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Services Updates

CMA CGM reorganizes its USEC-WCSA service

CMA CGM is adjusting its North America to/from West Coast South America capacity taking into consideration the seasonality of this trade.

The **BLACK PEARL** fixed-day weekly service which is currently plying South America West Coast as far down as San Antonio will be turning around in Manzanillo (Panama) effective MV PEARL RIVER, Voy BYS09S, ETA New York June 3rd, 2011.

West Coast South America cargo will be relayed in Manzanillo (Pan) on CMA CGM two fixed-day weekly services, [EUROSAL 1](#) and [EUROSAL 2](#), offering a weekly and reliant service to major West Coast South America ports of Guayaquil, Paita, Callao and Valparaiso.

BLACK PEARL adjusted schedule will be as follows: New York (Fri) - Halifax (Mon) - Kingston (Sat) - Cartagena (Mon) - Manzanillo (Pan) (Wed) - Miami (Sun) - New York.

Direct calls in Kingston, CMA CGM dedicated Hub in the Caribbean, allows connection with CMA CGM global service network.

BLACK PEARL direct calls in West Coast South America are planned to resume at the last quarter of current year.

With this new configuration, CMA CGM maintains competitive transit times from/to US and Canada East Coast to/from West Coast South America as shown in below tables:



SOUTHBOUND TRANSIT TIMES

BLACK PEARL + EUROSAL 2		
From ↓ To ➡	Guayaquil	Paita
New York	19	26
Halifax	16	23

BLACK PEARL + EUROSAL 1		
From ↓ To ➡	Callao	Valparaiso
New York	18	23
Halifax	15	20

NORTHBOUND TRANSIT TIMES

EUROSAL 2 + BLACK PEARL			
From ↓ To ➡	Miami	New York	Halifax
Paita	11	16	19
Guayaquil	9	14	17

EUROSAL 1 + BLACK PEARL			
From ↓ To ➡	Miami	New York	Halifax
Valparaiso	14	19	22
Callao	9	14	17

We underline that these transit times are just estimates and are not part of the obligation under the contract of carriage with CMA CGM.

CMA CGM upgrades its SEAS service

To better meet its customer's expectations on the growing Asia - South America trade, CMA CGM has decided to upgrade its existing SEAS service with the launching of a second loop, SEAS 2.

Both [SEAS 1](#) and [SEAS 2](#) will be fixed-day weekly services, connecting Far East with the East Coast South America and calling a South African port on the return leg, South Africa becoming a fast growing trade partner of Brazil.

CMA CGM has also decided to deploy new tonnage on these services, operating 6 500 TEU vessels on SEAS 1 and 4 000 TEU vessels on SEAS 2.

The combination of SEAS 1 & 2 will offer CMA CGM customers an optimum coverage with 6 ports of call in China and 5 ports of call in Brazil, Santos being called at by both services WB and EB to cater for import and export trades. Likewise, direct calls in CMA CGM dedicated Port Kelang Hub offer seamless relay to and from all South East Asia markets.

This new service configuration will also significantly reduce transit times from Far East ports to Brazilian ports as can be seen from below tables:

SEAS 1 - WESTBOUND TRANSIT TIMES

From ↓ To➡	Rio de Janeiro	Santos	Montevideo	Buenos Aires	Rio Grande	Paranagua
Pusan	32	33	38	39	42	45
Shanghai	30	31	36	37	40	43
Ningbo	28	29	34	35	38	41
Chiwan	26	27	32	33	36	39
Hong Kong	25	26	31	32	35	38
Port Kelang	19	20	25	26	29	32

SEAS 1 - EASTBOUND TRANSIT TIMES

From ↓ To➡	Durban	Port Kelang	Hong Kong	Pusan	Shanghai	Ningbo	Chiwan
Montevideo	21	32	36	39	41	43	45
Buenos Aires	20	31	35	38	40	42	44
Rio Grande	17	28	32	35	37	39	41
Paranagua	14	25	29	32	34	36	38
Santos	13	24	28	31	33	35	37
Durban		11	15	18	20	22	24

We underline that these transit times are just estimates and are not part of the obligation under the contract of carriage with CMA CGM.

