



Dear Valued Customer,

We are in the midst of unprecedented challenges within the U.S. supply chain. Most ports in the United States are suffering from congestion, and movement of freight has been dramatically slowed due to a lack of resources across all modes of transport.

In order to expedite the movement of cargo through Southern California, the Ports of Los Angeles and Long Beach, in coordination with the Biden-Harris Supply Chain Disruptions Task Force and U.S. Department of Transportation, have opted to levy a “**Container Excess Dwell Fee**” for containers dwelling in port facilities for long periods of time.

The implementation of this Container Excess Dwell Fee initiative was effective on Monday, November 1, 2021. Although the program is set to go into effect on November 1, 2021, invoicing of these fees will not commence until November 15, 2021.

The ports of Los Angeles and Long Beach will evaluate progress made by carriers, shippers, terminals, truckers and rail operators in clearing out terminal facilities through November 15. If there is not sufficient headway made in moving out long dwelling containers, the directors of both ports may, in their sole discretion, make the invoicing retroactive to November 1. Alternatively, invoicing of these fees may be further postponed should the situation improve significantly through November 15.

CMA CGM will pass through this **Container Excess Dwell Fee** imposed by the Ports of Los Angeles and Long Beach along with any associated costs for containers dwelling in port facilities.

Container Excess Dwell Fee Schedule from Port Authorities is as follows:

Merchant Haulage: US\$ 100 per day after the 8th day of dwell (day 9), increasing incrementally by US\$ 100 each day until the container moves out of the terminal.

IPI - Rail: US\$ 100 per day after the 5th day of dwell (day 6), increasing incrementally by US\$ 100 each day until the container moves out of the terminal.

IPI - Dray Off: US\$ 100 per day after the 8th day of dwell (day 9), increasing incrementally by US\$ 100 each day until the container moves out of the terminal.

Carrier Haulage: CMA CGM will continue to absorb all costs unless shipper is unable to receive the container into their local facility.

Carrier Haulage (MNT): US\$ 100 per day after the 8th day of dwell (day 9), increasing incrementally by US\$ 100 each day until the container moves out of the terminal.

Container Excess Dwell Fee Schedule by Mode:

FEE: Merchant Haulage / Carrier Haulage – MNT / IPI – Dray Off		
Calendar Days on Terminal	Daily Charge (\$)	Cumulative Charge (\$)
9	\$ 100	\$ 100
10	\$ 200	\$ 300
11	\$ 300	\$ 600
12	\$ 400	\$ 1,000
13	\$ 500	\$ 1,500
More than 13	Incremental \$100 increase per day with no limit	

FEE: IPI On Dock Rail		
Calendar Days on Terminal	Daily Charge (\$)	Cumulative Charge (\$)
6	\$ 100	\$ 100
7	\$ 200	\$ 300
8	\$ 300	\$ 600
9	\$ 400	\$ 1,000
10	\$ 500	\$ 1,500
More than 10	Incremental \$100 increase per day with no limit	

Important Notes:

1. The 6th and 9th day are calendar days and commence from day of container discharge.
2. Standard demurrage rates apply as per service contract or tariff terms, whichever is applicable. The charges assessed by the ports of Los Angeles and Long Beach will be in addition to demurrage fees.
3. We are actively engaging our terminal operating partners on invoicing processes. Terminals will bill customers prior to release of cargo or CMA CGM will provide a supplemental invoice. Invoicing methods may vary depending upon the terminal utilized.

We will continue to do our utmost to make cargo available and move cargo in the most expeditious manner possible during these difficult times.

If you have any questions or concerns, please do not hesitate to reach out to your key CMA CGM contact. Thank you for your continued support.

Sincerely,
CMA CGM (America) LLC