

## Customer Advisory

Sep 10, 2007

To: All Hanjin Customers

Re: DG Document for cargoes bound to Italy

Dear Valued Hanjin Customer:

As of late, Hanjin Shipping has been encountering problems with DG shipments destined for Italy. The problems stem from documentation related issues. Specifically, the format / type of document being supplied.

There is no question whatsoever as to the guidelines set forth in IMDG regulations. The regulations clearly specify what information needs to be included on a valid DG declaration. However, the specific format is not specified in IMDG.

For convenience sake, the IMO (International Maritime Organization) includes in section 5.4 (documentation) of the IMDG a sample form which is called "MULTIMODAL DANGEROUS GOODS FORM"

This is "recommended", but not regarded as mandatory. "Local" Italian DG laws however published the "Multimodal Dangerous Goods Form" layout as the required document layout, which is why we are still in the hands of the local Harbour officers and their interpretation of the law. Although this same law clearly mentions IMDG-CODE 5.4.5., local Harbour officers applying the law use the only form reported in it and follow it. For this reason no different documentation than Multimodal Dangerous Goods Form is usually accepted by Harbour Officer. Since the law reported a document layout, as a consequence it became the only acceptable document to many of these officers.

We understand that in the past other formats may have been accepted by these very same Harbour Officers. It has varied from port to port and even in the same port from Officer to Officer. This explains why we can have documentation unevenly handled from time to time, but it does not establish a precedent. *The only document we are sure Harbour Officers always accept is the Multimodal Dangerous Goods Form.*

As such, from now on to insure smooth transport of these cargoes, the only DG document format we will accept for *DG cargo discharging and/or transhipping in Italy* is the MULTIMODAL DANGEROUS GOODS FORM. This is effective immediately as of this writing.

There is a very good chance that these cargoes, *regardless of steamship line*, would encounter problems due to increased Italian Harbour Officer enforcement when this form is not used. We are doing this out of necessity and to insure your valuable cargo will transit without incident. For your convenience, we have included a sample of this form. This form is also found in the IMDG regulations in section 5.4.5 as previously mentioned.

Thank you for your support and cooperation.

For more information, please contact your local representative.

Best Regards,

Hanjin Shipping

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