


ECTN CERTIFICATE OVERVIEW

 Some ECTNs must be obtained prior to loading the cargo onto the vessel, and failure to comply with this requirement can result in fines.

Country	Description	Required Documents	Notes
Angola	<p>This vital document - also called the ARC Number or CNCA - is a requirement for cargo clearance. The ARCCLA (Agência Reguladora de Certificação de Cargas e Logística de Angola) endorses the CNCA Loading Certificate, a mandate put forth by Angolan Customs Officials since 1994.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • DU (Consignee must match B/L) • ARCCLA Form (Download here) • Title of Vehicles (Unless vehicle is of current year) 	<ul style="list-style-type: none"> • A CNCA number cannot be created in advance. A CNCA number will be available together with the draft CNCA certificate. • The CNCA number need not be mentioned on the Master Bill of Lading (B/L) and manifest of the carrier. Once the draft CNCA certificate is approved an original CNCA certificate will be printed at the responsible authority. • The CNCA certificate can only be used when it is signed, dated and stamped by the Angolan authority. In case of a partial shipment the Documento Unico (DU) must be signed and stamped by MINCO in Angola. • Used vehicles older than 5 years require a license from ANTR (National Agency for Road Transportation).

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			<ul style="list-style-type: none"> The CNCA certificate must be validated before the vessel arrives. If it is validated afterwards there will be additional charges. Changes to the Documento Unico (DU) after validation must be handled by the importer at destination.
Benin	<p>A BESC (Bordereau Electronique de Suivi de Cargaison) certificate is required for all shipments going to Benin.</p>	<ul style="list-style-type: none"> Master Bill of Lading Commercial Invoice Freight Invoice Export Declaration Title of Vehicles 	<ul style="list-style-type: none"> The BESC number must be mentioned on the Master Bill of Lading (B/L) and manifest of the carrier. We can provide the BESC number in advance, even when the documentation is incomplete. The BESC number must be forwarded to the carrier. Shippers and their agents are required to establish and validate an Electronic Cargo Tracking Note for any cargo loaded or unloaded from the Port of Cotonou. Any shipment not covered by an ECTN Certificate from the port of loading is considered non-compliant

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			<p>with these regulations and can result in penalties and fines to be paid directly to Port Autonome de Cotonou.</p>
Burkina Faso	<p>An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Burkina Faso.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration 	<ul style="list-style-type: none"> • For Burkina Faso it is now mandatory to mention the ECTN number on the Master Bill of Lading (B/L). Besides this, we can provide the ECTN number in advance, even when the documentation is incomplete. • The validation of the ECTN must be carried out before the vessel arrives to the destination.
Burundi	<p>An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Burundi.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration 	<ul style="list-style-type: none"> • If you are using Burundi for transit shipments, you are exempt from the ECTN waiver in certain cases. • Amendment allowed, subject to additional fees.

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			<ul style="list-style-type: none"> • If the cargo is not departing from North America, an export declaration is required. • The Master Bill of Lading (B/L) must be dated. • The ECTN must be validated prior to the vessel's arrival at the destination port.
Cameroon	<p>A BESC (Bordereau Électronique de Suivi de Cargaisons) certificate is required for all shipments going to Cameroon.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Import Declaration: The importer must provide it. PR code and the taxpayer's ID of the importer are enough to proceed. (Below details are required from this document) <ul style="list-style-type: none"> ▪ Taxpayer's ID - starts with M ▪ PR number - starts with PR ▪ SGS number - starts with SGS 	<ul style="list-style-type: none"> • Household goods without a commercial invoice will require both a packing list and export declaration. • All BESC's must be validated 48 hours before the vessel arrives at destination. • Commercial invoices must contain the name and address of the shipper and consignee, an invoice number and unit prices of the cargo.

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Central African Republic (CAR)	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to the Central African Republic.	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration (Exempt in the USA) 	<ul style="list-style-type: none"> • The ECTN number for the subject country doesn't need to be mentioned on the B/L copy unless specifically required by your shipping line. • Amendment allowed, subject to additional fees. • If the cargo is not departing from North America, an export declaration is required. • The Master Bill of Lading (B/L) must be dated. • The ECTN must be validated prior to the vessel's arrival at the destination port.
Chad	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Chad.	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice 	<ul style="list-style-type: none"> • We cannot create an ECTN number for Chad in advance. • Please review all the details in your draft carefully. Once the ECTN is validated, amendments cannot be made.

