



## MEDITERRANEAN SHIPPING COMPANY CHILE

January / 2012

24<sup>th</sup> of January 2012

# NEWSLETTER

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\* Information published in this edition is for referential reasons and may be subject to change.

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## DOCUMENTATION COSTS / 2012

ITEM	VALUE IN CH\$ (WITHOUT IVA INCLUDED)	VALUE IN CH\$ (WITH IVA INCLUDED)
BLS VALUATION OF IMPORT	\$15.000	\$17.850
SDE – EXPORT DOCUMENT SERVICE	\$20.000	\$23.800
BL EMISSION OF IMPORT:	\$18.000	\$21.420
CERTIFICATES OF IMPORT / EXPORT:	\$21.000	\$24.990
OUT OF TERM EXPORT MATRIX (presentation)	\$50.000	\$59.500
MATRIX CORRECTION	\$27.000	\$32.130
CORRECTION TO BL EXPO 48 WORKING HOURS BEFORE DEPARTURE	\$40.000	\$47.600
CORRECTION TO BL EXPO 48 WORKING HOURS AFTER DEPARTURE	\$80.000	\$95.200
REISSUE OF BL EXPORT:	\$15.000	\$17.850
EXPLANATIONS OF MANIFEST WITHIN 7 DAYS (IMPORTS FFWW & MASTER)	\$25.000	\$29.750
EXPLANATION OF MANIFEST OUT OF 7 DAYS (IMPORTS FFWW & MASTER)	\$45.000	\$53.550
PREPARATION OF EXPLANATIONS AND PRESENTATIONS TO CUSTOM OFFICE WITHIN 7 DAYS (IMPORTS)	\$45.000	\$53.550
PREPARATION OF EXPLANATIONS AND PRESENTATIONS TO CUSTOM OFFICE AFTER 7 DAYS (IMPORTS)	\$64.000	\$76.160
CHANGES OF STORAGE	\$64.000	\$76.160
ENABLING	\$15.000	\$17.850
ENABLING WITHOUT NOTICE	\$64.000	\$76.160
TELEX RELEASE	\$27.000	\$32.130
CERTIFICATE OF SHIP AND LINE CERTIFICATE	\$21.000	\$24.990
CHECK SHIPPING (SAG)	\$20.000	\$23.800
CANCELLATION OF ISSUED BILL	\$6.500	\$7.735
SMA (USA-MEXICO-PUERTO RICO-CANADA) (SE INCLUYE EN BL)	USD 40	
LATE ARRIVAL REEFER	\$100.000	\$119.000
LATE ARRIVAL DRY	\$50.000	\$59.500

\*\*\* As From February 13, 2012\*\*\*

1. The presentation of matrices must be performed within 12 hours after admission of container in stacking and as deadline to early or normal close stacking as applicable (whichever comes first). Any matrix submitted within this period may be revised 1 time, without cost to the customer, until the early or normal close of stacking (cut off) as appropriate.
2. For reservations with more than one container, the aforementioned period shall run from entry of the last container in stacking.
3. The containers with Cut Off which don't have a presented matrix at the close of advance stacking will be rolled to the next ship and all costs be paid by the customer.

# TERMINAL NAMES AS DISCHARGE PORTS

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We have been informed by our headquarters that as from the **29<sup>th</sup> of December, 2011** it is forbidden to indicate the name of the Terminal in the field "Port of Discharge" in the Bill of Lading. Please consider this measure to all export formalities, especially Letters of Credit.

## BUNKER CONTRIBUTION (BUC)

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We inform you that as from **the 1<sup>st</sup> of February, 2012** the value of the surcharge BUC (Bunker Contribution), applied to all charges with destination

1. **FAR EAST** will have the following values :

20' USD 576  
40' USD 1152

2. **NORTH OF EUROPE , MEDITERRANEAN AND RELAY** will have the following values:

### **DRY CHARGES**

20' USD 845  
40' USD 1690

### **BUC CHARGES REEFER**

20' USD 945  
40' USD 1890

We inform you that as from January 15<sup>th</sup>, 2012 the value of the surcharge BUC for charges FAR EAST to WCSA (Chile) will be **usd 1134 x TEU**.

