

ALERT!

ARGENTINA
Guidance for Masters.
P&I Correspondent Advice.

Store list.

KEY POINTS WHEN DECLARING STORE LISTS BEFORE THE ARGENTINEAN CUSTOMS HOUSE

As advised several times, the local Customs House has found a way of finding discrepancies when declaring the vessel's Store List.

Despite their willingness to thorough searches, the margin for mistake in the Store List drafting can be highly reduced if the following key points are taken into account;

It is advisable to pay utmost attention when declaring to the following goods:

1. **PAINTS & THINNER** in liters must be declared; also **ALL CHEMICALS** on board (including SOEP) i.e chemicals for holds cleaning, engine maintenance, oil spillage, grease, etc). These items will be inspected by counting can-by-can;
2. **BUNKERS** (fuel oil, diesel oil, lube oil and all **OILS IN USE**. Such as **MAIN ENGINE SUMP TANK, STEERING OIL, HYDRAULIC OIL**. These items will be inspected by measuring the corresponding tanks and drums even those which are half empty will be measured);
3. **ELECTRONICS, ALL** appliances (vessel's and personal effects) must be declared, e.g. tv sets, computers, tablets, fax machines, photocopy machines video tape players, microwaves, DVD's players, binoculars, cell phones, washing machines, printers, etc);
4. **CIGARETTES** (in units) & **SPIRITS** (in liters);
5. **SPARE PARTS** from engine (engine inventory) and deck (deck inventory) i.e. pistons, propeller, anchor chain, ball bearings, hoses, welding & cutting equipments, tools, ropes, wire ropes, etc. It is also advisable to differentiate them in "used" and "new";
6. Drugs, ammunition, firearms, anti-piracy sets;
7. All consumables kept in the forecabin;
8. Bonded stores;
9. food/Beverages;
10. Medical and Hospital items.

The aforementioned is inclusive but not limited to the listed items. Please bear in mind that ALL items on board must be declared.

Other recommendations when issuing declarations:

- To pay special attention to the above mentioned items in bold, specially items from 1 to 5;
- To not index the declaration with the total amounts/quantities of the declared products e.g. Lube Oil. Only declare the name/number of the tank and its respective liters;
- To not sign the declaration until it has been corroborated with Deck Officers and Engineers;
- To not deliver incomplete or partial copies/drafts to anyone, including Agents;
- To always keep a copy of the definitive Store List on board;


EMERGENCY 24/7
+54 9 11 6565 6552

GET IN TOUCH

SIGVART G. J. SIMONSEN & Cia. S.R.L.

Mendoza 4002, C1430BRP
Ciudad Autonoma de Buenos Aires
Republica Argentina
Email: company@mail@simonsen.com.ar

Telephone: +5411 4545-7501
Telephone: +5411 4542-9156
Telephone: +5411 4544-3847

 You may find more about us on
www.simonsen.com.ar

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- To make sure that there are no papers/pages with annotations attached to it; it is preferable to number the store list pages;
- In the case of lubricants in use, if possible to clarify whether the measurements were taken with engines running or stopped; also to take said measurements upon arrival at the first port where you will be granted inwards clearance before declaring the quantities.

All of the aforementioned recommendations relate to a wrong declaration or omission in it, but there are other variables to this kind of discrepancies such as the DOUBLE DECLARATION which is most common mistake and INACCURATE DECLARATIONS.

It is extremely important to check the quantities and make sure that they are not doubled declared; for Customs purposes, it is not necessary to declare them as a total and in detail: it is a "one or the other". If Customs finds that you have declared a certain total amount of lube oil, for example, and then the same quantity is declared in another page but in detail, Customs will consider it a "double declaration" rather than a clarification.

As to the inaccurate declarations, a common mistake is to declare quantities calculated on an "about" basis or according to the experience. All quantities must be declared upon their actual measurements or otherwise Customs will consider it a discrepancy.

Finally, in the event of a Customs search we remind Master that:

- Customs must audit the declaration; consequently they cannot be denied access aboard.
- If there are items onboard that have not been declared, the officers should complete the document "Record of Search", which should detail the items in violation. These should be well described and quantified.
- Once the inspection is over, Customs will request that the Captain sign the "Record of Search". The Captain may sign "without prejudice" and attach to said document the letters of protest or any other note of explanation he deems necessary.
- To not hand over inventories, any lists or any type of description of the items that could have been found. Customs should audit everything and anything additional given to them, during the inspection, will most likely be used against the ship.

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