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			<ul style="list-style-type: none"> • The validation of ECTN requires a dated Master Bill of Lading. • Failure to obtain an ECTN may result in fines and delays in cargo arrival. • To be considered valid, both commercial and freight invoices must be stamped and signed. • It is mandatory to provide contact information including email and phone number for both shipper and consignee. • The B/L must be either non-negotiable, a verified copy, or the final B/L with both shipped on board and issue date included.
<p>Democratic Republic of the Congo</p> <p><i>For details about shipping to Republic of the Congo, please refer page 16.</i></p>	<p>A FERI (Fiche Électronique des Renseignements à l'Importation) certificate is required for all shipments going to the Democratic Republic of the Congo.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice 	<ul style="list-style-type: none"> • Amendments are not allowed once the process is completed. • For air shipments, aircraft type, flight numbers, and dates must be provided.

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			<ul style="list-style-type: none"> • If the FERI validation is not completed before the arrival of the vessel or flight, the regularisation process must be initiated by contacting the office in DRC. This process will include penalties for late submission. • To be considered valid, the commercial and freight invoice must be stamped and signed. • The FERI validation process must be completed before the vessel's arrival at the discharge port. • The B/L must be either non-negotiable, a verified copy, or the final B/L with both shipped on board and the issue date included.
Djibouti	<p>A CTN certificate also known as an ECTN, BSC, or BESC, is a mandatory loading document that must accompany all shipments that will be unloaded in Djibouti regardless of final destination.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration (Exempt in the USA) 	<ul style="list-style-type: none"> • CTN must be validated prior to vessel arrival.

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Egypt	<p>The Advanced Cargo Information Declaration (ACID) Number is crucial for all Egypt-bound shipments.</p>	<ul style="list-style-type: none"> • Bill of Lading • Commercial Invoice • Commercial Invoice in Excel format • Packing List • Certificate of Origin 	<ul style="list-style-type: none"> • Known interchangeably as BSC, BESC, or CTN certificate, its absence can lead to significant penalties and consequences. Enforced by the Egyptian government to ensure port safety and order, the ACID number is an integral part of the nation's cargo regulation framework. Compliance with this requirement is essential for smooth import operations into Egypt.
Equatorial Guinea	<p>An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Equatorial Guinea.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration (Exempt in the USA) 	<ul style="list-style-type: none"> • Amendment allowed, subject to additional fees. • If the cargo is not departing from North America, an export declaration is required. • The Master Bill of Lading (B/L) must be dated. • The ECTN must be validated prior to the vessel's arrival at the destination port.

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Gabon	A BIETC (Bordereau d'Identification Électronique de Tracabilité des Cargaisons) certificate is required for all shipments going to Gabon.	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Packing List • Title of Vehicles 	<ul style="list-style-type: none"> • Shipping or arrival without BIETC or false information in BIETC results in a fine of up to USD 2,500, plus the regulation charge determined by Customs officials. Thus, we encourage you to apply for your certificate as soon as possible. • Depending on the continent the loading port is located, the Gabon authorities have granted 5 to 15 days within which the BIETC certificate must be validated. • You will be penalised if the certificate is not validated within the allocated time frame: <ul style="list-style-type: none"> ▪ 10 calendar days after sailing for shipments with departure Europe ▪ 5 calendar days after sailing for shipments with departure Africa ▪ 15 calendar days after sailing for shipments with departure America, Asia and Oceania • Used vehicles older than 5 years require a license from the National Agency for Road Transportation.

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			<ul style="list-style-type: none"> The Gabon BIETC must be validated before the vessel arrives. If it is validated afterwards there will be additional charges. Changes to the Documento Unico (DU) after validation must be handled by the importer at destination.
Guinea	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Guinea.	<ul style="list-style-type: none"> Master Bill of Lading Commercial Invoice Freight Invoice Export Declaration (Will not be processed without) Title of Vehicles 	<ul style="list-style-type: none"> According to Guinea Customs regulations, the authorised person must apply for the certificate cargo from the assigned agent. The authorised person must validate the ECTN at the latest 5 days before the vessel arrives at the destination. Shipments arriving without ECTN or false information in the ECTN will result in a fine of an amount that is twice of the cost of the ECTN, plus the regulation charge determined by Guinea.