SEAS 2 - WESTBOUND TRANSIT TIMES

From ↓ To➔	Santos	Paranagua	Itajai	Rio de Janeiro
Shanghai	32	34	35	39
Ningbo	31	33	34	38
Xiamen	29	31	32	36
Kaohsiung	28	30	31	35
Hong Kong	26	28	29	33
Shekou	26	28	29	33
Port Kelang	21	23	24	28

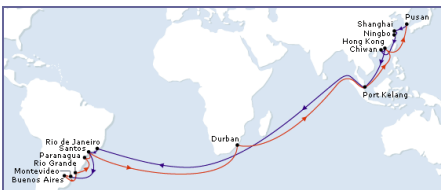
SEAS 2 - EASTBOUND TRANSIT TIMES

From ↓ To➔	Ngqura (Coega)	Singapore	Hong Kong	Shanghai	Ningbo	Xiamen	Kaohsiung	Shekou
Paranagua	15	29	33	36	44	46	47	49
Itajai	14	28	32	35	43	45	46	48
Santos	12	26	30	33	41	43	44	46
Rio de Janeiro	10	24	28	31	39	41	42	44
Ngqura (Coega)		14	18	21	29	31	32	34

We underline that these transit times are just estimates and are not part of the obligation under the contract of carriage with CMA CGM.

The new SEAS 1 & 2 schedules will be as follows:

SEAS 1

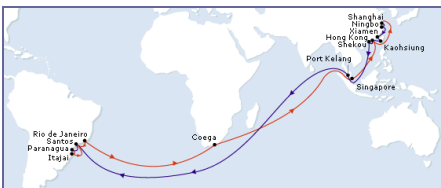


- **SEAS 1:** Pusan (Thu) - Shanghai (Sat) - Ningbo (Mon) - Chiwan (Wed) - Hong Kong (Thu) - Port Kelang (Tue) - Rio de Janeiro (Mon) - Santos (Tue) - Montevideo (Sun) - Buenos Aires (Mon) - Rio Grande (Thu) - Paranagua (Sun) - Santos (Mon) - Durban (Sun) - Port Kelang (Thu) - Hong Kong (Mon) - Pusan.

[Click here for more information](#)

The new SEAS 1 will be effective with MV MAULLIN Voy. AA627W, ETA Pusan June 9th, 2011.

SEAS 2



- **SEAS 2:** Shanghai (Wed) - Ningbo (Thu) - Xiamen (Sat) - Kaohsiung (Sun) - Hong Kong (Tue) - Shekou (Tue) - Port Kelang (Sun) - Santos (Sun) - Paranagua (Tue) - Itajai (Wed) - Santos (Fri) - Rio de Janeiro (Sun) - Ngqura (Wed) - Singapore (Wed) - Hong Kong (Sun) - Shanghai.

The new SEAS 2 will be effective with CMA CGM NILGAI Voy. BD101W, ETA Shanghai June 8th, 2011.

For more information, please contact your [local CMA CGM office](#).

CMA CGM reviews its AGADIR EXPRESS service

AGADIR EXPRESS



The Citrus, Deciduous and Vegetable season having reached its ebb, CMA CGM has decided to move **AGADIR EXPRESS** weekly frequency to a fortnightly frequency as from week 22 up to week 40, service resuming its weekly frequency in week 41.

AGADIR EXPRESS low season schedule will be as follows: Casablanca (Mon) - Agadir (Wed) - Portsmouth (Mon) - Rotterdam (Tue) - Le Havre (Wed) - Casablanca.

