

Why can the shipment get

# STUCK IN CUSTOMS ?

Having goods stuck in Customs is time-consuming and expensive. You may have to pay storage fees and large fines for undeclared or miss-declared goods.

Every commodity is different –and so is every market: rules, regulations, duties and taxes change all the time. That is why even international parcel companies like FedEx and DHL have problems getting goods like product samples and marketing material through Customs in time.



Nonetheless, the main reason why goods happen to **get stuck at Customs is because there is a deficiency in the communication** between the exporter and the importer. **Good communication allows the shipment to be cleared efficiently**, even when some of the cargo might need special permits, procedures or documentation. As **the importer is responsible to notify the exporter about these special needs**, the probability of getting goods stuck at Customs is lower.





However, there is another kind of mistakes that you might commit. In order to help you prevent these awkward positions, here is a list of situation to avoid in Customs:

## 1 Your shipment don't match the paperwork

If the information provided on the invoice regarding the imported goods is different to what the imported goods really are; these goods will get stuck at Customs. This data could include:

|   |                    |                            |   |
|---|--------------------|----------------------------|---|
| Name of importer                              | Invoice number     | Place and date of dispatch | Quantity shipped  |
| Full description of all items                 | Unit price in USD  | Total price                | Total FOB Value   |
| Total Freight                                 | Gross & Net Weight | Total Value                |   |
| Harmonized System code for each invoiced item |                    |                            |   |

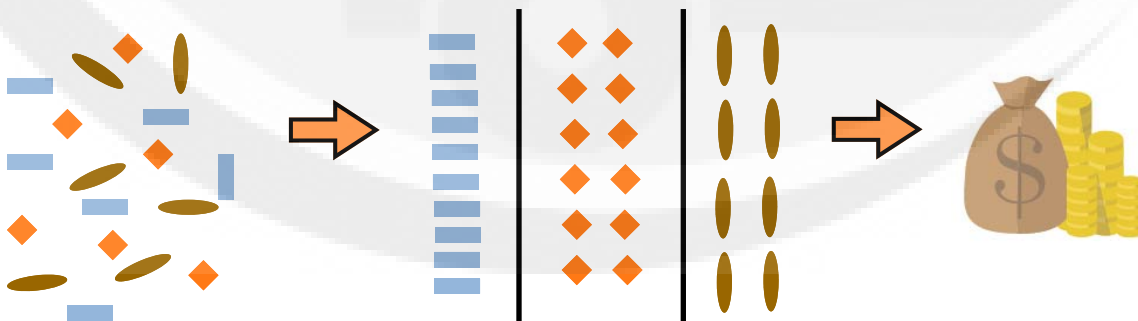
In addition the importer must also prepare the following documentation to be presented whenever goods need to be cleared:

**Import Declaration** (Customs entry for imports, made and submitted by an importer or by an agent or broker on the importer's behalf)

**Import License** (Permit that allows an importer to bring in a specified quantity of certain goods during a specified period)

## 2 Your goods are miss-classified

All of your goods will need to be classified for import duty payments. The duties payable are set according to the item's classification, so you have to guarantee that every item is annotated in the industry for which they are being imported.





You have to be sure that the classification paperwork is in order, because once at Customs for clearing; the classification details cannot be changed. Also you will need to provide proof of the payment of any import duties and taxes payable. These might include VAT, Customs processing fees, warehouse fees, and special taxes on production and services.



### 3 Your goods are miss-valued

The valuation you place upon your goods on the importation documentation will determine the duties to be paid. If after an inspection, the Customs officer believes that the goods have been undervalued (whether deliberately or mistakenly), then the goods will be held whilst checks are made. These checks may include internet searches for similar goods, and phoning the supplier to ensure price charged is the correct valuation.



### 4 Unauthorized or prohibited goods

Every country has a list of unauthorized and prohibited goods that cannot be shipped. Check the list for the country that your freight is being shipped to, and be sure to avoid them. Do not commit the mistake of thinking that slightest bits of these goods can be ignored at Customs.



### 5 Your power of attorney and export declaration is incorrect

Exports into any country must also be warranted by a Shipper Export Declaration. Often this will be executed by the exporter himself, but when goods are sent by a shipping service, for example, this responsibility falls upon the shipping service.

Nearly **50% of goods stuck at the border are because there is no valid Power of Attorney (PoA)** in place. The PoA is needed to file the proper Shipper Exportation documentation and complete the importation process. **Without it, it is not possible to release the goods from the warehouse** to cross the border and forward to the importer.



## 6 Lack of data



Part of the paperwork will be the **Packaging List**. This list will detail the number of packages, and must include metric weights, sizes, volumes, parts numbers and descriptions of all the packages.

In fact, **the more detailed the list, the better for the Customs officers**. You can include details about your cargo such as brand, records, model numbers, part numbers, serial numbers, receipts and other information to identify your items.

## The Solution

Using a **professional shipping service like Exhibitions Cargo** will allow you to work safe in the knowledge that your importation will be managed professionally and in good time. Having goods held up at the border is not only time consuming, it is also a waste of money and a loss of resources for you and your company.



**exhibitions  
Cargo**®

Contact us for more useful  
information at:

E-mail:

[info@exhibitions cargo.com](mailto:info@exhibitions cargo.com)

[www.exhibitions cargo.com](http://www.exhibitions cargo.com)

+1 (619) 793 5414

+1 (312) 373 9257

\*All the names of the products, logos, brands, images and trademarks that are in use in this website/pamphlet are the property of their rightful owners. They are not affiliated with Exhibitions Cargo, our products and/or our website. FedEx, UPS, etc do not sponsor or endorse Exhibitions Cargo or any of our products or affiliates. Therefore, no link or commercial agreement should be assumed between any of these companies and Exhibitions Cargo. Some of the images used here are provided by freepik.es.