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P & I CLUB CORRESPONDENTS

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CUSTOMS AND IMMIGRATION FINES IN SENEGAL

Dear Sirs,

We refer to our previous circulars issued in relation with Customs and Immigration fines in Senegal.

Please be informed that following a reshuffle at the port Customs administration and pursuant to considerable discussions that we have held with these Authorities, they have recently become more tolerant of discrepancies noted on ships' arrival declarations of stores and bunkers. Fines are now rarely imposed in such situations which is a very positive development – long may it remain.

However, that said, respite may not last long and considering Authorities' unpredictability, we would recommend that ship Masters continue to be vigilant and submit accurate declarations on arrival.

As explained in our previous circulars to the Club and as we advised to MACN for the drafting of the Senegal country guide, the below information must be considered prior call at Dakar port:

LIST OF ITEMS WHICH DECLARATION IS USUALLY REQUESTED BY THE CUSTOMS ON SHIP'S ARRIVAL AT DAKAR PORT (with specification of quantities in Mt, litres, Kg...etc wherever applicable)

1. Manifest of the cargo to be discharged in Dakar
2. Manifest of the cargo in transit (if any)
3. Bills of lading
4. Ports of call list
5. Crew list
6. Crew effects
7. Bonded stores
8. Food provisions
9. Narcotics
10. Paints
11. Chemicals
12. Fire extinguishers
13. Foam
14. CO2 (fixed and portable)

15. Bunker declaration

- Fuel-oil
- Diesel-oil

16. Lube-oil declaration

- Oil in tanks (including in sump tanks)
- Oil in drums
- Oil in cans
- Oil in use (in engines, cranes, winches, stern tube...etc)
- Used oil (sludge)

NB:

The Customs declaration is mostly represented by the global quantities mentioned namely on the IMO ship's stores declaration and the detailed inventory for each indicated item. Discrepancies are prohibited.

For instance, the total quantity of lube oil / bunkers for each item must be confirmed by its corresponding detailed inventory. Any discrepancy between the declared quantity and the inventory will be sanctioned.

The declared quantity of lube oil / bunkers must also be identical to the actual quantity in the tanks on ship's berthing as the Customs usually request confirmation by sounding.

Besides, kindly note that the Customs declaration is irrevocable and the Master's good faith is not taken as an excuse. No additional declaration, correction or amendment is authorized, hence the need to carefully check the documents before submitting them to the Customs.

To avoid mistakes, the Master should prepare his Customs' declarations prior berthing and subsequently update the lube oil / bunkers figures after sounding. The declaration must also be double-checked by the ship agent before presentation to the Customs' boarding officers.

As for the cargo manifest, please be informed that it must strictly match the BL figures and information.

PRECAUTIONS REGARDING POTENTIAL CUSTOMS FINE ON COMPLETION OF DISCHARGE

Dakar port Customs is now systematically following up discharge operations of vessels carrying bagged or bulk cereals and other bulk cargo in order to sanction any substantial shortage or excess of cargo recorded by their own surveyor or by stevedores.

A precautionary tally survey is therefore strongly recommended to ascertain the discharged quantity and defend ship's interests against fabricated or disproportionate fines. Indeed, the local Customs will be at liberty to impose severe fines in case of shortage or excess, if no one attends to control their figures. Inflated cargo claims from receivers may also follow in such situations.

**LIST OF ITEMS WHICH DECLARATION IS USUALLY REQUESTED BY THE
IMMIGRATION ON SHIP'S ARRIVAL AT DAKAR PORT**

1. Crew list
2. Passenger list
3. Ports of call list (previous and next ports)
4. Arms list
5. Stowaway list (if any)

NB:

Fines from the Immigration Authorities are less frequent compared to the Customs and they are usually not substantial.

However, in order to limit the risk of fines, the crew's passports must be valid. The seamen's books must also be correctly filled indicating the concerned crewmembers' correct ranks and sign-in / sign-off dates.

We trust that this information will be of use to the Association, Shipowners and Charterers and remain at your entire disposal for any assistance needed.

Yours faithfully

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