However, to maintain a competitive frequency on the Le Havre - Casablanca leg, CMA CGM has decided to include a fortnightly Le Havre call on its **CASABLANCA EUROPE** service, the combination of AGADIR EXPRESS and CASABLANCA EUROPE services offering a 10 day frequency on the Le Havre-Casablanca leg during low season.

CASABLANCA EUROPE low season schedule will be as follows: Casablanca (Fri) - Antwerp (Wed) - Rotterdam (Thu) - Dunkirk (Fri) - Le Havre (Sat) - Rouen (Sun) - Casablanca.

For more information, please contact your [local CMA CGM office](#).

Tariff & Surcharge Updates

Ocean Freight amendments

In order to maintain the high level of reliability and efficiency of services as well as to continue offering global scope to its customers, CMA CGM will implement following **Rate Restorations Programs**:

➤ **From all Asian ports (including Japan, South East Asia, Sri Lanka & Bangladesh) to all Northern European ports (from Portugal to Russia):**

- US\$ 275 per TEU (all types as well as OOG & BB cargo)

Effective July 1st, 2011.

➤ **From Far East to South Africa:**

- US\$ 250 per TEU

Effective June 15th, 2011.

➤ **From Far East to West Africa:**

- US\$ 150 per TEU

Effective June 15th, 2011.



GRI
Exports Asia to North Europe

GRI
Exports Far East to South Africa

GRI
Exports Far East to West Africa

GRI
Exports Far East to East Africa

➤ **From Far East to East Africa (Mozambique range):**

- US\$ 200 per TEU

Effective July 1st, 2011.

GRI
Exports North Europe to Mexico Gulf

➤ **From North Europe (incl Baltic, Scandinavia, UK/Eire, Continental Europe, Atlantic Spain and Portugal) to Mexico Gulf:**

- US\$ 150 per 20' (all types excluding reefers)
- US\$ 225 per 40' (all types excluding reefers)

Effective July 1st, 2011.

GRI
Exports Asia to Caribbean & Panama

➤ **From Asia to Caribbean Basin & Panama:**

- US\$ 490 per 20' (all types)
- US\$ 700 per 40' (all types)

Effective July 1st, 2011.

GRI
Exports North Europe to Caribbean & Centram

➤ **From North Europe (incl Baltic, Scandinavia, UK/Eire, Continental Europe, Atlantic Spain and Portugal) to Caribbean & Central America:**

- € 150 per TEU (all types excluding reefers)

Effective July 1st, 2011.

GRI
Exports Asia to Mexico

➤ **From Asia to Mexico both coasts (Pacific & Atlantic):**

- US\$ 500 per TEU (all types)

Effective July 1st, 2011.

GRI
Exports Asia to ECSA

➤ **From Asia to East Coast South America:**

- US\$ 500 per TEU

Effective July 1st, 2011.

Surcharge amendments

PSS
Exports Indian Subcontinent to USEC & USG

➤ **From India, Pakistan, Sri Lanka to Ports of Discharge in the US East and Gulf Coast range, and all inland destinations moving via those ports, CMA CGM will implement the following Peak Season Surcharge (PSS):**

- US\$ 320 per 20' (all types)
- US\$ 400 per 40' (all types)
- US\$ 450 per 40'HC (all types)
- US\$ 510 per 45' (all types)

Effective June 15th, 2011.

PSS
Exports Asia incl Bangladesh to USA

➤ **From Asia including Bangladesh to all destinations in the USA, for all cargo, CMA CGM will implement the following Peak Season Surcharge (PSS):**

- US\$ 320 per 20' (all types)
- US\$ 400 per 40' (all types)
- US\$ 450 per 40'HC (all types)
- US\$ 510 per 45' (all types)

Effective June 15th, 2011.

