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Marseille, on 06/12/2022

## **Customs fines in Dakar** **Recommendations and steps to follow**

Dear Sirs,

Following the recent significant increase of customs fines related to possible misdeclarations, we felt as P&I Clubs correspondents that it was very important for us to remind P&I Clubs and shipowners about such risk while calling Dakar.

Indeed, the Senegalese customs authorities have the bad habit to heavily sanction any minor human mistakes which are not purposely. The Senegalese law (customs code) allows the customs officers to sanction any error in the documents provided to them, and the domestic law is wide enough to enable them to fine the vessel.

The amounts fined can be outrageously high and it is in your interest to possibly limit such risk in briefing the crew members and carefully review the documentation presented to the authorities / customs officers.

The Master should prepare the following documents and ensure that all are correctly filled out, and then return same to the agent. The agent should in turn double check the provided documentation prior to submit same to the customs officers.

It is therefore essential that these documents are filled in with **the utmost care**, as any mistake can be heavily sanctioned:

### **1) FUEL OIL**

The excel file containing the fuel quantities (FO and DO), not omitting also to mention, as per customs request, the quantities in piping's. The declared quantities of fuel must also be identical to the quantity accumulated in the tanks upon the ship's berthing, as customs, generally, if they have any doubt on the figures reported by the Master, make soundings to compare what was declared.

*See file below.*

[FO-DO Declaration](#)

## 2) LUBRICANTS AND OTHERS

The excel file containing the inventory of lubricants, lubricating oils, including the quantities in the pumps must also be completed properly.

*See file below.*

[Lube declaration](#)

## 3) SHIP STORE INVENTORY

The excel file containing the ship's store inventory must be completed with care so that nothing is forgotten.

*See file below.*

[Ship's store](#)

## 4) CREW LISTS

All crew lists - up to date without spelling mistake - must be inserted in the fire plan, dated and stamped.

## 5) CARGO MANIFEST

It is also important to mention that the customs authorities particularly examine the cargo manifest of the ship.

Dakar port shall be mentioned specifically. If the cargo manifest refers to several disports for instance, a separate cargo manifest mentioning the cargo to be discharged in Dakar only shall be issued (separate sheet). One cargo manifest for each disport mentioning the correct quantities shall be issued, especially when there is a change of destination.

In case the cargo is in transit in Dakar (discharged in Dakar but in transit to inland countries such as Mali) it shall be clearly identified on the cargo manifest.

The quantities shall also be carefully checked as a typo mistake (one "0" missing, a comma not place correctly, etc.....) can lead to huge fines.

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The above information is for guidance only and should be provided by the ship's agent to the Master prior to vessel's arrival in Dakar. It is imperative to complete them carefully, because any customs declaration is irrevocable and even if the Master is in good faith, customs will be intransigent.

We recommend that the Master does not allow access to the ship through the bridge until he ensures that all these documents, papers and files work are duly completed with the assistance of the shipping boarding agent.

Our Senegalese manager is also available to assist the Master in this respect, if needed, in order to prevent unnecessary troubles in the view to best protect the interests of the shipowners.

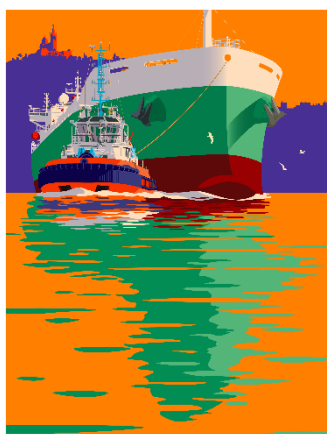
We are at your disposal to provide you with our best quotation in this respect, when necessary.

Our local manager's details are as follows:

Mr. Boubacar MANÉ, Senegal P&I, Tel +221 77 630 12 49.

Do not hesitate to contact us should you need further clarifications

Sincerely,



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