

ARTICLE 1: FULL NAME OF THE AGREEMENT

The full name of this Agreement is the MOL/ELJSA Vessel Sharing Agreement (the “Agreement”).

ARTICLE 2: PURPOSE OF THE AGREEMENT

The purpose of this Agreement is to authorize the Parties to share vessels and charter slots to each other in the Trade (as defined below).

ARTICLE 3: PARTIES TO THE AGREEMENT

The parties to the Agreement (“Party” or “Parties”) are:

Mitsui O.S.K. Lines, Ltd. (“MOL”),  
1-1, Toranomon 2-Chome, Minato-ku  
Tokyo, 105-8688, Japan

Evergreen Line Joint Service Agreement, FMC No. 011982 (“ELJSA”)  
No.163 SEC.1, Hsin-Nan Road Luchu  
Taoyuan Hsien, 33858, Taiwan

ARTICLE 4: GEOGRAPHIC SCOPE OF THE AGREEMENT

This Agreement shall cover transportation between (a) ports on the United States West Coast in the ~~Tacoma~~ Seattle to Los Angeles range and U.S. and inland coastal points served via such ports on the one hand and ports in Japan and inland and coastal points served via such ports on the other hand (MOL JAS Loop service), and (b) ports on the United States East Coast in the New York to Miami range and inland and coastal points served via such ports on the one hand and ports in the People’s Republic of China, Taiwan, Korea, and Japan and inland and coastal points served via such ports on the other hand (MOL CNY service), and (c) between ports on the U.S. West Coast in the Oakland to Los Angeles range and inland and coastal points served via such ports and ports in the People’s Republic of China and Japan and inland and coastal points served via such ports on the other hand (MOL PCE service), and (d) ports on the U.S. East Coast

in the Maine to Florida range and inland and coastal points served via such ports on the one hand and ports in the People's Republic of China and Japan and inland and coastal points served via such ports on the other hand (ELJSA's NUE service), and (e) between ports in the Far East and ports in the Mediterranean (ELJSA's UAM service). Reference to this UAM service is for informational purposes only and is not provided for purposes of gaining any antitrust immunity under the U.S. Shipping Act of 1984, codified at 46 U.S.C. 40101 et seq. (the "Shipping Act"). The foregoing geographic scope is hereinafter referred to as "the Trade".

ARTICLE 5: AGREEMENT AUTHORITY

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5.1 The parties are authorized to operate a service between Japan and ~~U.S. West Coast~~ Coast in which MOL will provide three (3) vessels of between 2500 and 3000 TEU, and ELJSA will provide one (1) vessel of between 2750 and 3250 TEU with the TEU averaging 10.0 gross weight tons on each vessel. Each Party shall take on each vessel the TEU which is in proportion to the total TEU it provides to the service. MOL may subcharter the TEU it controls to American President Lines, Ltd., APL Co. Pte Ltd. and Hyundai Merchant Marine Co., Ltd. The Parties may operate up to eight (8) vessels of up to 3500 TEU under this Agreement.

5.2 In addition to the vessels and TEUs specified in Article 5.1, the Parties will swap slots as follows: (a) ELJSA will release 150 TEUs of its UAM F.E./Med Service to MOL and MOL will release 150 TEUs on its PCE Service (China and Japan/USWC) and 150 TEUs on the JAS Loop (Japan/USWC) to ELJSA. (b) ELJSA will release 150 TEUs on its NUE F.E./USEC service to MOL and MOL will release 150 TEUs on its CNY Service (Far East/USEC) to ELJSA. The Parties are authorized to provide slots in these trades but in different services than those named on an ad hoc basis on such terms as the Parties may agree. The TEU for slots