



TARIFF OF DEMURRAGE AND DETENTION

DEFINITIONS:

“Demurrage”: the charge, related to the use of the equipment only, the merchant pays for carrier's equipment kept beyond the free time allowed by the carrier for taking delivery of goods in the port, terminal or depot.

“Storage Costs”: those costs related but not limited to quay rent, charged to both carrier's equipment and shipper's equipment for containers staying on ground.

**FOR THE PURPOSE OF THIS TARIFF ONLY:
IN THE USA THE TERM DEMURRAGE IS INCLUSIVE OF STORAGE/EQUIPMENT COST
AND REEFER SERVICES COST.**

“Detention”: the charge the trucker pays for detaining carrier's equipment outside the port, terminal or depot, beyond the free time.

“Free time”: the period of time allowed to the merchant free of charge, covering both demurrage period and detention period, beyond which additional charges such as, but not limited to demurrage and detention charges, will be due to the Carrier. The Free Time period will be calculated on a working day basis.

“Reefer Services”: these services such as Power supply and Monitoring.

“Carrier” means the Party on whose behalf the Bill of Lading is issued.

“Merchant” includes the Shipper, Holder, Consignee, Receiver of the Goods, any Person owning or entitled to the possession of the Goods or of this Bill of Lading and anyone acting on behalf of any such Person.

USA MEANS THE TWO RANGES OF PORTS ON THE PACIFIC COAST AND ON THE ATLANTIC COAST, BETWEEN THE CANADA BOUNDARY AND THE MEXICAN BOUNDARY.

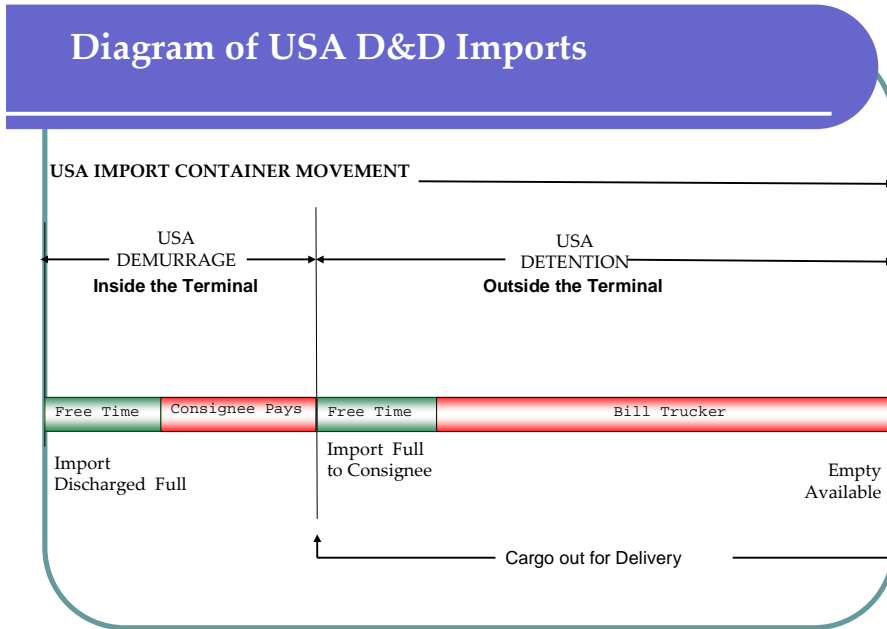
WORKING DAYS: EXCLUDES SATURDAYS, SUNDAYS AND BANK HOLIDAYS, EXCEPT IN STATES WHERE THESE DAYS MAY BE WORKING DAYS AS PER LAW OR REGULATIONS.

THIS TARIFF IS FILED WITH THE FMC. IN CASE OF DISCREPANCY BETWEEN THE PRESENT DOCUMENT AND THE FILED TARIFF, THE FILED TARIFF WILL APPLY.

