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## Services Updates

### CMA CGM to restructure its SEAS services

#### Itapoa

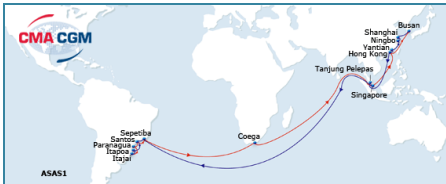


Striving to continuously offer the best possible service to its customers, CMA CGM has decided to review its service pattern in the Asia to South America East Coast trade, with effect from July 2013, aiming at rationalizing the supply in the trade.

The existing SEAS services will be replaced by three new SEAS fixed-day weekly services, **SEAS 1**, **SEAS 2** and **SEAS 3** of which details are available below. The new system's key benefits for customers are:

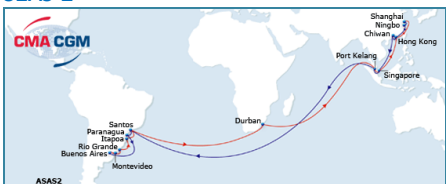
- optimum market coverage;
- improved transit times in key corridors;
- three weekly departures from Shanghai, Ningbo, Hong Kong and Singapore to Santos and Itapoa;
- increased opportunities for South America East Coast exporters to South Africa with **SEAS 1** and **SEAS 2** calling respectively Coega and Durban.

#### SEAS 1



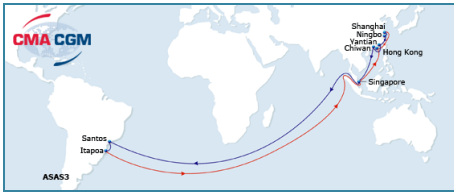
**SEAS 1**, operated with 8 000 TEU vessels, with the following rotation: Busan - Shanghai - Ningbo - Yantian - Hong Kong - Tanjung Pelepas - Singapore - Sepetiba - Santos - Itapoa - Itajai - Paranaíba - Santos (EB) - Sepetiba (EB) - Coega - Singapore - Hong Kong - Busan.

#### SEAS 2



**SEAS 2**, operated with 8 000 TEU vessels, with the following rotation: Shanghai - Ningbo - Hong Kong - Chiwan - Singapore - Port Kelang - Santos - Paranaíba - Buenos Aires - Montevideo - Rio Grande - Itapoa - Santos - Durban - Port Kelang - Singapore - Hong Kong - Shanghai.

SEAS 3



SEAS 3, operated with 8 000 TEU vessels, with the following rotation: Shanghai - Ningbo - Yantian - Chiwan - Singapore - Santos - Itapoa - Singapore - Hong Kong - Shanghai.

The new services allow for a more cost efficient and flexible network, adjusted to the current trading environment, and reflects current market demand in the Far East to South America East Coast trade.

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

INDAMEX: India to USEC within record transit times

INDAMEX



[Click here for more information](#)

At a time of fierce competition on the India to US market, CMA CGM is proud to highlight its first class service that combines a **reliable maritime route** and an **efficient network of intermodal solutions** both ends: [INDAMEX](#).

First competitive advantage of INDAMEX is to offer **transit times** among the best on the market, as detailed in the hereunder transit time table:

INDAMEX TRANSIT TIMES - SOME EXAMPLES				
From ↓ To →	New York	Norfolk	Charleston	Savannah
Mundra*	20 <sup>(1)</sup>	22 <sup>(1)</sup>	24 <sup>(1)</sup>	25 <sup>(1)</sup>
Nhava Sheva*	21	23 <sup>(1)</sup>	25	26
Cochin**	24	26	28	30
Chennai**	28	30	32	34

\* Direct service  
 \*\* Indirect service (can be connected via Damietta on [NEMO](#))  
<sup>(1)</sup> Best current transit time on the market

CMA CGM in India, key figures*	
Employees	405
Offices	24
Direct call ports	7: Mundra, Pipavav, Nhava Sheva, Cochin, Chennai, Haldia, Kolkata
Ships coverage	300 per year
CFS owned	3
ICD served	33
Block trains coverage	100 per year

\* March 2013

Second advantage lies in the port coverage INDAMEX offers:

- Pakistan with Port Qasim call;
- Gateway to Afghanistan via Port Qasim;
- Comprehensive coverage of North West India via Mundra and Nhava Sheva.

