



EVERGREEN LINE

EU Regulation – The Implementation of Entry Summary Declaration (ENS) System

July 15, 2010

Dear Esteemed Customers,

We hereby inform you that the system of Entry Summary Declaration (ENS) required by the EU will be put in place from JAN.01.2011. To comply with this regulation, the "carrier" (please see the definition in the Note) is legally responsible for lodging the ENS data (originally provided by carrier's customers and as set out in the master B/L) no later than 24 hours before vessel loading in each foreign load port for long-haul (deep sea) containerized shipment and 2 hours before arrival at the first port of entry in the EU for short sea cargoes (less than 24 hours of transit time) from non-EU loading ports.

(Note: "Carrier" denotes as : 1) The person who brings or assumes responsibility for bringing the goods in to the EU→VOCC is responsible; 2) VSA or similar contracting agreements, e.g. space or slot charter, to provide regular, scheduled service in to the EU→Bill of lading issuing VOCC carrier is responsible (same as U.S.))

As a general rule, it's mandatory that the ENS data must be electronically lodged at the Customs office of first entry in the EU applied for all cargoes to be imported in to the EU, and goods to be transshipped or re-loaded in an EU port for a destination outside the EU as long as the foreign remaining on-board cargo (FROB) after the vessels have called at EU ports. Furthermore, the ENS data will be transmitted to the customs office at the first port of call in the EU upon non-EU port of loading is submitting, and in turn the EU customs office will perform the security risk assessment for all ENS irrespective of where the goods are to be discharged (including FROB) as well as keep the following ports and port of loading posted of result (load, controlled at the first port of entry or intercepted by the scheduled port of discharge).

As far as the position of merchant in this aspect is concerned, Shipper shall

provide with the accurate and complete B/L data, as well as Consignee's EORI (Economic Operator Registration and Identification) number (if available) and Notify Party's EORI number for "To Order" B/L (it's mandatory) on the "Shipping Instruction" earlier than vessel "cut-off" date to Carrier. Moreover, it's a must to get the Power of Attorney (POA) from Evergreen in order to perform the lodgment of ENS in accordance with the EU regulation when the Freight Forwarder or NVOCC wants to file it on behalf of Evergreen as a maritime carrier.

Last but not least, we will keep you informed of the detailed requirement of "Shipping Instruction" as well as POA format in accordance with EU regulation in future. And, further information pertaining to this aspect will be timely updated on our Internet website : <http://www.evergreen-line.com> for your perusal. Additionally, please kindly visit the EC website: http://ec.europa.eu/ecip/index_en.htm for more information on this topic.

Sincerely yours,