



Marseilles, September 20th, 2010

NOTICE TO CUSTOMERS

New U.S. Import Cargo Security Requirements

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 became 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 order to assist you in submitting a timely ISF, ANL 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, ANL 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 ANL 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.

ISF deficiencies or non-compliance result in both "do not load" notifications and assessment of fines from the CBP.

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 your local ANL Office directly or visit CBP's Web site at <http://www.cbp.gov>.