

EU Regulation – Entry Summary Declaration (ENS)

1 SEP 2010

Dear Valued Customer,

We hereby inform you that the system of Entry Summary Declaration (ENS) required by EU will be carried out from Jan.01.2011. The sea carriers will be responsible for the timely submission of ENS no later than 24 hours prior to start of the loading of vessels, from a non-EU load port, which are bound for an EU port. And the transmission of ENS is mandatory for all cargo to be discharged in an EU port (including trans-shipment cargo) as well as FROB cargo (Foreign Cargo Remaining on Board). CSCL is scheduled to test submitting ENS from Dec.01.2010.

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

To comply with this regulation, all bill of lading information must be tendered to China Shipping's POL Agent no later than the deadline of closing booking, which will be published by China Shipping's POL agent. This will allow enough time to input data, and for the Port of Loading Agent to finalize same and for China Shipping to clean and coordinate that data prior to the filing deadline.

Bill of Lading information must be complete, and must include the following elements:

- Full name and address of shipper and consignee(EORI number where available)
- 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, but 6 digit HS Code is recommended
- Number of packages
- Cargo gross weight (in kilograms)
- 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 the situation where 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

A written consent from CSCL is required when a freight forwarder wants to file the ENS. We will publish the formal application format soon.

2. Short Sea Container Traffic (example: Turkey to Romania)

Apart from the conditions stated above, the following are to be fulfilled:

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.

We will provide timely updates as we come nearer to the implementation date of the new regulations.

The following links offer additional information on this topic:

EU Member States at a glance: http://europa.eu/abc/european_countries/index_en.htm

HS codes:

http://www.wcoomd.org/home_wco_topics_hsoverviewboxes_tools_and_instruments_hs_nomenclaturetable2007.htm

Yours Sincerely,

China Shipping Container Lines