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Guinea-Bissau	A CEE (Certificado Eletronico de Embarque) certificate is required for all shipments going to Guinea-Bissau.	<ul style="list-style-type: none"> <li data-bbox="853 300 1464 376">• Master Bill of Lading (Draft B/L is allowed) <li data-bbox="853 384 1464 427">• Commercial Invoice <li data-bbox="853 435 1464 512">• Freight Invoice – If not mentioned on the Commercial Invoice <li data-bbox="853 520 1464 639">• Export Customs Declaration – Details have to be the same across all documents if it is not cross-trade. <li data-bbox="853 647 1464 724">• NIF Number (Importer Taxpayer's ID) – Required to complete the process 	<ul style="list-style-type: none"> <li data-bbox="1576 300 2107 440">• The authorised person must validate CEE for Guinea-Bissau at the latest 5 days before the vessel arrives at the destination. <li data-bbox="1576 448 2107 684">• Shipment arriving without CEE or false information in the CEE will result in a fine of an amount that is twice of the cost of the CEE, plus the regulation charge determined by Guinea-Bissau National Port officials. <li data-bbox="1576 692 2107 769">• Amendment allowed, subject to additional fees. <li data-bbox="1576 777 2107 853">• If the cargo is not departing from North America, an export declaration is required. <li data-bbox="1576 861 2107 938">• The Master Bill of Lading (B/L) must be dated. <li data-bbox="1576 946 2107 1023">• The CEE must be validated prior to the vessel's arrival at the destination port.

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Ivory Coast	A BSC (Bordereau de Suivi de Cargaisons) certificate is required for all shipments going to Ivory Coast.	<ul style="list-style-type: none"> • Master Bill of Lading (B/L) – a Draft copy can be used to generate the draft BSC. Original copy has to be provided with the date of issue before the validation. <hr/> • Commercial Invoice. <hr/> • Freight Invoice <hr/> • Export Customs Declaration – Details have to be matched with all documents if it is not cross-trade. <hr/> • Packing list – Reference of the document, the date, the number of containers, the container numbers and the container type have to be mentioned. <hr/> • Certificate of origin <hr/> • Local Certificate of Insurance (Local certificat d’assurance - The importer will get it from Ivory Coast regardless of shipment type) <hr/> • FDI document (Fiche de declaration a l’importation - The importer will get it from Ivory Coast regardless of shipment type) 	<ul style="list-style-type: none"> • The authorised person must validate BSC for Ivory Coast at the latest 5 days before the vessel arrives at the destination. • Shipment arriving without BSC or false information in the BSC will result in a fine of an amount that is twice of the cost of the BSC, plus the regulation charge determined by Ivorian National Port officials. • You are only obliged to obtain Ivory Coast BSC certificate if it is your final destination. If you are using Ivory Coast port for transit shipments you are exempt from BSC waiver in certain cases. • If you fail to submit the BSC waiver certificate, cargo cannot be cleared and will be sent back to the origin. • Shipments without the loading certificate are subject to a fine of USD 2,500 per Master Bill of Lading (B/L). • The importer must be registered in the L’Office Ivoirien des Chargeurs (OIC). • The BSC must be validated before the vessel’s arrival at the destination port.

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			<ul style="list-style-type: none"> No regularisation will be allowed at the destination port. The consignee or receiver of the cargo must be a registered member of the L'Office Ivoirien des Chargeurs (OIC).
Liberia	A CTN (Cargo Tracking Note) is required for all shipments going to Liberia	<ul style="list-style-type: none"> Master Bill of Lading Commercial Invoice Freight Invoice Export Declaration 	<ul style="list-style-type: none"> The authorised person must validate CTN for Liberia at the latest 5 days before the vessel arrives at the destination. Shipment arriving without CTN or false information in the CTN will result in a fine of an amount that is twice of the cost of the CTN, plus the regulation charge determined by Liberia National Port officials.

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Madagascar	A BSC (Bordereau de Suivi de Cargaisons) certificate is required for all shipments going to Madagascar.	<ul style="list-style-type: none"> • Master Bill of Lading <hr/> • Commercial Invoice <hr/> • Freight Invoice <hr/> • Export Declaration 	<ul style="list-style-type: none"> • To make an amendment, the importer must apply at the customs port upon arrival using the MIDAC application. • Any shipment without a validated BSC upon vessel arrival is subject to penalties. • Shipper and consignee must be registered in Madagascar. (Register here) • Any changes to Documento Unico (DU) after validation must be handled by importer at destination.
Mali	A BSC (Bordereau de Suivi de Cargaisons) certificate is required for all shipments going to Mali.	<ul style="list-style-type: none"> • Master Bill of Lading (B/L) – a Draft copy can be used for the draft. <hr/> • Commercial Invoice – Incoterm and the date have to be mentioned. <hr/> • Freight Invoice – It has to be provided if the freight value is not mentioned on the Commercial Invoice. 	<ul style="list-style-type: none"> • The BSC must be validated before the vessel arrives at the destination. There is no regularisation at the destination port.

