



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.**

"Demurrage on Refrigerated Cargo at inland Rail Locations on Merchant Haulage Moves": the charge for Refrigerated cargo sitting at a rail location beyond CMA-CGM tariff free time which includes equipment demurrage, monitoring and power supply, and any additional Reefer services. This charge does not include rail demurrage which is paid directly to the Rail Facility.

"Demurrage on Refrigerated Cargo at inland Rail Locations on Carrier Haulage Moves": the charge for Refrigerated cargo sitting at a rail location beyond CMA-CGM tariff free time which includes rail demurrage, equipment demurrage, monitoring and power supply, and any additional Reefer services.

"Rail Demurrage" is the charge beyond the applicable tariff free time, paid to the rail for the space occupied by the container while awaiting delivery. This storage charge does not include equipment demurrage, reefer services or any other equipment charges.

"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 unless otherwise stated.

"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.

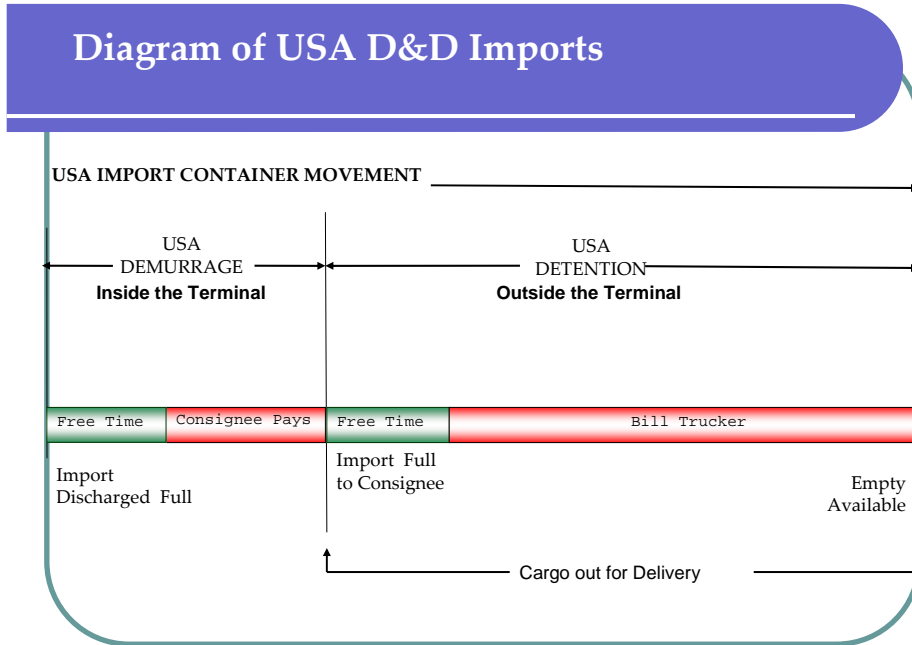
USA MEANS THE TWO RANGES OF PORTS ON THE PACIFIC, GULF, AND ON THE ATLANTIC COAST, BETWEEN THE CANADA BOUNDARY AND THE MEXICAN BOUNDARY.

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

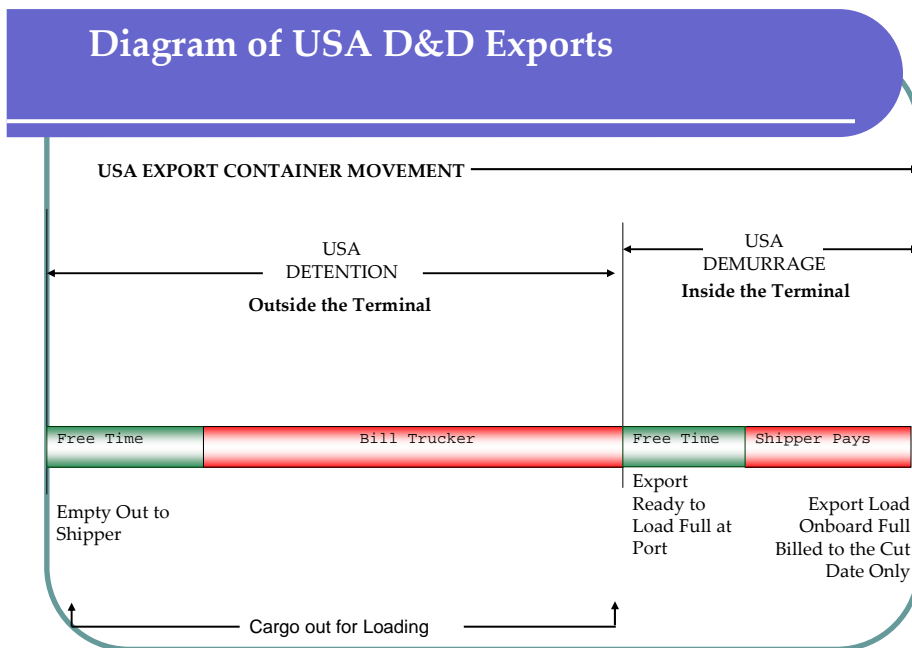
THIS TARIFF IS FILED WITH THE FMC. IN CASE OF DISCREPENCY BETWEEN THE PRESENT DOCUMENT AND THE FILED TARIFF, THE FILED TARIFF WILL APPLY.

