

Ocean Transport Tariff & Charges - From Central/Latin America to Europe

1. Basic Ocean Freight

valid from
 valid till

Central/Latin America to North Europe									
Port of Loading	Terms	Port of Destination	Terms	20' Dry	40' Dry	40' HC Dry	20' Reefer	40' HC Reefer	
Central/Latin America Main Ports (1)	CY	North Europe Main Ports (2)	CY	USD 800	USD 1,000	USD 1,000	USD 3,000	USD 3,000	

Definitions:

- (1) Central/Latin America Main Ports: Caucedo, Dominican Republic / Cartagena, Colombia / Balboa - Manzanillo, Panama
 (2) North Europe Main Ports: Antwerp, Hamburg, Le Havre, Rotterdam, Southampton

Remarks:

1. The total price for ocean transport consists of various components of which the Basic Ocean Rate is one of the components. In order to find out the price applicable for an ocean transport the Basic Ocean Rate needs to be completed with:

- Bunker related surcharges which are **Bunker Adjustment Factor (BAF)** and **Low Sulphur Surcharge (LSF)**;
- Security related charges (if applicable).
- Terminal Handling Charges (THC).
- Surcharges reflecting foreseeable high demand such as **Peak Season Surcharges (PSS)**.

In addition to the charges and surcharges mentioned above other ocean, local and contingency charges may apply.

For further guidance on our Local Charges and Surcharges please check our 'Local Charge and Free Time Tariff' sections which you can find via below hyperlink <http://cms.molpower.com/Tariffs-/Surcharge-Website>

2. Basic Ocean Rate levels shown are valid for **transports effected on basis CY/CY**.
3. **Basic Ocean Rate levels shown for dry cargo are valid for Freight All Kind (FAK) cargo** which covers all commodities except for hazardous cargo, odorous cargo (i.e. fishmeal), noxious cargo (i.e. carbon black), ad valorem cargo, high value cargo (i.e. silver bars, art) bank notes and bank note paper, coins and other forms of currency, alcoholic beverages, tobacco and tobacco products such as cigarettes and cigars, pharmaceuticals and medical material, military and police cargo, cargo moving in/on special equipment such as flatracks, open tops, platforms, tankcontainers and other equipment types which are not considered standard dry equipment, cargo requiring 'foodstuff standard' dry equipment, cargo packed in flexitanks, cargo in bulk, cargo moving in shipper owned containers (full and empty), live animals and plants, dried fruits and nuts, hides, stone and marble blocks, metal scrap, waste and cargo classified as waste. For other commodities please contact your local MOL sales office. Contact details be found on: www.molpower.com
4. For hazardous FAK cargo please check details on Hazardous Cargo Additional in section 9 of this document 'Other Ocean Charges & Surcharges'
5. **Basic Ocean Rate levels for Reefer cargo are only valid for foodstuffs frozen** (between -5 dgr C and -25 dgr C). For other commodities or foodstuffs shipped at different temperature ranges please contact your local MOL sales office. Contact details be found on: www.molpower.com
6. **None of the price information published relates to other than the commodities and equipment types mentioned.** Quotes for other commodities and other equipment types than the ones mentioned can be obtained by contacting your local MOL office.
7. For basic ocean rates on USA FMC related trades please refer to the FMC filing on www.MOLpower.com (FMC Tariff filing): https://www.ratebase.net/rateBASE/Servlet/loginServlet?user_id=molupass&password=molu389

2. Outport Additional

North Europe Outports	20' Dry	40' / 40' HC Dry	20' Reefer	40' HC Reefer
Aarhus, Fredericia, Tallinn, Helsinki, Kotka, Rauma, Dublin, Cork, Riga, Klaipeda, Oslo, Kristiansand, Gdynia, Szczecin, Leixoes, Lisbon, St Petersburg, Gaevle, Helsingborg, Stockholm, Bilbao, Vigo, Grangemouth, South Shields, Greenock, Belfast	USD 800	USD 1,200	USD 1,000	USD 1,400
Central/Latin America Outports	20' Dry	40' / 40' HC Dry	20' Reefer	40' HC Reefer
Barranquilla, Callao, Guayaquil, Manaus, Paita, Port of Spain, Puerto Limon, Santa Marta, San Juan, Villa do Conde	USD 700	USD 1,000	USD 1,000	USD 1,400

Remarks:

Outport additional related to the specific zone are to be added to the 'Basic Ocean Rate' applicable for that some zone. In case both the origin port and the destination ports are outports both additional have to be added.

