

**COAC Sea Cargo Subcommittee
Manifest Amendment Recommendations**

| * Type 1 Amendment: Amending data would not start new 24 hour clock. | | | |
|--|----------------|-----------------|---|
| ** Type 2 Amendment: Amending data would start new 24 hour clock. Amending data after the 24 hour clock expires may result in denial of permit to unlade. | | | |
| NOTE: Filing a new Bill of Lading (BL) in AMS would constitute a Type 2 amendment | | | |
| Customs 24 Hour Rule Data Elements | Type 1* | Type 2** | Comments |
| 1 Last Foreign Port before vessel departs for US | X | | Customs has verbally supported moving this data element to the 3171 (submitted on a per vessel basis upon arrival). Request written confirmation and estimated date of completion from Customs. |
| 2 Carrier SCAC (SCAC of BL Filer) | | X | This refers to a change in the AMS manifesting party. |
| 3 Carrier Assigned Voyage Number | X | | Internally assigned number. |
| 4 Date vessel is scheduled to arrive at first US port | X | | Frequently changing data element, which is only estimated in original AMS filing. |
| 5 Numbers & Quantities from carriers ocean BL (ie: piece count and package) | X | | Includes changes to marks and numbers and cubic measure. |
| 6 First foreign port where carrier takes possession of cargo destined for US | | X | Customs uses this data for targeting. |
| 7 Precise cargo description (or HTS number) and weight of cargo. | X | | Amendments would be deemed to be Type 1 unless Customs advised otherwise on a case by case basis. Small changes to an acceptable commodity description would not normally start a new 24 hour clock. |
| 8 Complete Shipper's name and address <i>(Note: The subcommittee recommends using the internationally agreed definition of shipper: "the party that enters into a contract of carriage with a carrier." See below for discussion)</i> | | X | Customs uses this data for targeting. This element requires further discussion with the trade before Customs would begin enforcement. (Roughly 80% of cargo bound to the US from Europe is shipper controlled.) |
| 9 Complete Consignee's name and address <i>(Note: See below for discussion of definition)</i> | | X | Customs uses this data for targeting. This element requires further discussion with the trade before Customs would begin enforcement. (Roughly 80% of cargo bound to the US from Asia is consignee controlled.) |
| 10 Vessel name, country of documentation and vessel IMO number | X | | In the context of missed connections, changing the name of vessel is not business critical as long as the vessel name is on-file with Customs. |
| 11 Foreign load port where cargo is laden on board | | X | Customs uses this data for targeting. |
| 12 Information on hazardous cargo (IMO Data) | | X | Customs uses this data for targeting. Amending cargo previously manifested as "hazardous" to "non-hazardous" would be Type 1. |
| 13 Container Number | X | | Deletion or changes to container numbers from already manifested cargo occurs regularly. Amendments would be deemed to be Type 1 unless Customs advised otherwise on a case by case basis (e.g. cargo being shifted from one box to another would be Type 2). |
| 14 Seal Numbers (per container) | X | | Based on current guidance in Customs' 24 hour rule FAQ #33, changes to seals/seal numbers should be reported as soon as the discrepancy is noted, but the 24 hour clock will be based on the transmission of the original BL data. |
| Shipper Definitions: | | | |
| UN Commission on Internatl Trade Law (UNCITRAL): A person that delivers the goods to a carrier for carriage. | | | |
| World Customs Organization (WCO): Name and address of the party which, by contract with a carrier, consigns or sends goods with the carrier, or has them conveyed by him. | | | |
| Federal Maritime Commission: The shipper is the party with whom the carrier has a contractual transportation obligation. This is the definition used by the Federal Maritime Commission pursuant to section 3(21) of the Shipping Act of 1984, as amended (46 App. U.S.C. 1702(21)), which provides in relevant part that "shipper" means: "(A) a cargo owner (B) the person to whose account the ocean transportation is provided; (C) the person to whom delivery is to be made;" | | | |
| Consignee Definitions: | | | |
| UNCITRAL: A person entitled to take delivery of the goods under a contract of carriage or a transport document or electronic record. | | | |
| WCO: Name and address of party to which goods are consigned. | | | |