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To Whom It May Concern:

29/11/2002

Advance manifest submission for US-destined cargoes

Dear customer,

We refer to our mailing dated November 25th concerning the Advanced Manifest submission as from the 2nd of December 2002 under the C-TPAT agreement and to a number of publications in shipping magazines.

C-TPAT (= Customs-Trade Participation Against Terrorism) is an organisation established by U.S. Customs in order to prevent the entrance of goods/materials etc to be used in terrorist attacks. Like all other carriers, P&O Nedlloyd have subscribed in full to this programme.

With effect from 2 December 2002, US Customs authorities will require shipping lines to submit cargo manifests for all ships destined for the United States (incl. Puerto Rico), 24 hours prior to vessels arrival in the load port.

This has to be done for all cargo to U.S.A., for cargo transhipped via U.S. port and also for FROB cargo. FROB cargo is cargo remaining on board a vessel which is calling an U.S. port but not discharged there (see also item 5 below).

WHAT ARE THE CONSEQUENCES FOR OUR CUSTOMERS

1. Submission of BL instructions to the shipping line.

In view of this 24-hours requirement P&O Nedlloyd (as well as majority of our competitors) has established a deadline of 3 working days before arrival of vessel in the load port for receiving the Shipping Instructions.

This 3 working days rule is established, as time is needed to input these instructions into our system and send the manifest to the U.S. Customs.

Exact closing dates for each individual vessel will be timely communicated by our booking department.

THERE IS NO LEE-WAY IN THESE 3 WORKING DAYS !

If Shipping Instructions are not received by these 3 working days before arrival of the vessel in the load port than container will NOT be shipped !

2. Incomplete data is not acceptable

- This means that full name, address of shipper/consignee, container and seal number should be mentioned, P.O. Box addresses are not acceptable.
- Goods description should be precise, so "FAK", "said to contain", "chemicals" etc are not acceptable anymore. There should be a very precise description of the goods, including the 6-digit Harmonised Code number. Packing details should be down to lowest possible level, i.e. 200 cartons or 500 bottles.
- "To order bill of Lading" are only accepted if full address (no mail address) of Notify is mentioned.

3. Data sent to U.S. Customs by P&O Nedlloyd on behalf of the customer:

1. The ship's last port of call before the US.
2. The carrier's SCAC code.
3. The carrier's voyage number.
4. The date of arrival at the first US port.
5. The first port of load where the carrier loaded the cargo.
6. Vessel name, flag and IMO number.
7. The port of loading.

Data sent to U.S. Customs by P&O Nedlloyd, based on information provided by the customer:

8. Numbers and quantities of items in the consignment, broken down at the lowest possible level. i.e. 200 cartons
9. A detailed commodity description or the first 6 digits of HT code. Generalised descriptions and terms will no longer be permitted. e.g. Freight All Kinds (FAK), or Said to Contain (STC).
10. Shipper's name and address.
11. Consignee's name and address.
12. Hazardous details, if any.
13. Container numbers.
14. Seal numbers

4. What happens if your container is selected for inspection

If, for whatever reason, U.S. Customs thinks cargo to be suspicious they will send us a "NO LOAD" message, which means that container/cargo has to be inspected and will NOT be shipped until inspection has been performed to the satisfaction of U.S. Customs. This will certainly not be on the intended vessel. All extra cost for inspection, storage etc. will be for account of the customer. Container could also be stopped from loading because some info is missing from manifest like address/container number and the like. In this case, the container will not be loaded until this missing info is supplied, so NO LOAD on the intended vessel again.

Non-compliance to the requirements can result in monetary penalties, removal of cargo from ship or not receiving permit to unload.

5. Non-U.S. services affected

As mentioned above both the Australia/New Zealand/Pacific Island Westabout service and the Caribbean and Latin American (NCS) service call at USA ports and therefore all cargo shipped on board falls under this ruling.

As far as the NCS service is concerned we can advise you that the CC Rodin, voy 2051 (sailing Rotterdam December 6th) will bypass Puerto Rico (Ponce) and therefore will have the standard closing.

P&O Nedlloyd will provide regular updates, as further details become available.

Additional information can be found on the following websites:

P & O Nedlloyd website <http://www.PONL.com>

The US Customs website <http://www.customs.ustreas.gov>

The World Shipping Council <http://www.worldshipping.org/>.

Kind regards,

P&O Nedlloyd B.V., Rotterdam