

■ EU Regulation 1875/2006 – Entry Summary Declaration (ENS)

April 23, 2010

Dear Customer,

We would like to inform you about the upcoming EU provisions for **inbound cargo on vessels** which will come into effect December 31, 2010.

For your information please follow this link which shows you all EU Member States at a glance: http://europa.eu/abc/european_countries/index_en.htm
Please also note that within the scope of this EU regulation, Norway and Switzerland have the same status as an EU Member State.

1. Deep Sea Container Traffic (example: Americas to Europe)

- Hapag-Lloyd is responsible for the timely electronic transmission of the Entry Summary Declaration (ENS). We will transmit one ENS per B/L or Seaway Bill.
- In each non-EU load port the transmission must be carried out no later than 24 hours prior to start of loading to the vessel bound for an EU port. To comply with this regulation Hapag-Lloyd will require complete and correct shipping instructions. The documentation closing times will follow the same timelines as other “advance manifest” 24 Hour Rule locations such as USA, Canada or Mexico. They will be stipulated in the Hapag-Lloyd Booking Confirmation in due course.
- Transmission of ENS is obligatory for all cargo discharged in an EU port (including transshipment cargo) as well as FROB cargo (Foreign Cargo Remaining on Board), i.e. cargo which is discharged in a port outside the EU after the vessel has called an EU port.
- Required data elements:
 - Full name and address of shipper and consignee
 - Full name and address of notify party where goods are carried under a negotiable “to order” B/L
 - Container number
 - Goods description (general terms for example “consolidated cargo” or “general cargo” cannot be accepted)
 - Minimally first four digits of the HS code.

Please use the following link for HS code:

http://www.wcoomd.org/home_wco_topics_hsoverviewboxes_tools_and_instruments_hsnomenclaturetable2007.htm (By clicking on the right-hand column, you can access the HS nomenclature.)

- Number of packages
 - Cargo gross weight
 - Seal number
 - UN dangerous goods code where applicable
 - Method of payment in case of prepaid, for example “payment in cash”, “payment by cheque”, “electronic credit transfer”, etc.
- The ENS will be sent to the Customs office of the first port of entry (first port of call) in the EU. This Customs office will carry out a security risk assessment. In case a risk is identified subsequent ports and port of loading will be informed:

Risk Type A = do not load

Risk Type B = interception of a suspicious shipment at the first port of entry

Risk Type C = interception of a suspicious shipment at the port of discharge

- Information about ultimate shipper/consignee is not required in an ENS. If, nevertheless, a freight forwarder wants to file the ENS himself, i.e. instead of the ocean carrier, he needs the consent of the ocean carrier.

2. Short Sea Container Traffic (example: Damietta to Malta)

Apart from the following variations, the same applies as above.

- In each non-EU load port the transmission must be carried out no later than 2 hours before arrival at the first port of entry in the EU. The documentation closing times will follow in due course.
- There are only the following two risk types:

Risk Type B = interception of a suspicious shipment at the first port of entry

Risk Type C = interception of a suspicious shipment at the port of discharge

We will keep you informed about this important subject. For any further information please contact your nearest Hapag-Lloyd sales office.

Kind regards,

Hapag-Lloyd AG