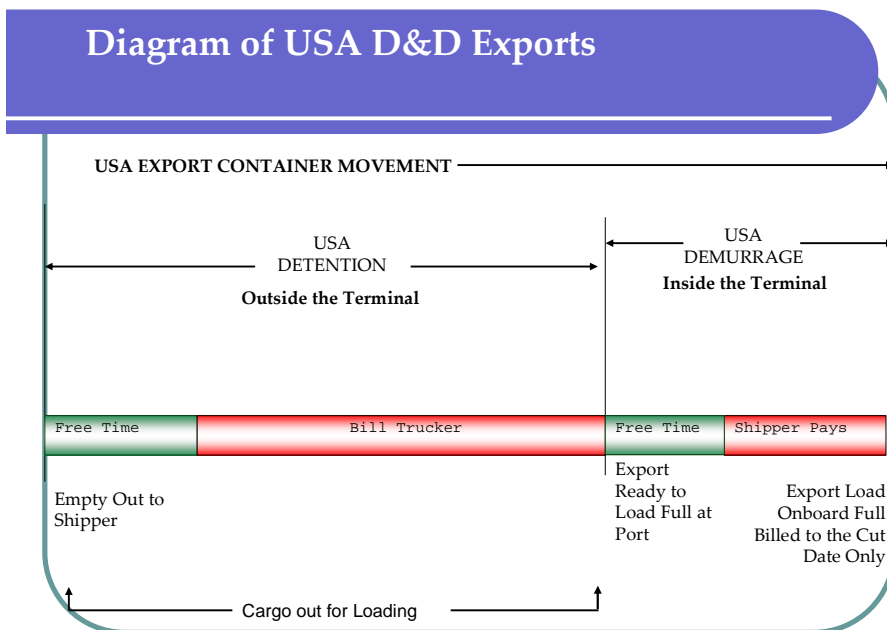


DIAGRAMS FOR SAKE OF ILLUSTRATION ONLY:

IMPORT



EXPORT





TARIFF GRID SIGNIFICATION:

In the Grid, standard conditions are written in bold font; exceptions in normal font.

DEMURRAGE/DETENTION

INDICATOR:	Indicates which conditions apply.	
COUNTRY CODE:	ALL means all countries not otherwise specified; UN code for countries;	
IMPORT / EXPORT:	IMPORT means inbound to the concerned port/inland depot; EXPORT means outbound	
PORT OF DISCHARGE/	ALL means: all port locations except those places namely listed in this grid;	
LOADING:	terminal or depot; several places can be listed in the same cell; pre or post carriage mode can be mentioned when required for differentiating the conditions	
SIZE:	ALL means: all sizes; 40' includes 45' if not otherwise specified ;	
TYPE:	DRY means: all types of dry equipment (reefer equipment excluded) if not otherwise specified; GP includes High Cubes (HC) if not otherwise specified; SP means special dry equipment such as but not limited to flat rack, platform, open top, tank, etc..., RF = all types of reefer equipment, excluding insulated containers; this tariff is container related.	
FREE TIME:	figure in days	
DAYS TYPE:	CALENDAR or WORKING days	
AFTER FREE TIME DAY N°:	day number since discharge	
CHARGE:	amount per day; each day or part thereof is due in full	
CURRENCY:	main currencies used are EURO, GBP or USD; other currencies as required;	
DEM, DET, DET CNT/CHS	DEM = demurrage charges	
	DET = detention charges	
	DET CNT/CHS = detention for container on chassis	

(*) EXPORT: if not otherwise specified, after entrance in the terminal, the container is deemed to be loaded on the next available sailing; in case the merchant retains the export order, the line may charge the merchant of demurrage up to the cut off date for the vessel intended to sail on, at the rates indicated in the tariff.

