



## Australian Chamber of Shipping Ltd.

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### FACT SHEET 3/91

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#### EXIT EXPORT CLEARANCE NUMBERS (ECNs)

With the implementation of Phase 1 of EXIT, it became necessary for owners of export cargo to obtain an Export Clearance Number (ECN) from the Customs Service for all non-exempt export cargo, prior to export.

The requirement to obtain an ECN will become mandatory from **1 June 1991**, with the repeal of the Export Return Scheme under the terms of the Customs and Excise Amendment Act.

Under the terms of the Act, the owner of export cargo is liable for a fine of \$5,000 wherever goods are loaded onto a vessel before an ECN has been obtained. Shipping lines are also required by law to clear all cargo loaded onto a vessel prior to departure.

For these reasons the owners of export cargo must ensure that ECNs are obtained for all cargo and are shown clearly on the Export Receival Advice **before** that cargo arrives at a terminal or wharf area. Failure to do so will result in delay and increased costs to the cargo.

Shippers should note that cargo for which a valid ECN has not been obtained **will not be accepted** into a terminal and may therefore miss a scheduled sailing.

Additionally, in order to ensure that the vessel and its cargo are cleared to sail without delay, the line must be advised of all cargo details and appropriate ECNs **48 hours in advance** of sailing. This advice may be by way of the traditional Forwarding Instruction.

It is vital to Australia's export interests that every effort is made to improve the flow of cargo and reduce the costs of cargo handling at every point in the transport chain. The smooth functioning of the EXIT system is integral to this objective.

Shipping companies have therefore agreed that stevedores will be instructed to observe a strict policy for export cargo of **"No ECN – No Receival"**.

Any inquiries regarding this policy should be directed to the shipping line concerned.

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