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Niger	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Niger.	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration (Exempt in the USA) 	<ul style="list-style-type: none"> • According to Niger Customs regulations, the authorised person must apply for the certificate cargo from the assigned agent. • The authorised person must validate the ECTN at the latest 5 days before the vessel arrives at the destination. • Shipment arriving without ECTN or false information in the ECTN will result in a fine of an amount that is twice of the cost of the ECTN, plus the regulation charge determined by Niger National Port officials. • Amendment allowed, subject to additional fees. • If the cargo is not departing from North America, an export declaration is required. • The Master Bill of Lading (B/L) must be dated. • The ECTN must be validated prior to the vessel's arrival at the destination port.

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<p>Republic of the Congo</p>	<p>An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to the Republic of the Congo.</p>	<ul style="list-style-type: none"> • Master Bill of Lading (B/L) – a Draft copy can be used for the draft. • Commercial Invoice – Incoterm and the values have to be matched with T1 document. • Freight Invoice – It has to be provided separately if not mentioned on Commercial Invoice. 	<p>The Republic of the Congo ECTN certificate is mandatory for each of the following:</p> <ul style="list-style-type: none"> • Once the ECTN has been granted, the ECTN will receive a Unique Registration Number (URN). This number should be endorsed on the Master Bill of Lading (B/L) and is required by the Congolese Shippers Council when clearing the goods. • If you are using the Republic of the Congo for transit purposes, you are exempt from ECTN in certain cases. • The ECTN must be validated within 5 days of the vessel sailing. After 5 days there is a 50% penalty imposed on the ECTN charges. • No regularisation at destination port. • The final copy provided by Africa ECTN is a draft copy. The consignee must get the final validated copy in the Republic of the Congo.

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Senegal	<p>A BSC (Bordereau de Suivi de Cargaisons) certificate is required for all shipments going to Senegal.</p>	<ul style="list-style-type: none"> • Master Bill of Lading (B/L) – a Draft copy can be used for the draft. • Commercial Invoice – Incoterm and the date have to be mentioned. • Freight Invoice – It has to be provided if the freight value is not mentioned on the Commercial Invoice. 	<ul style="list-style-type: none"> • According to Senegal Customs regulations, the authorised person must apply for the certificate cargo from the assigned agent. • The authorised person must validate the BSC at the latest 5 days before the vessel arrives at the destination. • Shipment arriving without BSC or false information in the BSC will result in a fine of an amount that is twice of the cost of the BSC, plus the regulation charge determined by Senegal National Port officials. • It is recommended that the consignee add the BSC number to their ORBUS account.
Sierra Leone	<p>A CTN (Cargo Tracking Note) is required for all shipments going to Sierra Leone.</p>	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice 	<ul style="list-style-type: none"> • The CTN must be validated before the vessel arrives at its destination. No regularisation at destination port.

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Somalia	Somalia ECTN is suspended until further notice	<ul style="list-style-type: none"> • Master Bill of Lading <hr/> • Commercial Invoice <hr/> • Freight Invoice 	<ul style="list-style-type: none"> • The ECTN must be obtained by the shipper, the goods will not be loaded onto the vessel without an ECTN number. • The ECTN number must be written on the bill of lading. • The Somali Port Authority on behalf of the Ministry of Ports and Marine Transport of Somalia announced that as of Feb 1/2023 ECTNs are required for all Somali ports.
South Sudan	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to South Sudan.	<ul style="list-style-type: none"> • Master Bill of Lading <hr/> • Commercial Invoice <hr/> • Freight Invoice <hr/> • Export Declaration (Exempt in the USA) 	<ul style="list-style-type: none"> • The authorised person must validate the ECTN certificate for South Sudan at the latest 5 days before the vessel arrives at the destination. • Shipment arriving without ECTN or false information in the ECTN will result in a fine of an amount that is twice of the cost of the ECTN, plus the regulation charge determined by South Sudan National Port officials. • Amendment allowed, subject to additional fees.

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			<ul style="list-style-type: none"> • If the cargo is not departing from North America, an export declaration is required. • The Master Bill of Lading (B/L) must be dated. • The ECTN must be validated prior to the vessel's arrival at the destination port.
The Gambia	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to the Gambia	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Customs Declaration 	<ul style="list-style-type: none"> • The ECTN must be validated at least 5 days before the vessel's arrival. • Shipments without a valid ECTN or with incorrect information incur a fine plus additional charges. • The ECTN reference number must be inserted in the bill of lading goods description field and in the shipment reference field.

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Togo	An ECTN (Electronic Cargo Tracking Note) certificate is required for all shipments going to Togo.	<ul style="list-style-type: none"> • Master Bill of Lading • Commercial Invoice • Freight Invoice • Export Declaration (Exempt in the USA) 	<ul style="list-style-type: none"> • Amendment allowed, subject to additional fees. • If the cargo is not departing from North America, an export declaration is required. • The Master Bill of Lading (B/L) must be dated. • The ECTN must be validated prior to the vessel's arrival at the destination port.