As a third and conclusive advantage INDAMEX is offering, CMA CGM wishes to emphasize on its “know how” to operate efficient door-to-door services thanks to integrated intermodal solutions:

- **in India:** country is divided into four main areas CMA CGM can serve via different gateways and a broad network of rail/road connections between main ports and inland depots:

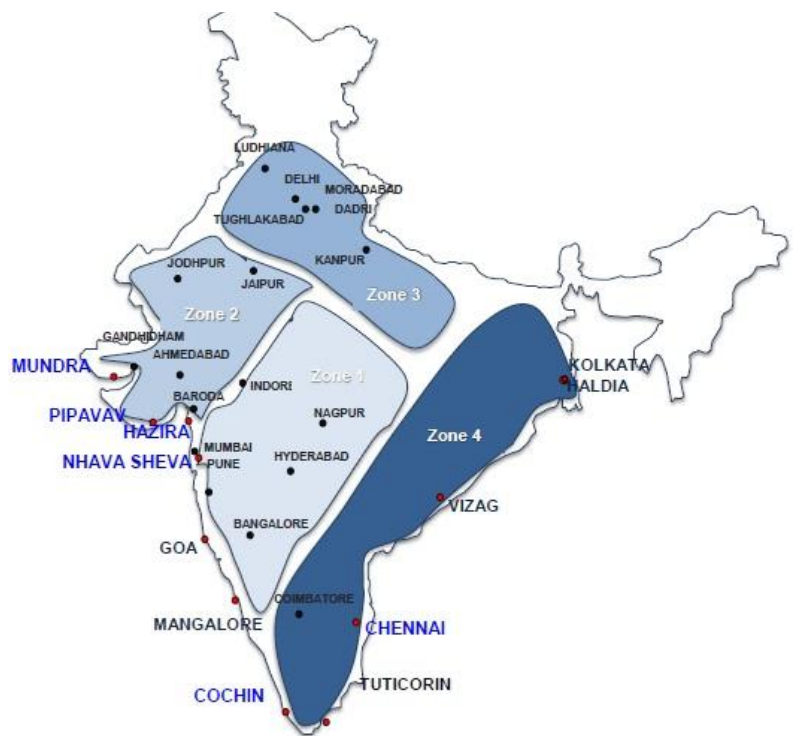
MUNDRA		
Zone 1	Zone 2	Zone 3
Mangalore	Ahmedabad	Delhi
	Jaqipur	Ludhiana
	Kandla	Dadri
	Khodiya	Loni
	Sanand	

NHAVA SHEVA			
Zone 1	Zone 2	Zone 3	Zone 4
Ankleshwar	Baroda	Faridabad	Khedra
Dhanad		Garhiharsaru	
Hyderabad		Ghaziabad	
Mulund		Gurgaon	
Mumbai		Kanpur	
Nagpur		Loni	
Patli		Ludhiana	
Pithampur		Moradabad	
Ratlam			
Talegaon			

COCHIN	CHENNAI
Zone 4	Zone 4
Bangalore	Bangalore
Coimbatore	Coimbatore



- CMA CGM Offices
- Sub-agents
- Direct call ports
- ▲ Owned CFS



Regarding the strategic Delhi/Dadri and Tughlakabad ICDs connections, CMA CGM operates weekly block trains at Mundra:

- From Delhi/Dadri/Tughlakabad: departure on Thursday 22:00, arrival Mundra on Sunday 17:00;
- From Mundra Port, departure on Sunday 22:00, arrival Delhi/Dadri/Tughlakabad on Wednesday 17:00.

Not only CMA CGM connects to ICDs but also manages its own large storage capacities CFS ideally located in North West of India to comply with its customers' requirements:

CFS	Main city	Storage capacity
Gandhidham	Mundra	86 kTEU
Ameya	Nhava Sheva	140 kTEU
Dadri	Delhi	100 kTEU

- in the US, CMA CGM has built strong relationship with major railway operators and truckers to provide a large scale of inland solutions.

Should they be local or long haulage in mini-land bridge (MLB) to connect key points in the Midwest, South Atlantic or even US West Coast, CMA CGM long-term experience of US intermodal networks will be a key advantage.



CSXI Network



Norfolk Southern Network



BNSF Railway Network

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

### CMA CGM JULES VERNE celebrates 35 years of CMA CGM Group

#### FAL1



[Click here for more information](#)

Third of the MARCO POLO Class (a series of three 16 000 TEU vessels), the CMA CGM JULES VERNE, delivered in May 2013 in Busan (South Korea), has reached Marseille on June 3<sup>rd</sup>, 2013.

Deployed on [FAL1](#) service, CMA CGM JULES VERNE has been deviated from its rotation to celebrate the 35<sup>th</sup> anniversary of CMA CGM Group, and has been inaugurated by Mr François Hollande, President of French Republic on June 4<sup>th</sup>, 2013, at a ceremony held in Marseille.



On this special occasion, CMA CGM wishes to thank its customers for their continuous support all over these 35 first years.