PCS
Exports Far East to West Africa

➤ **From Far East to West Africa, as a member of the Asia / West Africa Trade Agreement (AWATA), CMA CGM will implement the following Port Congestion Surcharge (PCS):**

West African Ports	PCS
▪ Bata	US\$ 245 per TEU
▪ Conakry	US\$ 65 per TEU
▪ Freetown	US\$ 150 per TEU
▪ Libreville	US\$ 150 per TEU
▪ Lobito	US\$ 125 per TEU
▪ Luanda	US\$ 180 per TEU
▪ Malabo	US\$ 125 per TEU
▪ Matadi	US\$ 665 per TEU
▪ Pointe Noire	US\$ 125 per TEU
▪ Tin Can Island	US\$ 125 per TEU

Effective June 15th, 2011.

CFC
Exports & Imports New York

➤ **For all containers loading or discharging in New York port, USA, regardless of whether the final destination is the port, a container yard, store door (SDD), IPI, RIPI, IPI/SDD or RIPI/SDD destination, CMA CGM will implement the following Cargo Facility Charge (CFC):**

- US\$ 4,95 per TEU

Effective June 1st, 2011.

This CFS is being assessed by the Port of New York to increase the operational efficiency of the movement of cargo in and out of the Port area as well as reduce truck congestion and idle times. The port will use the CFC for infrastructure improvement projects including expanding port roadway capacity, implementing additional cargo security measures for cargo and reducing emissions due to truck idling.

BAF
Exports Europe to West Africa

➤ **From Europe (incl Med) to West Africa, CMA CGM will implement the following Bunker Adjustment Factor (BAF):**

	Dry	Reefer
Europe (N.Continent & Med) range	€ 575 / TEU	€ 661 / TEU
UK Range	£ 500 / TEU	£ 575 / TEU

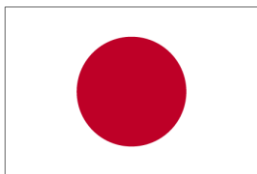
Effective July 1st, 2011.

Rules and Regulations

JAPAN: New conditions imposed by EU on food and feed originating from Japan



CMA CGM wishes to inform its customers of the new **EU Commission Implementing Regulation (n° 506/2011 dated May 23rd, 2011)** amending earlier Regulation imposing special conditions governing the import of feed and food originating in or consigned from Japan following the accident at the Fukushima nuclear power station.



The new Regulation stipulates that each consignment of the products referred which leaves Japan from the date of entry into force of this Regulation, shall be accompanied by a declaration, attesting that:

- The product has been harvested and/or processed before March 11th, 2011, or
- The product is originating in and consigned from a prefecture other than Fukushima, Gunma, Ibaraki, Tochigi, Miyagi, Yamagata, Niigata, Nagano, Yamanashi, Saitama, Tokyo, Chiba and Kanagawa, or
- The product is consigned from the prefectures Fukushima, Gunma, Ibaraki, Tochigi, Miyagi, Yamagata, Niigata, Nagano, Yamanashi, Saitama, Tokyo, Chiba and Kanagawa, but not originating in one of these prefectures and has not been exposed to radioactivity during transiting, or
- In case the product is originating in the prefectures Fukushima, Gunma, Ibaraki, Tochigi, Miyagi, Yamagata, Niigata, Nagano, Yamanashi, Saitama, Tokyo, Chiba and Kanagawa, the product does not contain levels of the radionuclides iodine-131, caesium-134 and caesium-137 above the maximum levels provided for in Annex II to this Regulation. This provision applies also to products originating in the coastal waters of these prefectures, irrespective of where such products are landed.

The Declaration Form can be accessed on <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:136:0052:0055:EN:PDF>.

