



**Customer Advisory #160 – 2009**  
**New NVOCC House Bill of Lading Process – CAGEMA Service**  
*Effective immediately*

Dear Valued Customer,

In order to comply with the Container Security Initiative (CSI) imposed by U.S. Customs and Border Protection, shipping lines have additional responsibilities related to the transmission and presentation of Non-Vessel Operator Common Carrier (NVOCC) house bill of lading information due to the routing of the CAGEMA service in the Caribbean.

US export shipments that are routed over Kingston, Jamaica, on the CAGEMA service are scheduled to call the U.S. territory of San Juan, Puerto Rico, before arriving at destination. Even though cargo will not discharge in San Juan, all Freight Remaining on Board (FROB) cargo must be filed with U.S. Customs before the shipment is even allowed to load the CAGEMA vessel and depart Jamaica.

In order to conform to this requirement and prevent delays in manifesting and delivery of the shipment, CMA CGM (America) LLC now requires that house bill of lading information be provided to CMA CGM as instructed below:

1. It is important for all NVOCCs to inform CMA CGM at the time of booking whether they are a non-automated or an automated NVOCC.
2. NVOCCs must include in their shipping instructions whether they are an automated or non-automated NVOCC to provide verification that all necessary information has been submitted for manifesting the bill of lading.
3. **Non-automated NVOCCs** must submit their complete **house bill of ladings** with their shipping instructions to CMA CGM so that we can input of information into our system and transmit it to U.S. Customs.
4. **Automated NVOCCs** must transmit their house bill electronically to US Customs via vessel Automated Manifest System (AMS) or the Automated Broker Interface (ABI) and once the transmission is complete they must submit their house bill of lading **numbers** to CMA CGM for inclusion in the manifest.

If the requested information is not provided, the manifesting of your bill of lading by CMA CGM will be suspended until the information is received. This could cause additional delays at the transshipment port if the information is not provided in a timely manner. In such cases, all charges associated with the holding of cargo (i.e. demurrage, storage, etc.) will be applied to the cargo's account.

We appreciate your continuing support and understanding as these new requirements take effect. Should you have any questions or concerns regarding this change, please contact your local CMA CGM (America) LLC sales representative.

Best regards,  
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