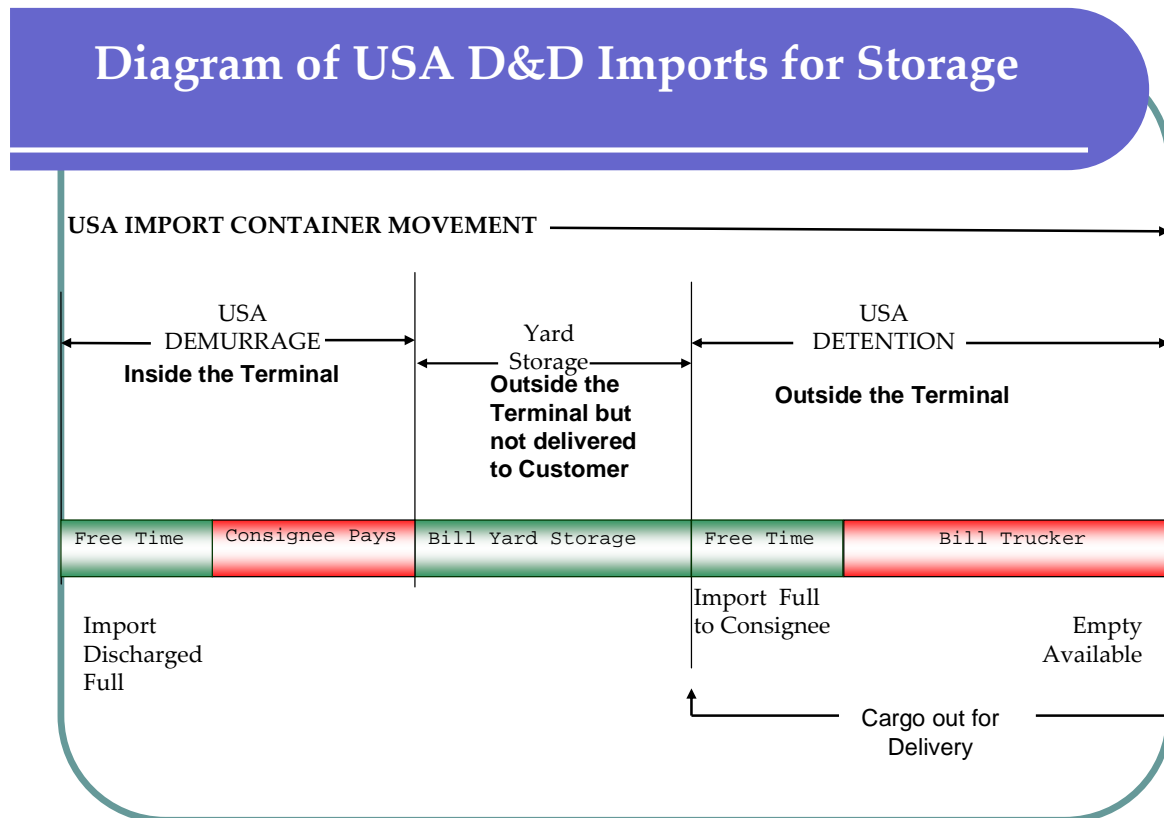
RATES AND FREE TIMES AS PER ANNEX HEREAFTER VALID AS FROM THE INDICATED EFFECTIVE DATE OF DISCHARGE (IMPORT) OR DATE OF PICK UP OF EMPTY EQUIPMENT ON DEPOT (EXPORT)



Additional Charges outside of Port Demurrage and Detention on Import Shipments:

Depot, Trucker, CY Storage:

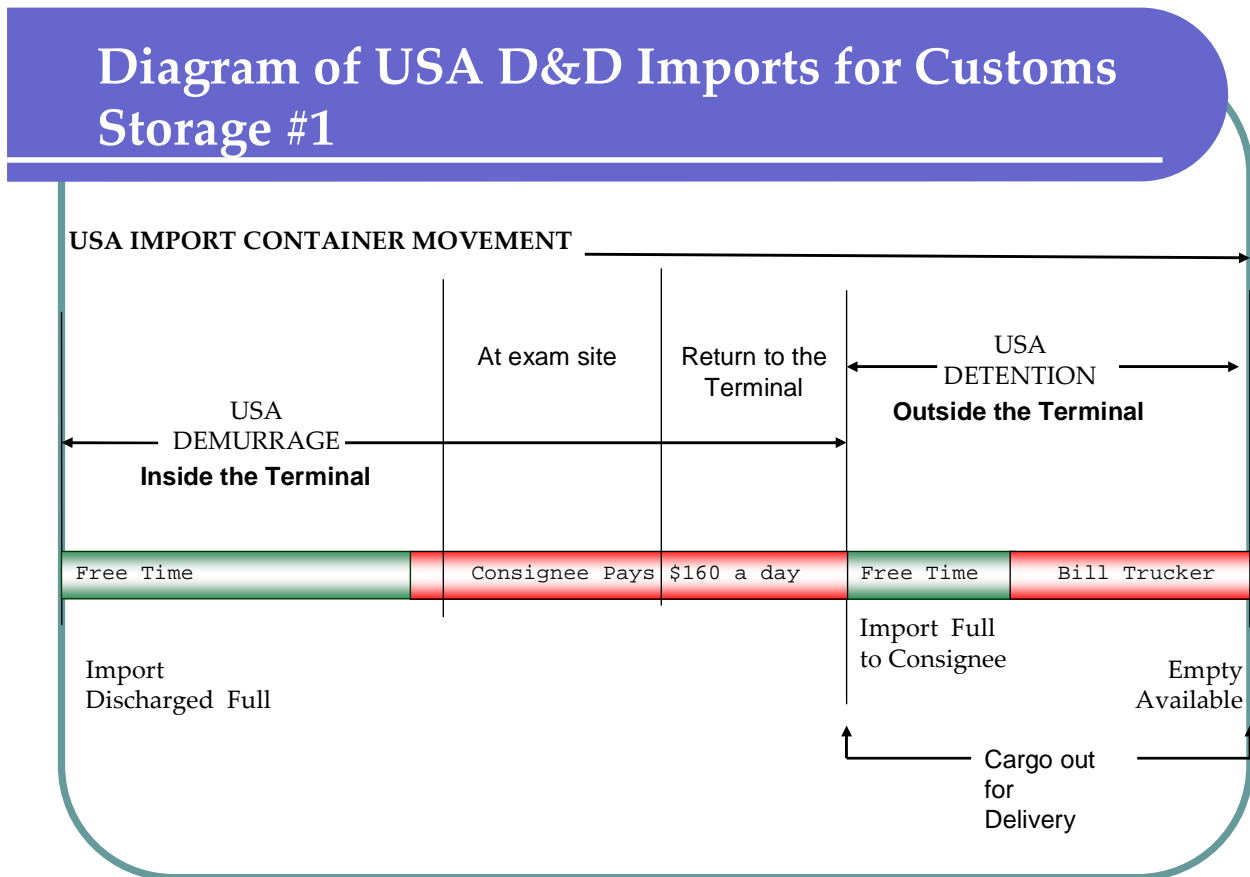
Whenever full containers are moved into a Yard whether it is a Depot, Trucker, or CY location, a minimum pre-pull fee of \$75 per container, or the actual pre-pull cost if higher will be charged, and a daily storage rate of \$100.00 per day will be applicable until the container exits the Yard location

