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ARGENTINA: New Ship's Stores List Forms

October 2018

Club correspondents Pandi Liquidadores of Buenos Aires have provided this update:

Problems can be encountered in Argentina in relation to customs fines and payments required by customs officers when vessels are visited by the Argentine Customs Search Gang and alleged discrepancies found between the store list presented upon arrival and those search gangs' findings. These problems mainly arose because there was no form to give uniformity as to what should or should not be declared upon arrival. This led to frequent fines and corruption.

Efforts have been made to obtain a declaration form which could help to reduce these problems. Now Argentine Customs Authorities have issued General Resolution 4317 approving new forms related to the store list declaration to be presented by ships upon arrival to any Argentine port. This is in force as from its publication in the Customs Official Bulletin issued on the 10th October 2018. One of the main sources of this new Resolution is the FAL Convention (Convention on Facilitation of International Maritime Traffic 1965) incorporated by Argentina under the Law Nr. 20.050.



Copies of those forms are attached. i.e.

- » ANEXO I (Art. 1º) NORMAS GENERALES PARA LA DECLARACION DE RANCHO Y PACOTILLA DE BUQUES CRUCERO Y DE CARGA
- » ANEXO I (ART 1º)... FREE TRANSLATION
- » FORM OM 1645 SHPIP'S STORE LIST DECLARATION
- » FORM OM 1646 STORE LIST DECK
- » FORM OM 1647 ENGINE
- » FORM OM 1648 CREW EFFECT DECLARATION

They can also be obtained through customs' website indicating the number of the form required (1645/1646/1647/1648) following [this link](#).

Although those forms will give more uniformity to the items to be declared upon arrival - as for example spare parts and/or own elements of the vessel such as grabs which created problems in the past are not mentioned therein - there are other items which are not clear as for example in form OM 1646 (Deck Store List) when other oils is mentioned therein. In this respect we are not clear if this item refers to oil in the sump tanks.

We will now have to wait and see whether the new forms will give more clarity as to what has or does not have to be declared but we still would recommend the following:

1. *That the Master jointly with Chief Officer and Chief Engineer carefully record and revise what is declared on the "store list"*
2. *That quantities to be declared in relation to the engine form are carefully checked by the Chief Engineer and that for the time being he also adds the oils in the sump tank and auxiliary engines.*
3. *That the store list is not signed until the time that Master ensures that everything has been completed and revised.*
4. *That a copy of the store list presented and signed by customs is kept onboard.*
5. *That Master does not engage in any discussion with Customs in relation to "cash payments" to avoid fines.*
6. *That he immediately contacts the P&I correspondent in case of any doubts/problems during the visit of the Argentine Customs Search gang.*

Finally, we would like to mention that in recent years and since new government has been in office many of the problems principally encountered in the port of San Nicolas have been drastically reduced.

Should you require any clarification and /or additional information in relation to this circular and/or attached forms please do not hesitate to contact the Club or its local correspondents Pandi Liquidadores.