## Environment

### CMA CGM reduces its CO<sub>2</sub> emissions by 6% in 2012



CMA CGM Group has released its annual report on air emissions and announces a **6% reduction** of CO<sub>2</sub> emissions in 2012. This remarkable effort amounts to a **reduction of 2 million tons of CO<sub>2</sub>**, versus 2011.

This result is a consequence of the Group policy regarding reduction of the consumption of ships: 2012 figures record, for the owned and chartered fleet, a total of 73 grams of CO<sub>2</sub> per km-TEU. This achievement is directly in line with the ambitious target of 50% reduction by 2015, to the bottom level of 60 grams of CO<sub>2</sub> per km-TEU.

There is no better example than the performance of the most recent and modern ship of the fleet (CMA CGM JULES VERNE, 16 000 TEU), with 40 grams of CO<sub>2</sub> per km-TEU.

CMA CGM JULES VERNE



All conclusions of the annual report allow CMA CGM to meet the growing demands of its customers in terms of carbon footprint (computed by Environment Department and reported as a courtesy service to CMA CGM customers) and also to cope with new regulatory constraints such as the French Grenelle law on carbon display labeling.

For more information, please email our [Environment Department](#).



## Tariff & Surcharge Updates




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GRI  
Asia to North Europe  
(all cargo)

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### 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 the following Rate Restorations Program:

➤ **From Asia (including Japan, South East Asia and Bangladesh) to North Europe (including UK and the full range from Portugal to Russia):**

- US\$ 775 per TEU (all cargo, including dry, OOG's, paying empties, break-bulk and Reefer)

Effective July 1<sup>st</sup>, 2013 (on board date).

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GRI  
Asia to Red Sea  
(all cargo)

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➤ **From Asia to Red Sea, limited to be following PODs (Jeddah, Ain Sokhna, Aqaba, Djibouti, Port Sudan, Aden, Hodeidah):**

- US\$ 300 per TEU (all cargo)

Effective:

- **REX2:** MV XIN ZHENG ZHOU (Voy. RE959W), ETD Shanghai June 09<sup>th</sup>, 2013.
- **REX3:** MV SANTA BELLINA (Voy. 9R013W), ETD Port Kelang June 15<sup>th</sup>, 2013.
- **MEX3:** MV ALMAVIVA (Voy. 2M463W), ETD Shanghai June 07<sup>th</sup>, 2013

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GRI  
Mediterranean to US East Coast  
(all cargo)

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➤ **From Mediterranean to US East Coast:**

- US\$ 200 per 20' (dry and reefer)
- US\$ 300 per 40' (dry and reefer)

Effective July 1<sup>st</sup>, 2013.

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GRI  
IPAK to Europe  
(dry cargo)

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➤ **From India and Pakistan to North Europe and Mediterranean:**

- US\$ 300 per 20' (dry cargo)
- US\$ 600 per 40' (dry cargo)

Effective July 1<sup>st</sup>, 2013.

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GRI  
Asia to Med  
(all cargo)

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➤ **From all Asian ports (including Japan, South East Asia and Bangladesh) to Mediterranean (West and East Mediterranean, Adriatic and Black Sea):**

- US\$ 300 per TEU (all cargo: dry, OOG's, break-bulk and Reefer)

Effective June 8<sup>th</sup>, 2013.

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GRI  
North Europe to USEC  
(all cargo)

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➤ **From North Europe to US East Coast:**

- US\$ 100 per 20' (all cargo)
- US\$ 200 per 40' (all cargo)

Effective July 1<sup>st</sup>, 2013.

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GRI  
North Europe to Mexico  
(all cargo)

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➤ **From North Europe to Mexico:**

- US\$ 100 per 20' (all cargo)
- US\$ 200 per 40' (all cargo)

Effective July 1<sup>st</sup>, 2013.

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GRI  
North Europe to Canada  
(all cargo)

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➤ **From North Europe to Canada:**

- US\$ 100 per 20' (all cargo)
- US\$ 200 per 40' (all cargo)

Effective July 1<sup>st</sup>, 2013.

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GRI  
Asia to USA  
(all cargo)

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➤ **From Asia to USA (except cargo originating from French Polynesia, Australia, New Zealand, Fiji, Papua New Guinea or New Caledonia):**

**To USWC ports:**

- US\$ 320 per 20' (all cargo)
- US\$ 400 per 40' (all cargo)
- US\$ 450 per 40'HC (all cargo)
- US\$ 510 per 45'HC (all cargo)
- US\$ 640 per 53'HC (all cargo)

**To IPI / RIPI via USWC:**

- US\$ 480 per 20' (all cargo)
- US\$ 600 per 40' (all cargo)
- US\$ 675 per 40'HC (all cargo)
- US\$ 760 per 45'HC (all cargo)
- US\$ 960 per 53'HC (all cargo)

**To USEC/US Gulf and USEC/US Gulf IPI / RIPI:**

- US\$ 480 per 20' (all cargo)
- US\$ 600 per 40' (all cargo)
- US\$ 675 per 40'HC (all cargo)
- US\$ 760 per 45'HC (all cargo)

Effective July 1<sup>st</sup>, 2013.