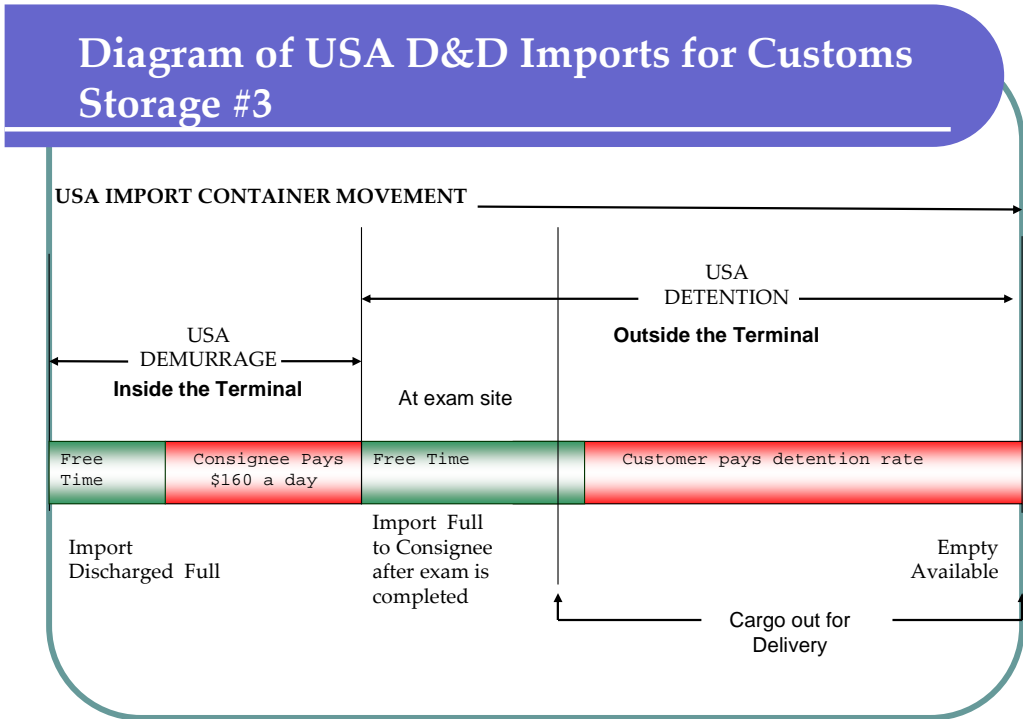
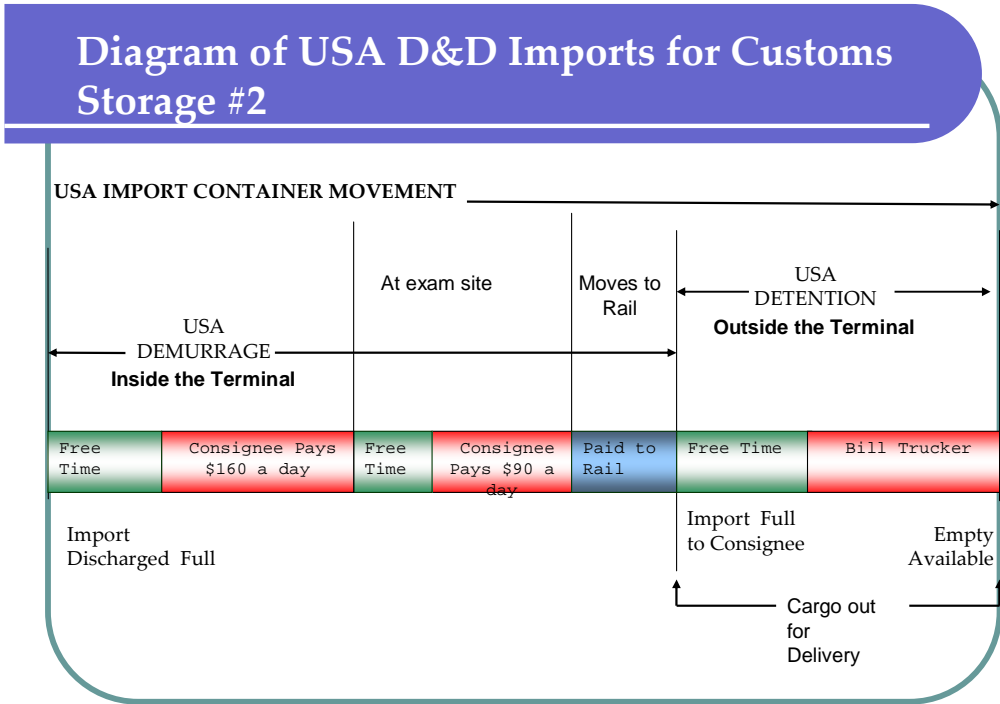


