



Hutchison Ports (UK)

Hutchison Ports (UK) Limited
(Registered in England No. 3484910)
Tomline House, The Dock, Felixstowe
Suffolk, IP11 3SY, United Kingdom
Tel : +44 (0)1394 676666
Fax : +44 (0)1394 604949
www.hph.com

21st November 2008.

Dear

Re: Export Seal Recording

As you may be aware depending on how containers are presented upon arrival at the Port of Felixstowe in-gates, dictates if the seal number can be physically checked and recorded. This was originally highlighted a number of years ago with the advent of the C-TPAT arrangements for export cargoes destined for the U.S.A. As a result of this and in order to ensure a seal number was entered, at the request of our customers in cases whereby the seal number could not be checked, the driver presenting the load was asked to supply the seal number.

With the new Export Control System on the horizon, which requires the seal number for all export containers as part of the mandatory information submitted to the UK Border Agency, now is an appropriate time to system formulise what is currently being carried out manually, by utilising the responsibilities within the transport chain from point of load.

In line with the above we have upgraded our Vehicle Booking System to accept the seal number for export deliveries from the Haulier making the VBS booking. In addition the Shipping Line, which creates an export pre-entry, can also update Destin8 with up to 5 seal numbers, per container.

When the unit is presented at the in-gate the seal number entered by the Haulier and Shipping Line will not be displayed to our staff and they will continue to check (if safe to do so) and enter the seal number, or code signifying seal attached but unable to confirm seal number e.g. UTCSN.

Once in-gated Destin8 will display the seal numbers and clearly indicate the origin as entered by the different parties.



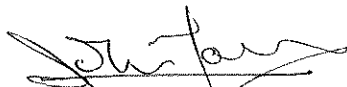
During the lead in period to E.C.S. entering the seal number via VBS will not be mandatory and we will continue to accept the seal number provided by the driver however, we would urge customers to request their Hauliers to make use of this facility whilst encouraging information from the load point to enable Destin8 to be updated.

With respect to units arriving ex Rail, we are currently exploring the possibility of requesting the seal number from the Rail Operator as part of the EDI list, so the seal number can be disseminated automatically and added to the container record.

I trust this will be viewed as a positive approach to dealing with the issue and will be of assistance to our customers especially in light of the new Export Control System.

Thank you for your continued help and support.

Yours sincerely



J. Moore.
HPUK Commercial Manager- Landside Operations.