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, etc...; if not otherwise indicated tanks are included in the DRY category tariff; 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	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.

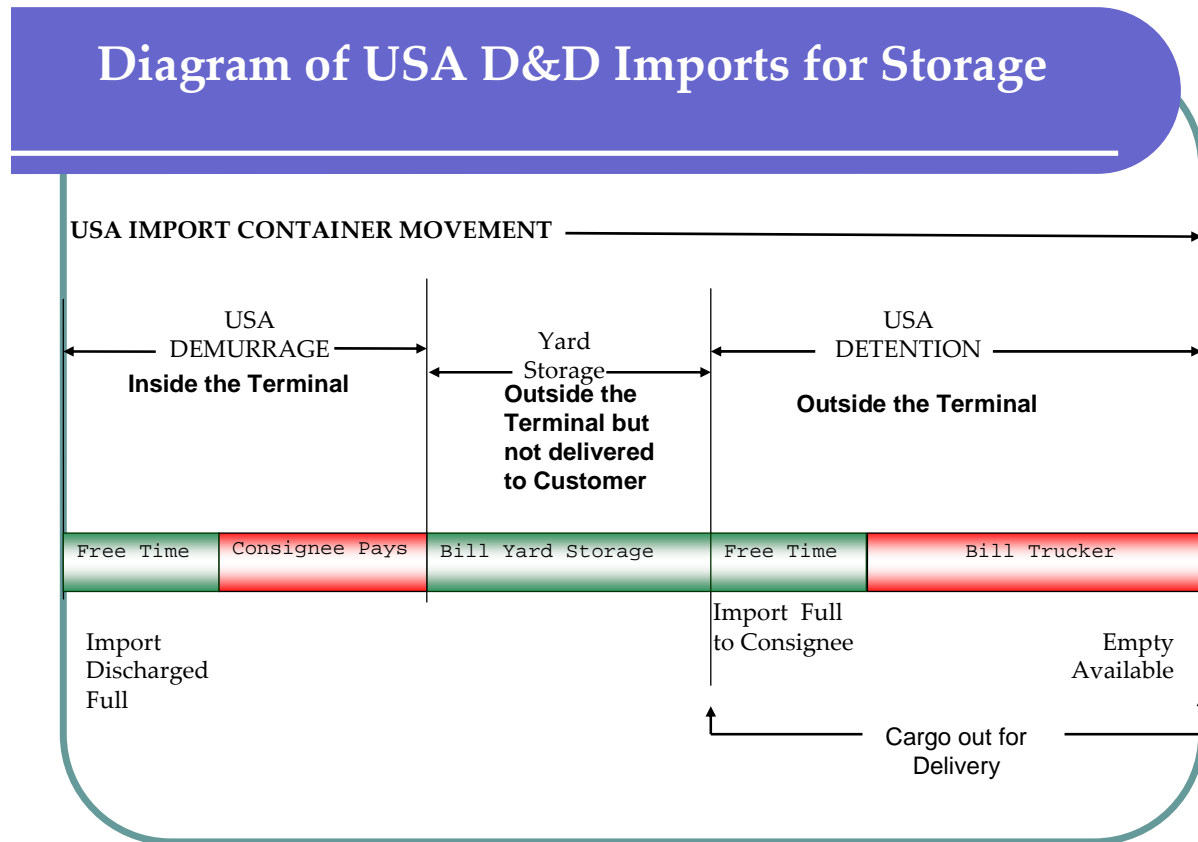
RATES AND FREE TIMES AS PER ANNEX HEREAFTER VALID AS FROM.....DATE OF DISCHARGE (IMPORT) OR DATE OF OR DATE OF PICK UP OF EMPTY EQUIPMENT ON DEPOT (EXPORT)

AS FROM **OCTOBER 10TH 2010**, THE DIRECT PROVISION OF CHASSIS BY CMA CGM WILL GRADUALLY STOP. PLEASE REFER TO THE ADVISORY NOTICES WHICH WILL INDICATE THE EXACT DATES AND PLACES OF IMPLEMENTATION OF THIS POLICY.

