



Web Booking	Tracking & Tracing	Sailing Schedule	Vessel Particulars	Coscon Website	NAOC Contact List	Long Beach Service Center Contact List
-------------	--------------------	------------------	--------------------	----------------	-------------------	--

COSCO Announces:

- **New Verified Gross Mass (VGM) Under the Solas Rule Effective July 1 in Tariff 201/101/103/106/108/205/110/112**
- **Increase in the Diversion of Cargo Rule Effective July 29 in Tariff 101/103/110/112**
- **Increase in the Advance Manifest Amendment Fee (AMA) Effective July 30 in Tariff 103/112 (Details for All Listed Below)**

Tariff: 201 - ASU(EB) Far East/Oceania/Indian Sub-Continent to USA & Canada
 COSCON Tariff: 101 - EUA(WB) Europe To USA & Canada
 COSCON Tariff: 103 - MEA(WB) Mediterranean TO USA & Canada
 COSCON Tariff: 106 - SAU(NB) South/Central America to USA
 COSCON Tariff: 108 - UAF (WB) Africa to USA
 COSCON Tariff: 205 - ISU(EB) European & Mediterranean Countries to USA & Canada via Far East
 COSCO NORTH EUROPE Tariff: 110 - EUA (WB) Europe to USA & Canada
 COSCO NORTH EUROPE Tariff: 112 - MEA (WB) Mediterranean Countries to USA & Canada

VERIFIED GROSS MASS UNDER SOLAS RULE

Effective From: **July 1, 2016**

SOLAS REQUIREMENTS

Effective **July 1, 2016** , the Safety of Life at Sea Convention of 1974 (SOLAS) requires that the person named as shipper on the ocean carrier bill of lading or equivalent document and/or who has concluded a contract of carriage with Carrier (hereinafter, the Shipper) provide Carrier with the verified gross mass (VGM) of containers to be transported by vessel. Under SOLAS, the Shipper may obtain the VGM by either (1) weighing the packed container using calibrated and certified equipment; or (2) weighing all packages and cargo items, including the mass of pallets,

dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified scale approved by the competent authority of the jurisdiction in which packing of the container was completed. In certain jurisdictions, authorities may also determine alternative methods of determining the VGM to be compliant with SOLAS. SOLAS requires the VGM be submitted to the Carrier sufficiently in advance to be used in preparation of the vessel stowage plan. SOLAS prohibits Carrier from loading containers for which no VGM is provided.

PROVISION OF VGM

Time for Submitting VGM

In order to enable Carrier to comply with the requirements of SOLAS described above, Shipper or its authorized agent must provide Carrier with the VGM of cargo tendered to Carrier, calculated in accordance with applicable legal requirements, no later than: (Option #1: the cutoff time communicated by Carrier at the time of booking) (Option #2: the following deadlines: (a) For cargo tendered to Carrier or its agent/contractor at loading port CY, no later than: The cut-off time published on COSCO's Website as well as in Booking Confirmation which is based on local practice. (b) For cargo tendered to Carrier or its agent/contractor at an inland facility (including Shippers facility), no later than: the cut-off time published on COSCO's Website as well as in Booking Confirmation which is based on local practice.

Form of VGM

Shipper or its authorized agent shall submit VGM in any one of the following formats:

EDI message (VERMAS)

E-SI

Through Carriers web portal

Via Fax or E-mail

SOLAS requires that the VGM data submitted by Shipper indicate that the weight provided is the VGM and that it be signed by a person duly authorized by Shipper.

Shipper or its agent may fulfill this signature requirement as follows:

In the case of VGM provided via EDI, by including the name of the duly authorized person in CAPITAL LETTERS in the EDI information; or in the case of VGM provided via electronic transmission (e.g., email, email-attachment or fax) or physical delivery of a hard copy document, by including a physical signature of the duly authorized person in the document or by including an electronic signature of the duly authorized person in the document (e.g., signed by NAME IN CAPITAL LETTERS), whichever is applicable.

The foregoing signature shall constitute a warranty by the individual that it is authorized to

sign such document on behalf of Shipper.

DISCREPANCIES BETWEEN VGM AND SUBSEQUENTLY DETERMINED WEIGHT

COSCO (including its agents/contractors) may weigh cargo for which a VGM has been received. If the weight determined by Carrier differs from the VGM received from the Shipper or its agent, Carrier shall replace the VGM on all shipping documents with the weight determined by Carrier.