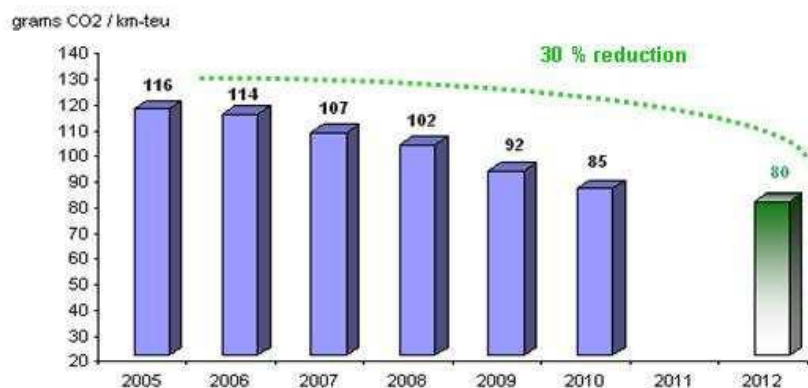
Environment

CMA CGM CO² Efficiency Track record for 2010



CMA CGM has set itself a “Carbon Efficiency” Target for 2012 of 80 g/Km/TEU, a 30% improvement over 2005, and this ambitious target is on good track to be achieved. In 2010, CMA CGM “Carbon Efficiency” (emission of CO² per TEU/Km) has been improved by 8% over same period in 2009 and if one considers CMA CGM Owned fleet, this performance reaches 14%. CMA CGM CO² positive performance has been achieved thanks to the deployment in its operated fleet of high capacity vessels equipped with some of the latest eco-technologies, coupled with the enforcement of the CMA CGM group Ecospeed policy. Such performance places CMA CGM amongst the top global performers within the container shipping industry, and also on a trade by trade basis, where significant improvements are confirmed on all major trade lanes worldwide.

CMA CGM Carbon Efficiency



In 2010, CMA CGM has had its CO² Reporting system and subsequent results duly verified and certified by Bureau Veritas Certification, confirming the quality, reliability and compliance of our control and reporting system thus improving our customers’ confidence in CMA CGM CO² information whilst anticipating future legal requirements and setting Industry Best Practice.



CMA CGM is a member of the “Clean Cargo Working Group”, which is a business-to-business collaboration dedicated to integrating environmentally and socially responsible business principles into Transportation Industry Management. The Clean Cargo Working Group provides industry with:

- Environmental performance metrics and survey
- Industry data
- Intermodal Emission Calculator

<http://www.bsr.org/consulting/working-groups/clean-cargo.cfm>

CMA CGM takes this opportunity to remind its customers that it made available to its e-Services customers an “Eco-calculator”.

For more information, please contact environment@cma-cgm.com.

eTools

CMA CGM, making shipping easier

The progress in internet and more and more advanced data computerization have facilitated and accelerated the commercial cycles. What was possible yesterday is essential today.

So as to reply to customer's demands and requirements, CMA CGM is focusing on the web services offered to its customers.

Thus, 24/7, our customers can process all their operations for their loadings via CMA CGM internet services, either via,

CMA CGM web site eBusiness



- The eBusiness section of the CMA CGM web site <http://www.cma-cgm.com/eBusiness/Default.aspx?mktg=cnr&version=40> gives direct access to:
 - Quotation request
 - BAF & CAF
 - Detention & Demurrage tariffs
 - Detailed information for current loadings (account with ID and password)
 - Original, waybills and copy of BL printing (account with ID and password)

For more information, please check eservices@cma-cgm.com.

Or,

INTTRA web site



- The INTTRA platform <http://www.intra.com> grouping together over 20 carriers, which, with a single registration, permits to:
 - Book containers
 - Send Shipping Instructions
 - Check schedules
 - Track containers
 - Create reports
 - View BL

For more information, please check ho.ecustomers@cma-cgm.com or <http://www.intra.com>.

Worldwide Office Network

CMA CGM Ecuador: new address in Guayaquil



Please note that **CMA CGM Ecuador Office** has moved to the following address, effective immediately:

CMA CGM Ecuador S.A.
Rodrigo Chavez s/n
Parque Empresarial Colon
Corporativo 2, oficinas 501 y 503
Guayaquil
ECUADOR

General Tel: 593 4 2 136 500

General Fax: 593 4 2 136 501

General e-mail: gql.genmbox@cma-cgm.com