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

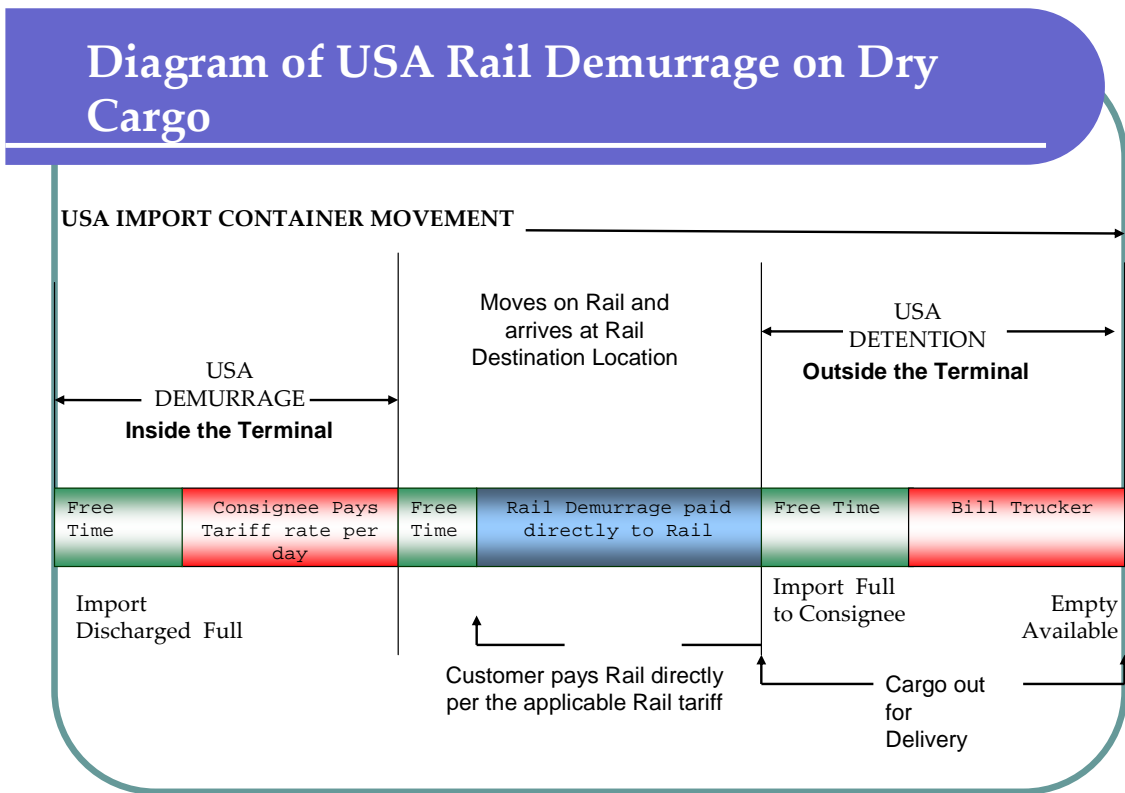
Depot, Trucker, CY Storage:

Whenever full containers are moved into a Yard whether it is a Depot, Trucker, or CY location a daily storage rate of \$85.00 per day will be applicable until the container exits the Yard location.



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.



Rail Demurrage Refrigerated Cargo:

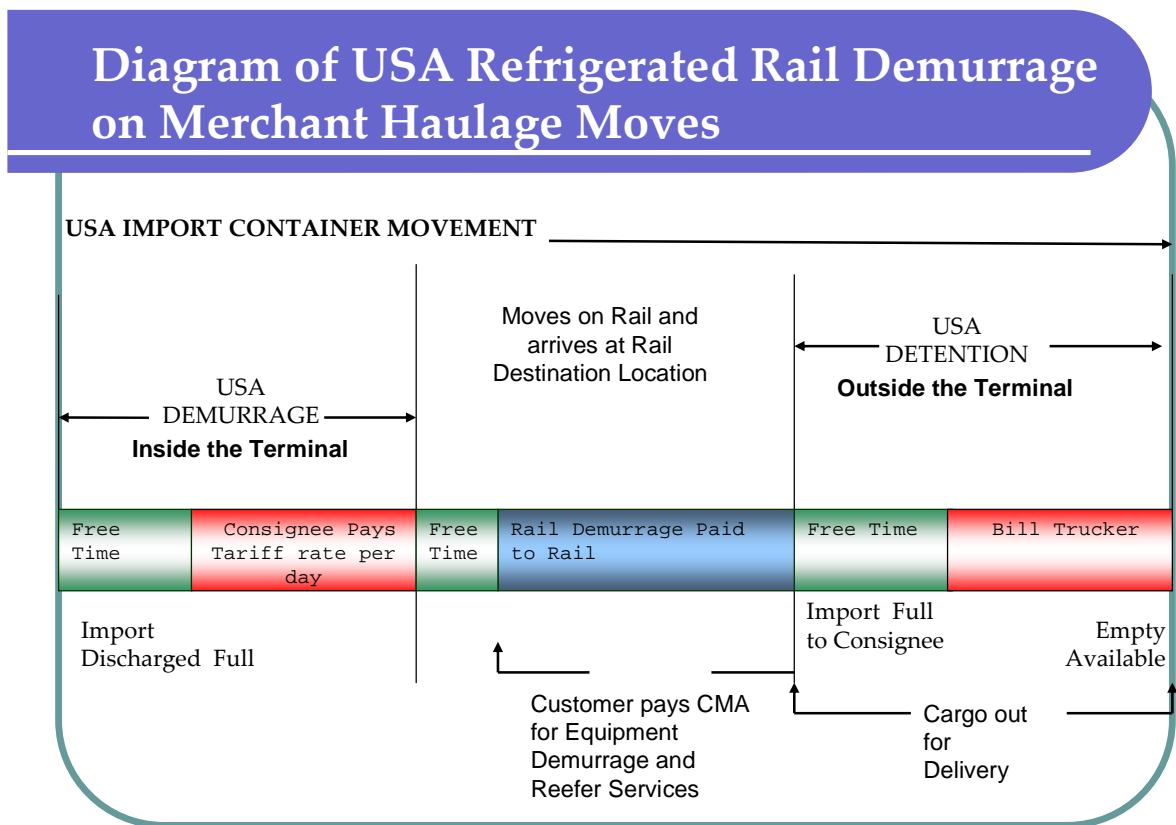
Whenever full containers are moved inland via a Rail Ramp the below charges will apply.