VGM AMENDMENT ISSUE

It is free if the amendment application received before VGM cut-off. The relevant amendment fee is needed if the application after cut-off time, due to extra work is caused. (Tariff will be further issued) VGM amendment is not acceptable if the actual stowage has been finished. (Specific time please contact our local office)

FAILURE TO TIMELY SUBMIT VGM

If a loaded container is received without a VGM or if the VGM is not received by the deadline established under this rule, Carrier shall have the option to either: Refuse to load the container until a VGM is supplied by Shipper, in which case any and all costs, fees, expenses, damages and/or penalties of every and any type, nature or source shall be for the account of the cargo; or weigh the cargo upon available facility in terminal and use that weight in lieu of the VGM, in which case the related cost shall be applied for the account of the cargo. If a loaded container is denied admission to a marine terminal facility due to the lack of a VGM, all costs and consequences of such denial shall be for the account of the Shipper and/or cargo.

If a loaded container is denied admission to a marine terminal facility or rail ramp, whichever is applicable, due to the lack of a VGM or non-compliance with SOLAS, all costs, as noted herein, and any other costs and expense arising from the consequences of such denial shall be for the account of the Shipper and/or cargo.

COSCON Tariff: 101 - EUA(WB) Europe to USA & Canada
COSCON Tariff: 103 - MEA(WB) Mediterranean Countries to USA & Canada
COSCO NORTH EUROPE Tariff: 110 - EUA(WB) Europe to USA & Canada
COSCO NORTH EUROPE Tariff: 112 - MEA(WB) Mediterranean Countries to USA & Canada

DIVERSION OF CARGO

Effective From: **July 29, 2016**

Diverted shipment will be assessed the rate(s) and/or charges from origin to destination to which diverted in accordance with tariffs on file with FMC.

Diversion charges or administrative charges are payable by the party requesting the diversion.

Request for diversion must be made in writing 72 hours, Saturdays, Sundays and Holidays excluded, prior to vessel's arrival at the first discharge port. When cargo is diverted at shipper's and/or consignee's request and at the carrier's option, to a "Port of Discharge" and/or "Place of Delivery" other than that stated on the original Bill of Lading, the following charges will be assessed:

Diversion causing a change to another Port of Discharge will be assessed an administrative charge of **US\$ 200.00** per Container. Diversion causing a change of "Port of Discharge" to another "Port of Discharge" (within the base port scope, according to Rule 1) will be assessed a diversion fee of the actual shifting expense.

Diversion causing a change to "Place of Delivery" will be assessed a diversion fee if the port of discharge remains unchanged.

Diversion fee shall be **US\$ 200.00** per Bill of Lading Change in "Place of Delivery" for following conditions:

Change from original billed inland point to a different inland point.

Change from CY port to an inland point.

Change from original billed inland point CY to the same inland point Door.

Change from original billed inland point to CY port.

Change from original billed inland point Door to the same inland point CY.

Where diversion results in additional expenses to the carrier, such additional charges will be for the account of the cargo.

DIVERSION MADE BY OCEAN CARRIER:

When the ocean carrier discharges at a terminal port other than the port named in the ocean Bill of Lading, the ocean carrier may arrange at its option for movement via rail, truck or water, of the shipment from the port of actual discharge only as indicated hereunder:

To ocean carrier's terminal (motor, rail, or water) at port of destination declared on the Bill of Lading at the expense of the ocean carrier.

The ocean carrier may forward cargo direct to a point designated by the consignee, provided the consignee pays the costs which he would normally have incurred either by rail, truck or water, to such point if the cargo had been discharged at the terminal port named in the ocean Bill of Lading. Within any commercial zone, such payment by the consignee shall be the cost he would normally have incurred to such point of delivery but in no case less US\$0.30 per 100LBS. (US\$6.62 per 1,000 KGS).

Note: In the event of cargo being discharged at the freight rates applicable to the port of destination named in the Bill of Lading shall be assessed.

COSCON Tariff: 103 - MEA(WB) Mediterranean To USA & Canada

COSCO NORTH EUROPE Tariff: 112 - MEA(WB) Mediterranean To USA & Canada

SUBMISSION OF CARGO DECLARATION DATA (MSC/MSA AND AMA)

Effective From: **July 30, 2016**

ADVANCE MANIFEST AMENDMENT FEE (AMA)

In the event that Carrier is required to correct cargo declaration information previously submitted to the Customs Service due to an error or omission on the part of shipper or its agent, shipper shall pay Carrier Advance Manifest Amendment Fee for each submission to the Customs Service that must be corrected.

The Advance Manifest Amendment Fee shall be charged each time a submission is corrected and shall be:

For all countries: **USD 40 per correction.**

The Advance Manifest Amendment Fee (AMA) shall be prepaid unless otherwise agreed in writing. Carrier may hold shipper and consignee named on its ocean bill of lading jointly and severally liable for payment of the charge.

Please contact your COSCO sales representative, our North American Operations Center (NAOC) at 1-866-830-2550 or our Long Beach, CA Service Center at 1-866-502-6726 if you have any questions.

Thank you for being a valued customer.
We appreciate your business and continued support.

COSCO Container Lines Americas, Inc.