Customs Storage and Detention:

Whenever a container is put on hold by U.S. Customs for an exam to be held off dock from the Discharge port the following charges will apply:

1. Containers that move to the exam site and return back to the terminal after exam completion will be charged \$160 a day after expiration of free time, except NYC ports where the rate is higher.
2. Containers that move to the exam site and then move onto the rail after exam completion will be charged \$90 a day after expiration of free time.
3. Containers that move to the exam site and then move directly to the customer will be charged the normal detention rate after leaving the discharge port until the empty is returned.

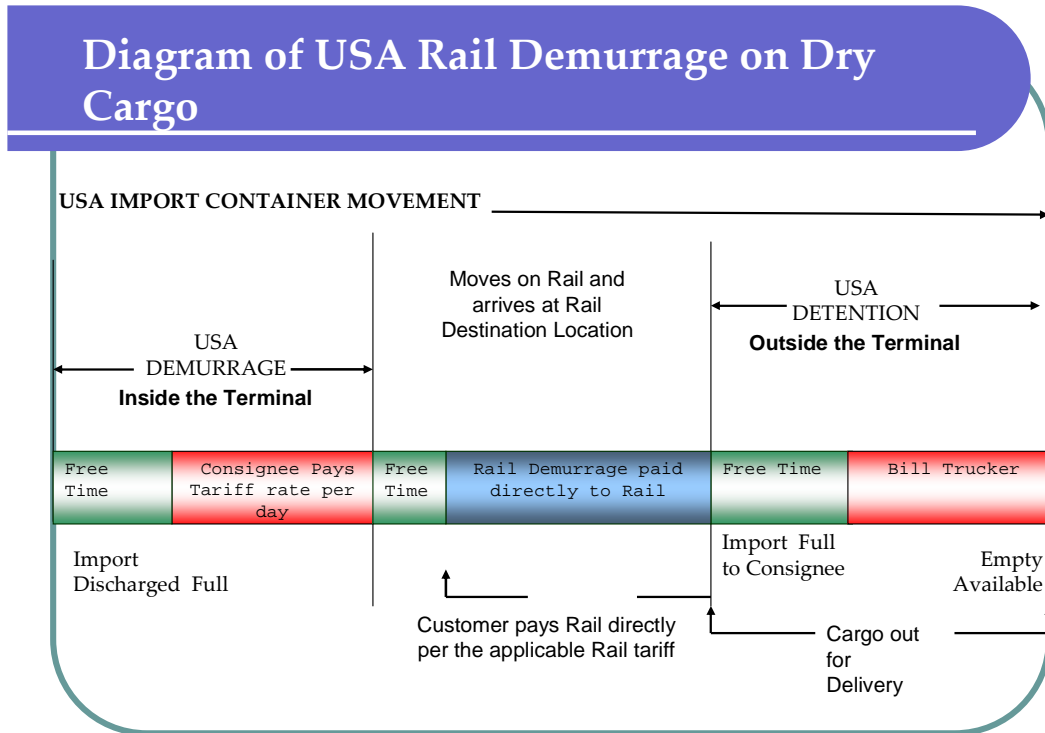






Rail Demurrage Dry Cargo:

Whenever full containers are moved inland via a Rail Ramp all demurrage charges are paid directly to the Rail facility per their established tariff - see published USA and Canada Rail tariff on www.cma-cgm.com.