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

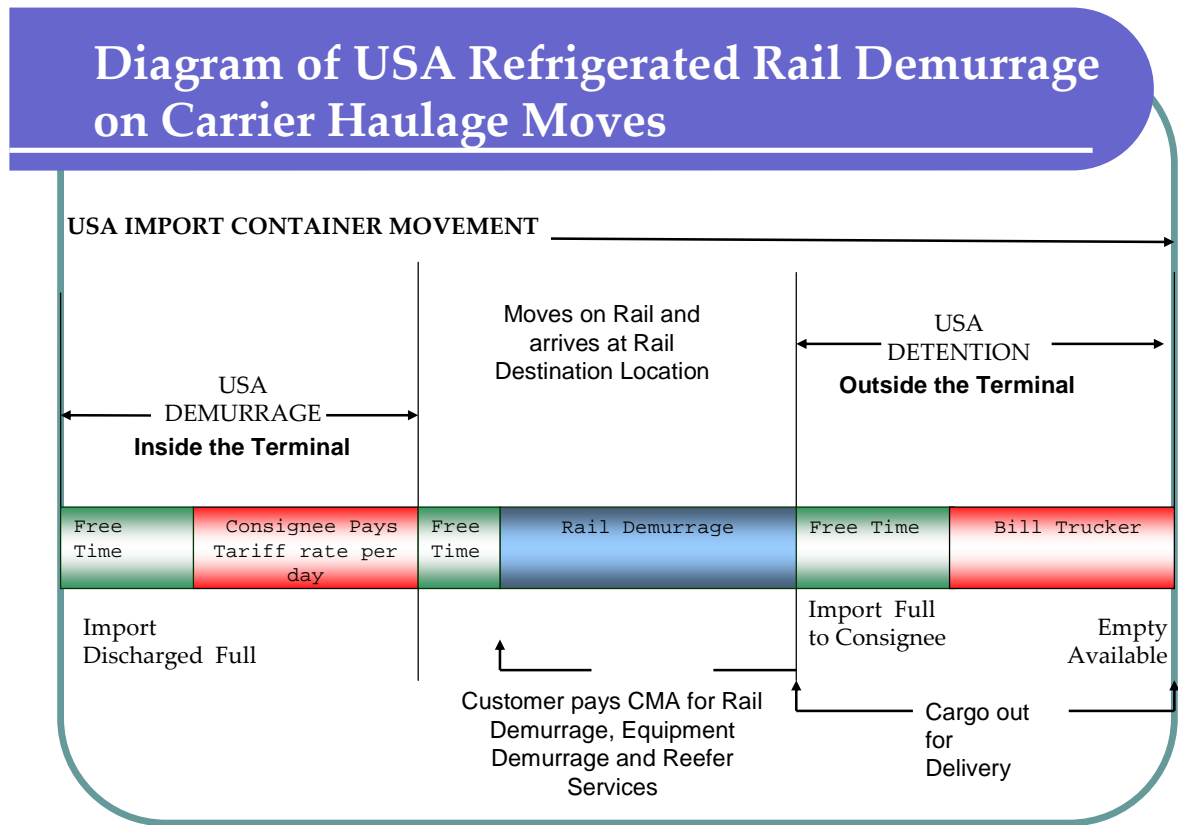


Carrier Haulage moves:

