



## DETENTION & DEMURRAGE

### Detention Charge – Standard Calculation

- **For import cargo**, detention days are counted from gate-out full to gate-in empty minus free days. Free Time is deemed to commence at 00:01 hours the 1<sup>st</sup> calendar day\* after pick up of the equipment at CMA CGM's designated place of interchange and ends after return of empty unit at the designated place of interchange.
- **For export cargo**, detention days are counted from pick up empty to gate-in full minus free days. Free time is deemed to commence at 00:01 hours the 1<sup>st</sup> calendar day\* after pick-up of the equipment at CMA CGM's designated place of interchange and ends after return of full unit at the designated place of interchange.

Detention charge is not applicable for Export shipper's owned containers.

### Demurrage Charge - Standard Calculation

- **For import cargo**, demurrage days are counted from container discharge from the vessel to gate-out full (late pick-up) minus free days. Free time is deemed to commence at 00:01 hours from the vessel berth date departure day
- **For export cargo**, demurrage days are counted from gate-in full (early drop-off) to container loading on board vessel minus free time. Free time is deemed to commence at 00:01 hours the first calendar day\* after delivery on the terminal and expires with vessel arrival date

Demurrage charge is not applicable for shipper's owned containers.

*\*Calendar days: all days in a month including Saturday, Sunday and Holidays*

**DEFINITIONS:**

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

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

*“Free time”*: the period of time offered by the Carrier 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.

Demurrage and Detention do not include storage costs and reefer services which are charged to the Merchant separately.

*“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.

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

If not otherwise specified in the tariff grid, a merged (or combined) demurrage & detention rate is applied.

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

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

## TARIFF GRID SIGNIFICATION:

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

COUNTRY CODE:	<b>ALL</b> means all countries not otherwise specified; UN code for countries;
IMPORT / EXPORT:	<b>IMPORT</b> means inbound to the concerned port/inland depot; <b>EXPORT</b> means outbound;
PLACES:	<b>ALL</b> means: all locations except those places namely listed in this grid; 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:	<b>ALL</b> means: all sizes; <b>40'</b> includes 45' if not otherwise specified
TYPE:	<b>DRY</b> means: all types of dry equipment GP and SP (reefer equipment excluded) if not otherwise specified; <b>GP</b> means general purpose equipment and includes High Cubes (HC) if not otherwise specified; <b>SP</b> means special dry equipment such as but not limited to flat rack, platform, open top, etc...; if not otherwise indicated tanks are excluded from this grid tariff; <b>RF</b> = all types of reefer equipment, excluding insulated containers; <b>NOR</b> means "Non Operating Reefer"; <b>this tariff is container related.</b>
FREE TIME:	figure in days
DAYS TYPE:	CALENDAR (C)
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 ; or other currencies as required;
deMurrage, merGed, deTention	M = demurrage charge only; T = detention charge only; G = merged demurrage & detention charge
HZ - A	means "Hazardous Cargo stuffed in a dry container" AND Hazardous Goods are IMCO n° 2, 3, 4, 5, 6, 8, & 9, or those of the Dangerous Goods (General) Regulations Cap.295
HZ - B	means "Hazardous Cargo stuffed in a dry container" AND Hazardous Goods are IMCO n° 1 & 7
HZ - C	means "all other Hazardous Cargo stuffed in dry container"
OOG	"Out of Gauge Cargo" stuffed in special container (SP) with excess dimensions as declared at time of booking. The Out of Gauge Cargo (OOG) is subject of special conditions on the terminal. Please question the agency. In case of IMCO (International Maritime Consultative Organization) cargos please always question the agency.
REFRIGERATED	temperature controlled cargo but excluding IMCO cargo

(\*) 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 for the period beyond 14 calendar days for DRY containers (if not otherwise specified in the grid) and 5 calendar days for RF containers (if not otherwise specified in the grid) after entrance in the terminal, at the rates indicated in the tariff.