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GRI  
India Subcontinent to USWC  
(all cargo)

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➤ From India Subcontinent to US West Coast:

To USWC ports:

- US\$ 320 per 20' (all cargo)
- US\$ 400 per 40' (all cargo)
- US\$ 450 per 40'HC (all cargo)
- US\$ 510 per 45'HC (all cargo)
- US\$ 640 per 53'HC (all cargo)

To IPI / RIPI via USWC:

- US\$ 480 per 20' (all cargo)
- US\$ 600 per 40' (all cargo)
- US\$ 675 per 40'HC (all cargo)
- US\$ 760 per 45'HC (all cargo)
- US\$ 960 per 53'HC (all cargo)

Effective July 1<sup>st</sup>, 2013.

## Surcharge amendments

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EFS/BAF  
USA/Canada to Latin America  
(all cargo)

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➤ For all cargo loading in USA/Canada (all ports) and discharging in Caribbean, Mexico, Central and South America, CMA CGM has decided to adjust its Emergency Fuel Surcharge/Bunker Adjustment Factor as follows:

- US\$ 424 per 20' (all cargo)
- US\$ 848 per 40' (all cargo)
- US\$ 848 per 40'HC (all cargo)
- US\$ 950 per 45' (all cargo)

Effective July 1<sup>st</sup>, 2013.

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RCS  
USA/Canada to Latin America  
(reefers)

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➤ For reefer cargo loading in USA/Canada (all ports, except Miami) and discharging in Caribbean, Mexico, Central and South America, CMA CGM has decided to adjust its Reefer Consumption Surcharge as follows:

- US\$ 63,6 per 20' (reefers)
- US\$ 127,2 per 40' (reefers)
- US\$ 127,2 per 40'HC (reefers)

Effective July 1<sup>st</sup>, 2013.



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BAF  
Far East and ISC to USA  
(all cargo)

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➤ For all cargo loading in **Far East and Indian Subcontinent** and discharging in **USA**, CMA CGM has decided to adjust its **Bunker Adjustment Factor** as follows:

**To USWC ports:**

- US\$ 422 per 20' (all cargo)
- US\$ 527 per 40' (all cargo)
- US\$ 593 per 40'HC (all cargo)
- US\$ 668 per 45' (all cargo)
- US\$ 843 per 53' (all cargo)

**To US Gulf and USEC ports:**

- US\$ 784 per 20' (all cargo)
- US\$ 980 per 40' (all cargo)
- US\$ 1102 per 40'HC (all cargo)
- US\$ 1241 per 45' (all cargo)

Effective July 1<sup>st</sup>, 2013.

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OWS  
Asia to Med and Black Sea  
(all cargo)

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➤ For all cargo loading in **Asia** and discharging in **Mediterranean (East, West and Adriatic) and Black Sea**, CMA CGM has decided to revise its **Overweight Surcharge (OWS)** as follows:

- US\$ 150 per 20' (all cargo over 17 tons gross weight)

Effective June 8<sup>th</sup>, 2013.

## Rules and Regulation

### Release of cargo in Brazil



CMA CGM wishes to inform its dear customers that the Normative Instruction from Federal Revenue of Brazil No. 1.356/2013 that came in force on May 6<sup>th</sup>, 2013, has made substantial changes in the procedures related to the customs clearance and cargo release. It exempts the Importers/Consignees from presenting the Original Bill of Lading to Customs Authorities, Terminals and Bonded Terminals, for releasing of cargo.

In consequence of this amendment importers/consignees will be able to obtain the release of cargo even if the Original Bill of Lading is in the shipper's hand. Therefore we strongly remind our customers that according to clause 233 of our Bill of Lading, the Carrier will not be responsible for any claim due to delivery of cargo without original bill of lading.

As a reminder, please read the clause 233 of CMA CGM's bill of lading:

*233. Notwithstanding anything to the contrary in this bill of lading Merchant is advised and agrees that according to destination country law and practice the Carrier has no control on the cargo's release once discharged. Moreover Carrier has no interference on Consignee's decision to remove the cargo from one bonded terminal to another. Cargo is delivered through terminals to Receivers. This may be done without surrendering original bills of lading to the ship agent. In such case, the Carrier will not be responsible for any claim due to delivery of cargo without original bills of lading. Thus Shipper must ensure they are paid for their cargo prior to the beginning of the voyage.*

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