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

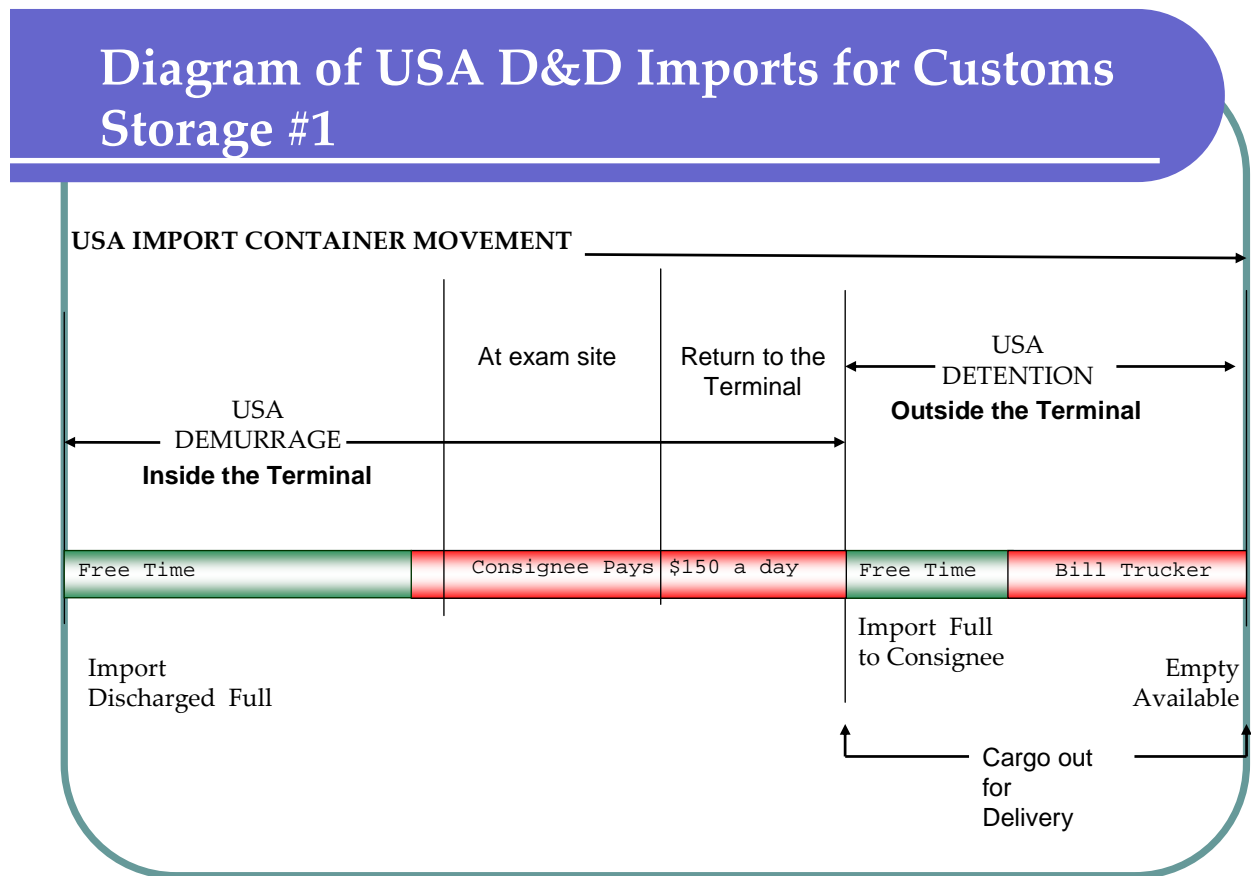
From Days 8 + \$500

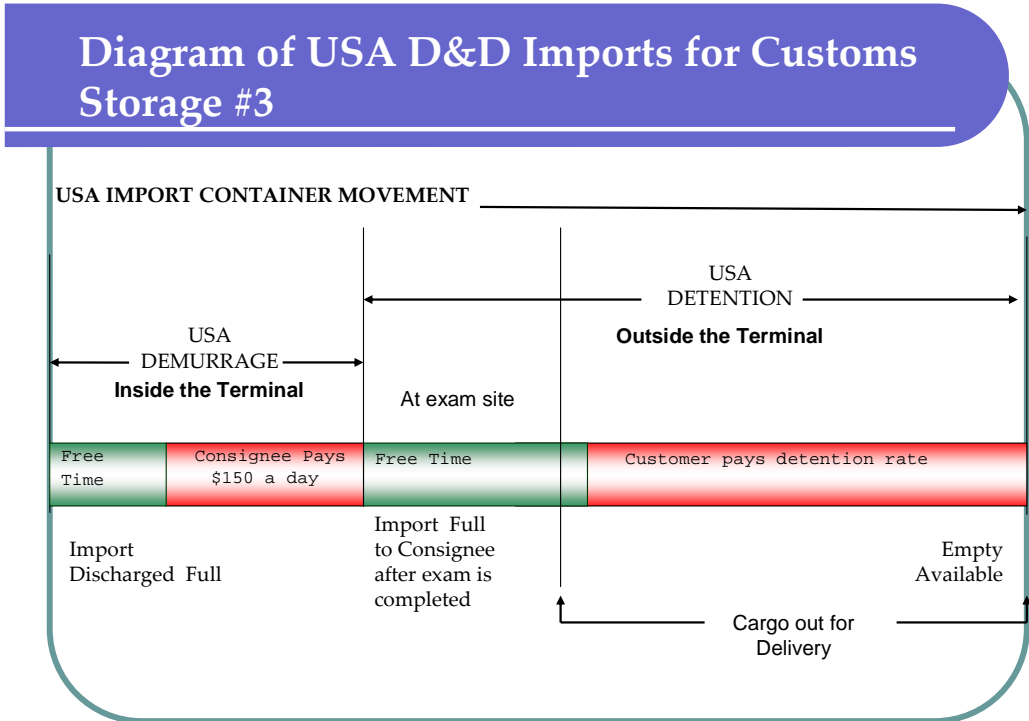
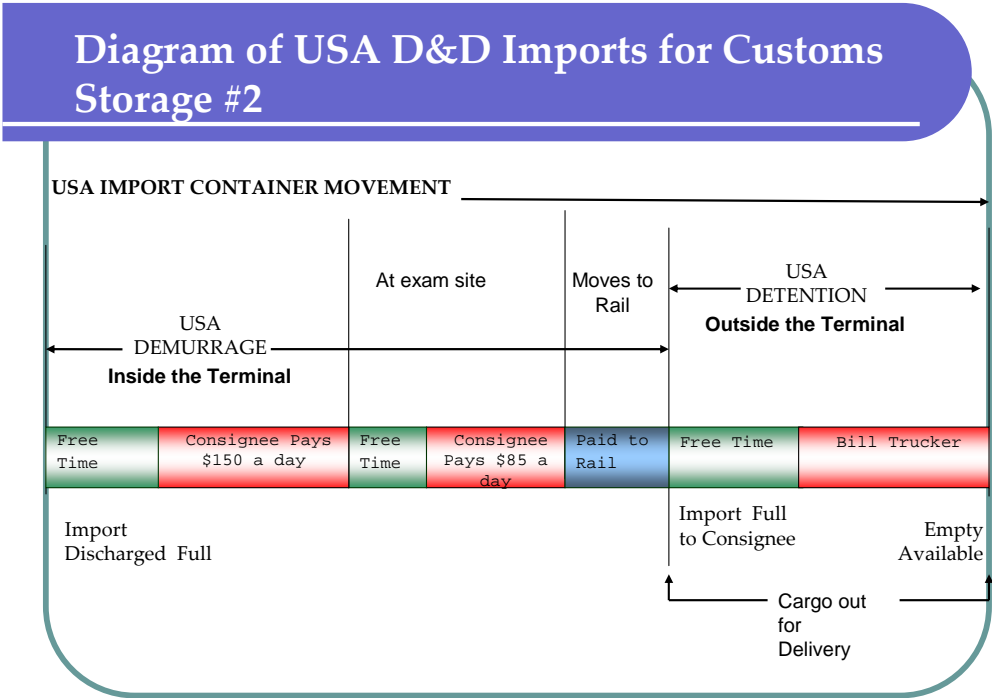


