

January 7, 2009



Customer Advisory #3 – 2009

New U.S. Import Cargo Security Requirements

Dear Valued Customer,

To help prevent terrorist weapons from being transported to the United States, U.S. Customs and Border Protection is requiring that importers transmit certain information to Customs and Border Protection (CBP) about the cargo they are transporting prior to loading cargo at foreign ports of entry. Known as the "10+2" rule, these requirements will become effective on January 26, 2009.

In addition to the data items currently required under the CBP's 24-hour rule, both importers and ocean carriers will be required to provide additional information intended to enhance identification of high-risk shipments. The new rule requires *importers* to submit an electronic "Importer Security Filing" to CBP at least 24 hours before cargo is loaded aboard a vessel destined to the United States with the following information:

1. Seller name and address
2. Buyer name and address
3. Importer of record number / FTZ applicant identification number
4. Consignee number(s)
5. Manufacturer (or supplier) name and address
6. Ship to party (name and address)
7. Country of origin
8. Commodity Harmonized Tariff Schedule (HTSUS) number
9. Container stuffing location
10. Consolidator (stuffer) name and address

This filing must be submitted through a CBP "approved electronic data interchange system" – such as the Automated Manifest System or Automated Broker Interface and associated with the appropriate Bill of Lading number. In

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order to assist you in submitting a timely ISF, CMA CGM is reviewing and updating its booking process so that you will receive your Bill of Lading numbers from our Port of Loading or booking agencies as early as possible.

As your carrier, CMA CGM will be required to submit – also through the electronic data interchange system – both the Vessel Stow Plan and Container Status Messages for all services and cargo bound for the U.S. For FROB, IE, or T&E cargoes booked on CMA CGM vessels, we will be required to submit an abbreviated ISF (known as the “ISF+5”), including the booking party’s name and address, the port of off-load, point of delivery, identification of the “ship to” party, and the HTSUS number.

CBP has delayed the compliance date for 12 months after this rule takes effect. During that period, CBP will work directly with you to address deficiencies in your ISF filing; CMA CGM has been advised by CBP that carriers will not be notified of non-compliant ISF filings and that “Do Not Load” notifications will not be issued based solely upon deficiencies in the ISF. Recognizing the difficulties both importers and carriers face with implementation of the new rule, CBP is encouraging frequent and open communication about the process and issues raised during the next year. Once the informed compliance period concludes, ISF deficiencies or non-compliance will result in both “Do Not Load” notifications and assessment of fines.

Should you require additional information regarding the application of the “10+2” rule, or the division of filing responsibilities under the rule, you may contact me directly or visit CBP’s Web site at www.cbp.gov.

Thank you for your continued support.

Best regards,

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