As usual, this value will be included in the bill of lading **prepaid or collect status, as appropriate, the payment terms of freight base.**

## GENERAL RATE INCREASE (GRI) – FAR EAST

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We inform you that since January 5, 2012, MSC will implement a General Rate Increase of USD 500 x TEU for all loads to WCSA FAR EAST (Chile).

## FLEXITANK SURCHARGE (FTS)

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We inform you that since January of this year, MSC will implement a surcharge used for shipments for flexibags called **Flexitank Surcharge (FTS)**.

The amount of this fee will be **USD 400 x TEU** and applied as follows.

1. Charges with destination USEC Y USWC (**SINCE FEBRUARY 4, 2012 inclusive**)
2. Charges to other destinations in the world (**SINCE JANUARY 20, 2012 inclusive**)

This value is included in the bill of lading in the same condition the payment of ocean freight.

## LATE ARRIVAL CHARGE / 2012

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We inform the charge for Late Arrival date concept, which will be implemented as from February the 1st, 2012.

ITEM	VALUE CH\$(WITHOUT IVA INCLUDED)	VALUE CH\$(WITH IVA INCLUDED)
LATE ARRIVAL REEFER	\$100.000	\$119.000
LATE ARRIVAL DRY	\$50.000	\$59.500

## TURKEY CUSTOMS

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We inform you that since 01.01.2012, Turkey Customs will require that your loads are expressed early, like other worldwide Customs are requiring. The transmission must be made at least 24 hours before the start of loading at the foreign port prior to the first port in Turkey. This regulation applies to all cargo for export to Turkey, and loads with T / S in this country, except for **FROB** cargo. In order to comply with this new regulation, it is essential that the shipping instructions (SI) are presented with real and complete data. Also they must comply with the documentary cuts established for each ship.

The data required to be included for proper transmission of the manifest are:

- ✓ Full name and address of the shipper, consignee and notifying
- ✓ TAX ID of the receiver, in case of a B / L "To Order", the Tax ID must be the notifier
- ✓ All data associated with the shipment / container: no. container, seal, correct description of the goods, etc.

## CANADA CUSTOMS

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We remind you that Canada Customs requires the demonstration of actual data from both the shipper and the consignee. In case of acting as NVOCC, this should be informed in yours matrices, for us to indicate in our system that the client will direct transmission to the Custom. In case you do not have the ability to transmit directly to the Canadian Customs, it is mandatory that in addition to the data indicated in the B / L master, enter yours data matrices both shipper as consignee That will allowed us to include this information in the manifest.

If you don't follow one of these modalities, your charge is at risk of being on hold at the port of transshipment until you make the correct expression of the load. Please note that if you receive a message "**Do not Load**" for shipment, this will automatically affect a penalty of **USD 60** additional to the costs associated with a correction in case you need to process some.

# RATE OF CLEANING AND MINOR REPAIRS (IMPORT CONTAINERS)

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MSC Chile, announces that since January 16th, 2012 we will apply updated rates to cover the risk of repair and cleaning costs under the **containers "full" import to Chile** that are removed from the port of destination of the load.

This fee must be paid in the different MSC port agencies of Arica, Iquique, Antofagasta, Valparaíso, San Antonio, San Vicente and Coronel, and then continue with the processing needed to remove the container from the port.

This fee does not include the following items to be charged to the client:

Major repairs to USD 400 to be made once the container back to MSC.

Special cleaning and / or chemical container.

The value of demurrage, daily compensation that is payable by the customer to MSC for not returning the container within the maximum authorized by the Shipping for this effect, which corresponds to the period that is loaned to the respective container (7 days calendar to count container removal port).

In Chilean pesos, the rate is as follows

Container 20' DV	CH\$ 28.500 + IVA
Container 20' FL	CH\$ 28.500 + IVA
Container 20' OT	CH\$ 38.500 + IVA
Container 20' PL	CH\$ 28.500 + IVA
Container 20' RE	CH\$ 40.000 + IVA
Container 40' DV	CH\$ 45.500 + IVA
Container 40' FL	CH\$ 65.500 + IVA
Container 40' HC	CH\$ 55.500 + IVA
Container 40' OT	CH\$ 65.500 + IVA
Container 40' PL	CH\$ 65.500 + IVA
Container 40' HR	CH\$ 77.500 + IVA