Customs Storage and Detention:

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 \$150 a day after expiration of free time with exception in NYC ports where the rate is higher as outlined in the rate table at the end.
2. Containers that move to the exam site and then move onto the rail after exam completion will be charged \$85 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.





DEMURRAGE AND DETENTION IN USA (as of April 21, 2011)

Demurrage/D etention Indicator	EFFECTIVE DATE	COUNTRY CODE	COUNTRY NAME	IMPORT / EXPORT	PORT OF DISCHARGE/LOADING	SERVICE	SIZE	TYPE	FREE TIME	DAYS TYPE	AFTER FREE TIME N° DAY	CHARGE	CURRENCY \$	DAYS TYPE
DEM	8/28/2009	US	USA	IMPORT	ALL	ALL	ALL	DRY	5	WORKING	from 6th onwards	150	USD	CALENDAR
DEM	8/28/2009	US	USA	IMPORT	ALL	ALL	ALL	TANK	5	WORKING	from 6th onwards	150	USD	CALENDAR
DEM	8/28/2009	US	USA	IMPORT	ALL	ALL	ALL	RF	2	WORKING	from 3rd to 5th from 6th onwards	350 450	USD USD	CALENDAR CALENDAR
DEM	8/28/2009	US	USA	IMPORT	PHILADELPHIA	frozen/chilled meat from AU & NZ	ALL	RF	4	WORKING	from 5th to 7th from 8th onwards	350 450	USD USD	CALENDAR CALENDAR
DEM	1/21/2011	US	USA	IMPORT	PHILADELPHIA	Refrigerated Cargo from Chile, Peru & Ecuador	ALL	RF	4	WORKING	from 5th to 7th from 8th onwards	350 450	USD USD	CALENDAR CALENDAR
DEM	8/28/2009	US	USA	IMPORT	LOS ANGELES / LONGBEACH	ALL	ALL	DRY	4	WORKING	from 5th onwards	150	USD	CALENDAR
DEM	8/28/2009	US	USA	IMPORT	LOS ANGELES / LONGBEACH	ALL	ALL	TANK	4	WORKING	from 5th onwards	150	USD	CALENDAR
DEM	1/1/2011	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	DRY	4	WORKING	from 5th to 8th from 9th to 13th from 14th onwards	170 220 370	USD USD USD	CALENDAR CALENDAR CALENDAR
DEM	1/1/2011	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	SP	4	WORKING	from 5th to 7th from 8th onwards	320 470	USD USD	CALENDAR CALENDAR
DEM	1/1/2011	US	USA	IMPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	RF	2	WORKING	from 3rd to 5th from 6th onwards	520 680	USD USD	CALENDAR CALENDAR
DET	8/27/2009	US	USA	IMPORT	ALL	ALL	ALL	DRY	5	WORKING	from 6th to 10th from 11th onwards	85 125	USD USD	CALENDAR CALENDAR
DET	6/17/2010	US	USA	IMPORT	ALL	ALL	ALL	SP	3	WORKING	from 4th to 7th from 8th onwards	150 200	USD USD	CALENDAR CALENDAR
DET	6/17/2010	US	USA	IMPORT	ALL	ALL	ALL	TANK	3	WORKING	from 4th to 7th from 8th onwards	150 200	USD USD	CALENDAR CALENDAR
DET	6/17/2010	US	USA	IMPORT	ALL	ALL	ALL	RF	3	WORKING	from 4th to 7th from 8th onwards	150 200	USD USD	CALENDAR CALENDAR
DET	6/17/2010	US	USA	IMPORT	PHILADELPHIA	frozen/chilled meat from AU & NZ	ALL	RF	4	WORKING	from 5th onwards	150	USD	CALENDAR
DEM	8/28/2009	US	USA	EXPORT	ALL	ALL	ALL	DRY	5	WORKING	from 6th onwards	100	USD	CALENDAR
DEM	8/28/2009	US	USA	EXPORT	ALL	ALL	ALL	RF	2	WORKING	from 3rd to 5th from 6th onwards	350 450	USD USD	CALENDAR CALENDAR
DEM	8/28/2009	US	USA	EXPORT	ALL	ALL	ALL	SP	5	WORKING	from 6th to 10th from 11th to 15th from 16th onwards	135 235 435	USD USD USD	CALENDAR CALENDAR CALENDAR
DEM	8/28/2009	US	USA	EXPORT	ALL	ALL	ALL	TANK	5	WORKING	from 6th to 10th from 11th to 15th from 16th onwards	135 235 435	USD USD USD	CALENDAR CALENDAR CALENDAR
DEM	3/20/2009	US	USA	EXPORT	BOSTON	ALL	ALL	DRY	10	WORKING	from 11th to 15th from 16th onwards	55 155	USD USD	CALENDAR CALENDAR
DEM	3/20/2009	US	USA	EXPORT	BOSTON	ALL	ALL	RF	10	WORKING	from 11th to 13th from 14th onwards	350 450	USD USD	CALENDAR CALENDAR
DEM	1/1/2011	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	DRY	5	WORKING	from 6th to 10th from 11th to 15th from 16th onwards	170 220 370	USD USD USD	CALENDAR CALENDAR CALENDAR
DEM	1/1/2011	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	SP	5	WORKING	from 6th to 8th from 9th onwards	305 455	USD USD	CALENDAR CALENDAR
DEM	1/1/2011	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	TANK	5	WORKING	from 6th to 8th from 9th onwards	305 455	USD USD	CALENDAR CALENDAR
DEM	1/1/2011	US	USA	EXPORT	NEW YORK / NEW JERSEY PORTS	ALL	ALL	RF	2	WORKING	from 3rd to 5th from 6th onwards	520 680	USD USD	CALENDAR CALENDAR
DET	8/27/2009	US	USA	EXPORT	ALL	ALL	ALL	DRY	5	WORKING	from 6th to 10th from 11th onwards	85 125	USD USD	CALENDAR CALENDAR
DET	6/17/2010	US	USA	EXPORT	ALL	ALL	ALL	SP	3	WORKING	from 4th to 7th from 8th onwards	150 200	USD USD	CALENDAR CALENDAR
DET	6/17/2010	US	USA	EXPORT	ALL	ALL	ALL	TANK	3	WORKING	from 4th to 7th from 8th onwards	150 200	USD USD	CALENDAR CALENDAR

