Generic descriptions such as “machinery” is no longer accepted) see link at end of document under resources for sample list of unacceptable and acceptable descriptions of goods.
- First six (6) digits of the **Harmonized Commodity Code** is optional but highly recommended.
- Number and type of packages
- Shipping marks & numbers
- Cargo gross weight
- **UNDG** - UN dangerous goods code where applicable
- Other data elements may have to be provided upon request

The customs office at the first EU port of entry will issue a MRN (Movement Reference Number) for each shipment and will carry out a security risk assessment that is common to all 27 EU Member States. If a risk is identified a "Do Not Load" message is generated and subsequent ports and the port of loading will be notified:

Risk Type A = loading of cargo refused at POL (ocean cargo only)

Risk Type B = interception of cargo at the first port of entry

Risk Type C = interception of cargo at intended EU port of discharge.

Filing Fee: Skytruck will charge a EU ICS filing fee of **\$25.00** per shipment, for all shipments arriving or passing through any EU airports on or after January 1st.

Resources:

European Customs Information Portal:

http://ec.europa.eu/ecip/security_amendment/procedures/index_en.htm

Acceptable Goods description Guidelines:

http://ec.europa.eu/taxation_customs/resources/documents/customs/policy_issues/customs_security/acceptable_goods_description_guidelines_en.pdf