Rail Demurrage Refrigerated Cargo:

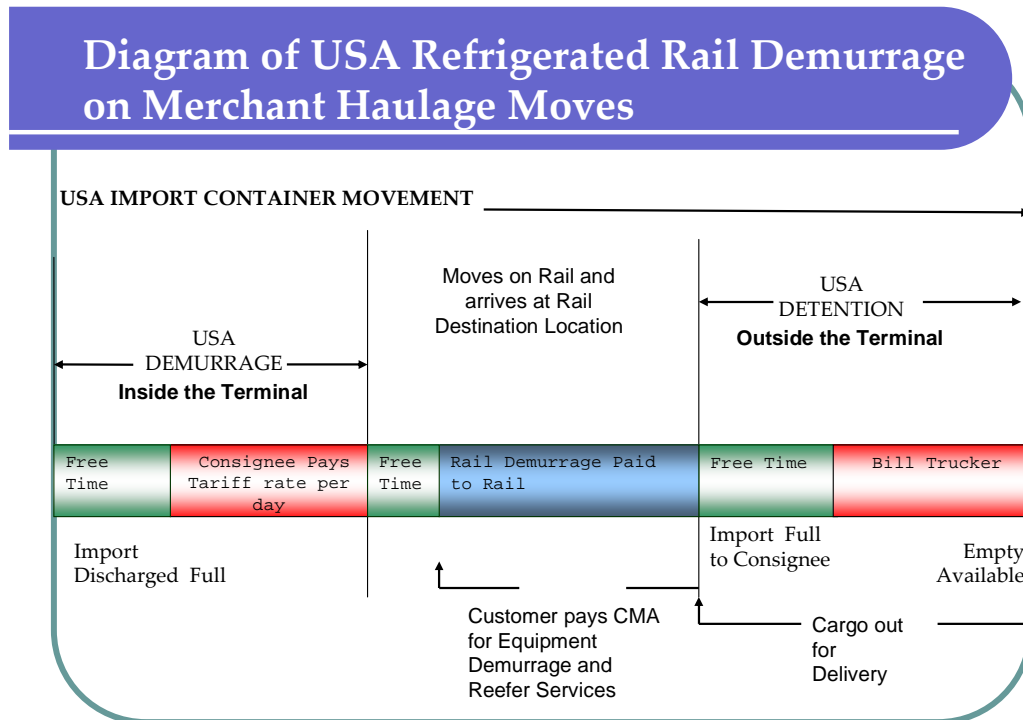
Whenever full containers are moved inland via a Rail Ramp the below charges will apply.

Merchant Haulage moves:

Customer will pay the Rail Facility the Rail Demurrage and pay CMA Demurrage to include Equipment Demurrage and Reefer Services. Free Time allowed is two (2) calendar days excluding Sundays and Holiday, upon expiration of Free Time the rate will be:

From Days 3 -7 \$250

From Days 8 + \$400

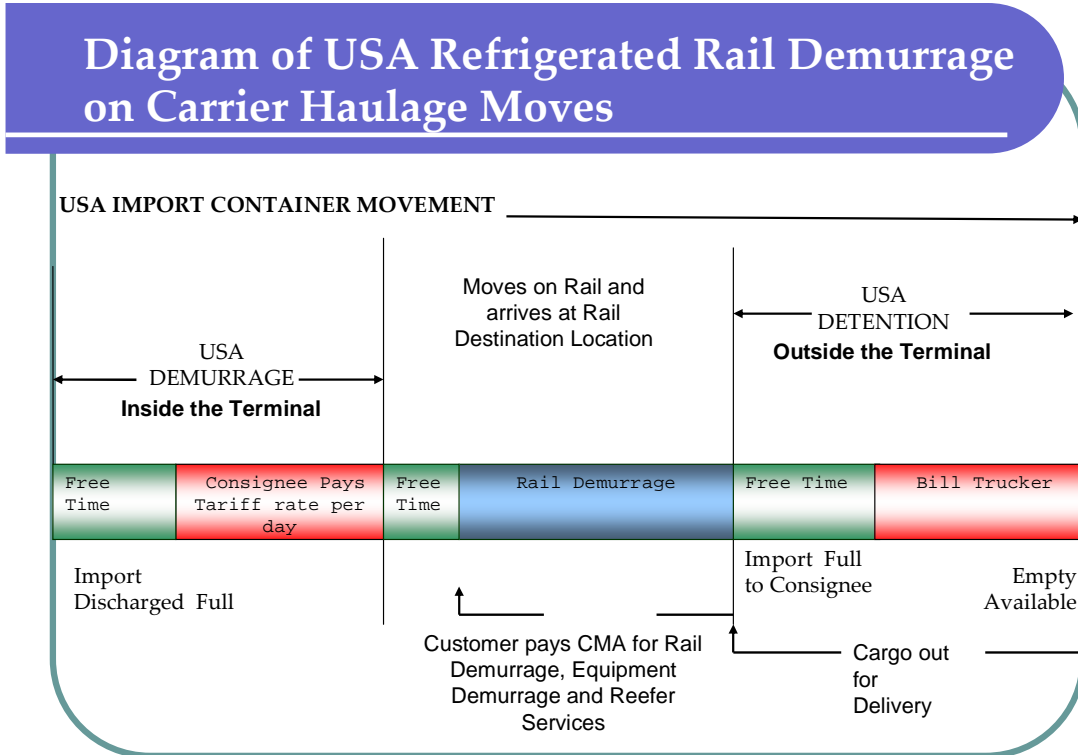




Carrier Haulage moves:

Customer will pay CMA Demurrage to include Rail Demurrage, Equipment Demurrage and Reefer Services. Free Time allowed is two (2) calendar days excluding Sundays and Holiday, upon expiration of Free Time the rate will be:

- From Days 3 -7 \$350
- From Days 8 + \$500





DEMURRAGE AND DETENTION IN USA (as from January 1st 2012)

Demurrage / Detention Indicator	EFFECTIVE DATE (dd/mm/yyyy)	COUNTRY CODE	COUNTRY NAME	IMPORT / EXPORT	PORT OF DISCHARGE/LOADING	SIZE	TYPE	FREE TIME	DAYS TYPE	AFTER FREE TIME N° DAY	CHARGE	CURRENCY	DAYS TYPE
Demurrage	01/01/2012	US	USA	IMPORT	ALL	ALL	GP	5	W	from 6th onwards	160	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	ALL	ALL	SP	3	W	from 4th onwards	275	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	ALL	ALL	RF	2	W	from 3rd to 5th	375	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	ALL	ALL	RF	2	W	from 6th onwards	475	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	PHILADELPHIA	ALL	RF	4	W	from 5th to 7th	375	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	PHILADELPHIA	ALL	RF	4	W	from 8th onwards	475	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	LOS ANGELES / LONGBEACH	ALL	GP	4	W	from 5th onwards	160	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	LOS ANGELES / LONGBEACH	ALL	SP	3	W	from 4th onwards	275	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	GP	4	W	from 5th to 7th	180	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	GP	4	W	from 8th to 11th	235	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	GP	4	W	from 12th onwards	390	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	SP	2	W	from 3th to 5th	350	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	SP	2	W	from 6th onwards	500	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	RF	2	W	from 3rd to 5th	545	USD	C
Demurrage	01/01/2012	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	RF	2	W	from 6th onwards	715	USD	C
Detention	01/01/2012	US	USA	IMPORT	ALL	ALL	GP	5	W	from 6th to 10th	90	USD	C
Detention	01/01/2012	US	USA	IMPORT	ALL	ALL	GP	5	W	from 11th onwards	135	USD	C
Detention	01/01/2012	US	USA	IMPORT	ALL	ALL	SP	3	W	from 4th to 7th	160	USD	C
Detention	01/01/2012	US	USA	IMPORT	ALL	ALL	SP	3	W	from 8th onwards	210	USD	C
Detention	01/01/2012	US	USA	IMPORT	ALL	ALL	RF	3	W	from 4th to 7th	160	USD	C
Detention	01/01/2012	US	USA	IMPORT	ALL	ALL	RF	3	W	from 8th onwards	210	USD	C
Detention	01/01/2012	US	USA	IMPORT	PHILADELPHIA	ALL	RF	4	W	from 5th onwards	160	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	PHILADELPHIA	ALL	RF	4	W	from 5th onwards	175	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	ALL	ALL	GP	5	W	from 6th to 10th	105	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	ALL	ALL	GP	5	W	from 11th onwards	150	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	ALL	ALL	SP	3	W	from 4th to 7th	175	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	ALL	ALL	SP	3	W	from 8th onwards	225	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	ALL	ALL	RF	3	W	from 4th to 7th	175	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	IMPORT	ALL	ALL	RF	3	W	from 8th onwards	225	USD	C