DET	6/17/2010	US	USA	EXPORT	ALL	ALL	ALL	RF	3	WORKING	from 4th to 7th from 8th onwards	150 200	USD USD	CALENDAR CALENDAR
CNT/CHS	10/10/2010	US	USA	ALL	ALL	ALL	ALL	DRY	5	WORKING	from 6th to 10th from 11th onwards	100 140	USD USD	CALENDAR CALENDAR
CNT/CHS	10/10/2010	US	USA	ALL	ALL	ALL	ALL	SP	3	WORKING	from 4th to 7th from 8th onwards	165 215	USD USD	CALENDAR CALENDAR
CNT/CHS	10/10/2010	US	USA	ALL	ALL	ALL	ALL	TANK	3	WORKING	from 4th to 7th from 8th onwards	165 215	USD USD	CALENDAR CALENDAR
CNT/CHS	10/10/2010	US	USA	ALL	ALL	ALL	ALL	RF	3	WORKING	from 4th to 7th from 8th onwards	165 215	USD USD	CALENDAR CALENDAR

"USA" MEANS THE TWO RANGES OF PORTS ON THE PACIFIC , ATLANTIC AND GULF COAST, BETWEEN THE CANADA BOUNDARY AND THE MEXICAN BOUNDARY. FOR OTHER US LOCATIONS PLEASE CONTACT THE AGENCY

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.

AS FROM OCTOBER 10TH, 2010, THE DIRECT PROVISION OF CHASSIS BY CMA CGM WILL GRADUALLY STOP. PLEASE REFER TO THE ADVISORY NOTICES WHICH WILL INDICATE THE EXACT DATES AND PLACES OF IMPLEMENTATION OF THIS POLICY.

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

Non Operating Reefer Equipment: the applicable free time and rates are the same as the dry equipment

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*** CNT/CHS MENTIONED ABOVE REPRESENT THE DETENTION CHARGES WHEN A CONTAINER/CHASSIS SETUP IS PROVIDED BY CMA CGM*** DETENTION RATES MENTIONED ABOVE ARE FOR CONTAINER AND TRUCKER PROVIDED CHASSIS ONLY