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**LIST OF ITEMS FOR WHICH DECLARATION IS USUALLY REQUESTED BY
THE CUSTOMS ON SHIP'S ARRIVAL AT DAKAR PORT (with specification of
quantities in Mt, litres, Kg...etc wherever applicable)**

1. Manifest of the cargo to be discharged in Dakar
2. Manifest of the cargo in transit (if any)
3. Bills of lading
4. Ports of call list
5. Crew list
6. Crew effects
7. Bonded stores
8. Food provisions
9. Narcotics
10. Paints
11. Chemicals
12. Fire extinguishers
13. Foam
14. CO2 (fixed and portable)
15. Bunker declaration
 - Fuel-oil
 - Diesel-oil
16. Lube-oil declaration
 - Oil in tanks (including in sump tanks)
 - Oil in drums
 - Oil in cans
 - Oil in use (in engines, cranes, winches, stern tube...etc)
 - Used oil (sludge)

NB:

The Customs declaration is mostly represented by the global quantities mentioned namely on the IMO ship's stores declaration and the detailed inventory for each indicated item. Discrepancies are prohibited.

For instance, the total quantity of lube oil / bunkers for each item must be confirmed by its corresponding detailed inventory. Any discrepancy between the declared quantity and the inventory will be sanctioned.

The declared quantity of lube oil / bunkers must also be identical to the actual quantity in the tanks on ship's berthing as the Customs usually request confirmation by sounding.

Besides, kindly note that the Customs declaration is irrevocable and the Master's good faith is not taken as an excuse. No additional declaration, correction or amendment is authorized, hence the need to carefully check the documents before submitting them to the Customs.

To avoid mistakes, the Master should prepare his Customs' declarations prior berthing and subsequently update the lube oil / bunkers figures after sounding. The declaration must also be double-checked by the ship agent before presentation to the Customs' boarding officers.

**LIST OF ITEMS TO BE DECLARED TO THE IMMIGRATION ON SHIP'S
ARRIVAL AT DAKAR PORT**

1. Crew list
2. Passenger list
3. Ports of call list (previous and next ports)
4. Arms list
5. Stowaway list (if any)

NB:

Fines from the Immigration Authorities are less frequent compared to the Customs and they are usually not substantial.

However, in order to limit the risk of fines, the crew's passports must be valid. The seamen's books must also be correctly filled indicating the concerned crewmembers' correct ranks and sign-in / sign-off dates.

FYI, in most of the recent issues experienced with Immigration Authorities, they advised that the vessel's engine power must not be indicated in the documents of the deck crew.

We remain at your entire disposal for any assistance needed

Yours faithfully

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