

# JAPAN P&I NEWS

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To the Members

Dear Sirs,

## **Argentina - Customs Fine** **due to non/mis-declaration in Store List**

Pandi Liquidadores S.R.L., our correspondents in Argentina, has kindly provided the Association with advice about the recent customs fine troubles when calling at Argentine ports.

From of old, some cases has been reported where the Customs Authorities had imposed customs fines on the vessels/shipowners due to non-declaration of fuel oil and/or lubricant oil onboard when submitting ship's store lists.

The investigation by the Customs Authorities has been tightened in recent years, and some of our members were exposed by the Customs Authorities that the ship's ladders/grabs or chemicals (which are not necessary to be declared in usual cases) had not been declared in the store lists.

We were advised from the correspondents that nowadays, even the lubricant oil in sump tank (ie, used oil) might be considered as a target of declaration and if there is discrepancy between the declared figure and the actual figure, the Customs Authorities may impose fines to the vessel/shipowners because of infringement of the Customs Code.

In case of infringement, the Customs Authorities will order the vessel to discharge the goods from the vessel and store it ashore on the vessel's account OR pay cash guarantee which is equivalent to the market value of the goods. On top of that, customs fines equivalent to the market value of the goods will be also imposed. The members need to pay attention to the fact that "market value" which is adopted by the Customs Authorities is several times more than the real market value.

The quantity of lubricant oil in sump tank is slightly different depending on whether the equipment is in service or not. In order to avoid troubles with the Customs Authorities, the Master is recommended to record whether the equipment was in service or stopped during the measurement in addition to the quantity of the lubricant oil when he prepares the store list.

Please keep close contact with the local agent and take care when the Members' vessels will call

at Argentine ports, especially at San Nicolas where many similar cases have occurred.

Yours faithfully,

**The Japan Ship Owners' Mutual Protection & Indemnity Association**

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