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Demurrage / Detention Indicator	EFFECTIVE DATE (dd/mm/yyyy)	COUNTRY CODE	COUNTRY NAME	IMPORT / EXPORT	PORT OF DISCHARGE/LOADING	SIZE	TYPE	FREE TIME	DAYS TYPE	AFTER FREE TIME N° DAY	CHARGE	CURRENCY	DAYS TYPE
Chassis]													
Demurrage	01/01/2012	US	USA	EXPORT	ALL	ALL	GP	5	W	from 6th onwards	160	USD	C
Demurrage	01/01/2012	US	USA	EXPORT	ALL	ALL	SP	3	W	from 4th onwards	160	USD	C
Demurrage	01/01/2012	US	USA	EXPORT	ALL	ALL	RF	2	W	from 3rd to 5th	375	USD	C
Demurrage	01/01/2012	US	USA	EXPORT	ALL	ALL	RF	2	W	from 6th onwards	475	USD	C
Demurrage	01/01/2012	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	GP	5	W	from 6th to 7th	180	USD	C
Demurrage	01/01/2012	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	GP	5	W	from 8th to 11th	235	USD	C
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Demurrage	01/01/2012	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	RF	2	W	from 6th onwards	715	USD	C
Detention	01/01/2012	US	USA	EXPORT	ALL	ALL	GP	5	W	from 6th to 10th	90	USD	C
Detention	01/01/2012	US	USA	EXPORT	ALL	ALL	GP	5	W	from 11th onwards	135	USD	C
Detention	01/01/2012	US	USA	EXPORT	ALL	ALL	SP	3	W	from 4th to 7th	160	USD	C
Detention	01/01/2012	US	USA	EXPORT	ALL	ALL	SP	3	W	from 8th onwards	210	USD	C
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Detention	01/01/2012	US	USA	EXPORT	ALL	ALL	RF	3	W	from 8th onwards	210	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	EXPORT	ALL	ALL	GP	5	W	from 6th to 10th	105	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	EXPORT	ALL	ALL	GP	5	W	from 11th onwards	150	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	EXPORT	ALL	ALL	SP	3	W	from 4th to 7th	175	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	EXPORT	ALL	ALL	SP	3	W	from 8th onwards	225	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	EXPORT	ALL	ALL	RF	3	W	from 4th to 7th	175	USD	C
Det. [Container & Chassis]	01/01/2012	US	USA	EXPORT	ALL	ALL	RF	3	W	from 8th onwards	225	USD	C



IMPORTANT NOTES
"USA" MEANS: THE TWO RANGES OF PORTS ON THE PACIFIC COAST AND ON THE ATLANTIC COAST, BETWEEN THE CANADA BOUNDARY AND THE MEXICAN BOUNDARY.FOR OTHER US LOCATIONS PLEASE CONTACT THE AGENCY
WORKING DAYS: EXCLUDES SATURDAYS, SUNDAYS AND BANK HOLIDAYS, EXCEPT IN STATES WHERE THESE DAYS MAY BE WORKING DAYS AS PER LAW OR REGULATIONS
EXCEPTION: In California: California state law applies (SB45) where when the terminal is open on Weekends/Holidays the free time and billable days will be counted.
Non Operating Reefer Equipment: the free times and the rates are those of the DRY equipment
SHIPPER OWN CONTAINERS WILL GET SAME FREETIME FOR DEMURRAGE AS DRY CONTAINERS. NO CHASSIS WILL BE PROVIDED FOR SHIPPER OWN CONTAINERS.
Det. [Container & Chassis]: REPRESENTS THE DETENTION CHARGES WHEN A CONTAINER AND CHASSIS SETUP IS PROVIDED BY CMA CGM
The Motor Carrier will be assessed a daily normal use charge and a daily excess use charge as described below from the Provider until said equipment is returned to the Provider. In the event that CMA CGM provides chassis for moves that are not carrier arranged shipments, a Chassis Provision Charge (CPC) of \$25 per day shall be assessed to the Motor Carrier. No Free Time shall apply to the CPC charge.
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