**RATES AND FREE TIME AS PER ANNEXES HEREWITH (INCLUDING A SEPARATE ENTRY FOR THE REEFER SERVICES IF ANY) VALID FOR ALL TRADES AS FROM THE INDICATED "EFFECTIVE DATE" OF DISCHARGE (IMPORT) OR DATE OF PICK**

**UP OF EMPTY CONTAINER (EXPORT). FOR US TRADES THE EFFECTIVE DATE WILL REMAIN THE DATE AS PER FMC RULES AT TIME OF FILING**

**GENERAL CONDITIONS :**

*1. Landlocked countries :*

Import Cargo in transit to below landlocked country (Bill of Lading provides a delivery in Port).

Shipments covered by Door Bill of Lading (also called BLD), shipments covered by Bill of Lading for which the transfer of responsibility carrier / consignee is at port of discharge. Please contact the agent at port of discharge.

For landlocked countries, tariff as per port of discharge is the country noted on the Bill of Lading.

For landlocked countries, the free time for cargo in transit is counted as from the date of discharge till the return of empty equipment to the agreed depot.

The tariff terms are same for Merchant haulage or Carrier haulage (through bill of lading).

It is the responsibility of the Merchant to submit all relevant documents at least 7 (seven) days before vessel arrival in the port of discharge, in order to obtain the permit of transit.

Carrier haulage: In case of through bill of lading, it is reminded that a "truck halting charges" are charged to the Merchant in case of consignee's delay in clearance in landlocked countries.

Please note that for cargo at destination of landlocked countries a cash deposit is required before release of equipment: tariffs are available at local agency office.

In case of Bill of Lading for Combined Transport with Place of Delivery approved by the Company, conditions negotiated on a case per case basis.

BURKINA FASO,CENTRAL AFRICAN REPUBLIC, CHAD, MALI, NIGER: Shipments covered by Bill of Lading for which the transfer of responsibility carrier / consignee is at port of discharge. Please contact the agent at port of discharge.

BURKINA FASO : Import Merged D&D period calculated as from the ICD arrival in Burkina Faso till return of the empty equipment in ICD ;

Export Merged D&D period calculated as from pick up of the empty equipment in ICD Burkina Faso till departure of the laden equipment from the ICD.

LIBERIA : the storage costs are charges by the Terminal Operator.

SOUTHERN AFRICA : Cargo in transit to below landlocked countries via Ports of Discharge in Southern Africa (Bill of Lading Port to Port) or from Johannesburg (Bill of Lading with place of delivery Johannesburg CY). Conditions are subject to modifications at short notice; please contact the Agent.

WEST AFRICA : Import Cargo in transit to landlocked countries via Ports of Discharge in West Africa (Bill of Lading provides a delivery in Port). Conditions are subject to modifications at short notice; please contact the Agent.

## 2. REEFERS :

REEFER SERVICES (power supply and monitoring)-tariff to be applied if costs not directly billed by the Terminal to the Merchant.

BANGLADESH : reefer containers may be plugged on the following off dock facilities where cargo is stuffed or unstuffed: OCL - ( BDCGPDOCL); EBIL - ( BDCGPDEBL); SAPL - ( BDCGPDSAP); KDS - ( BDCGPKDS). Please consult the Agency.

LIBERIA : Reefer services (power supply / monitoring) are charges by the Terminal Operator.

NEW ZEALAND : containers are subject of storage and power supply costs billed separately.

## 3. HAZARDOUS CARGOES AND OOG :

HAZARDOUS CARGO IMPORT : For IMCO 1 & 7, immediate pick up from the date of discharge is compulsory and required. All Dangerous Goods subject to formal acceptance by carrier and subject to specific free times and rates as it may be imposed by rules and regulations

HAZARDOUS CARGO EXPORT : For IMCO 1 & 7 no free time is allowed before loading. All Dangerous Goods subject to formal acceptance by carrier and subject to specific free times and rates as it may be imposed by rules and regulations.

TAIWAN : The tariff for demurrage is valid for harmless cargo, and those IMCO cargoes which are not subject of special treatment on terminal as it may be imposed by Terminal Operators, Authorities or Law and Regulations.