3. Bunker Adjustment Factor (BAF)

Trade/Scope	Direction	Comments	Valid from	Until	20' Dry	40' / 40' HC Dry	20' Reefer	40' HC Reefer
Central/Latin America to North Europe	EB		5/1/2017	5/31/2017	USD 147	USD 394	USD 147	USD 294
Central/Latin America to North Europe	EB		6/1/2017	6/30/2017	USD 150	USD 300	USD 150	USD 300

Remarks:

-Bunker Adjustment Factors are reviewed on a monthly basis.

4. Low Sulphur Surcharge (LSF)

Trades (European Mainports)	Direction	Validity	20'	40'
Central/Latin America to North Europe	EB	until further notice	USD 65	USD 130

Remarks:

- As a global shipping company with operations around the world, MOL Liner is committed to comply with the international environment regulations in order to maintain our environment sustainability. From January 2015 MOL Liner engages in full compliance in the implementation of new Low Sulphur Fuel Policy set by the International Maritime Organization (IMO) in which the new policy requires every ship operating within the Emission Control Areas (ECAs) to use fuel with a maximum allowed sulfur content of 0.1% (current limit: 1.0%). As low sulphur fuel is significantly more expensive than then standard heavy fuel a 'Low Sulphur Surcharge' has been introduced to recover the additional cost which is the result of us complying with the new IMO fuel policy.
- The Low Sulphur Surcharge levels are reviewed on a quarterly basis.

5. Currency Adjustment Factor (CAF)

Remarks :

- Currency Adjustment Factor is currently not applicable.
- Currency Adjustment Factors are reviewed on a monthly basis.

6. Terminal Handling Charges (THC)

6.1. Europe

Europe THC (origin / destination) - valid as from 1 February 2017 until further notice							
Country	Ports	Other remarks	Currency	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
Austria	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Austria	Origin/Destination THC;	EUR	240	240	355	355
Belgium	Antwerp	Origin/Destination THC	EUR	185	185	285	285
Czech Republic	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Czech Republic	Origin/Destination THC	EUR	240	240	355	355
Denmark	Aarhus, Fredericia, Copenhagen	Origin/Destination THC	DKK	1030	1030	1519	1519
Estonia	Tallinn	Origin/Destination THC	EUR	190	190	235	235
Finland	Helsinki, Kotka, Rauma	Origin/Destination THC	EUR	140	140	230	230
France	Le Havre	Origin/Destination THC	EUR	205	205	335	335
Germany	Bremerhaven, Hamburg	Origin/Destination THC	EUR	240	240	355	355
Hungary	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Hungary	Origin/Destination THC	EUR	240	240	355	355
Ireland	Dublin, Cork	Origin/Destination THC	EUR	135	135	203	203
Latvia	Riga	Origin/Destination THC	EUR	145	145	180	180
Lithuania	Klaipeda	Origin/Destination THC	EUR	170	170	205	205
Netherlands	Rotterdam	Origin/Destination THC	EUR	220	220	305	305
Norway	Oslo, Kristiansand	Origin/Destination THC	NOK	1110	1110	1519	1519
Poland	Gdansk, Gdynia, Szczecin	Origin/Destination THC	EUR	120	120	245	245
Portugal	Leixoes, Lisbon	Origin/Destination THC	EUR	175	175	295	295
Russia (Baltic Ports)	St Petersburg	Origin/Destination THC	USD	385	385	460	460
Spain	Bilbao, Vigo	Origin/Destination THC	EUR	180	180	280	280
Sweden	Gaefve, Gothenburg, Helsingborg, Stockholm	Origin/Destination THC	SEK	1385	1385	2010	2010
Switzerland	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Switzerland	Origin/Destination THC	EUR	220	220	305	305
UK	Belfast, Greenock, London Gateway, Southampton, South Shields, Felixstowe	Origin/Destination THC	GBP	135	135	198	198

6.2 Central/Latin America

Details on the Terminal Handling Charges (THC) applicable at origin/destination for Mexico can be found on the 'Local Charge and Free Time Tariff' section of our website in the country files of the relevant countries. You can reach the files following the hyperlink: <http://cms.molpower.com/Tariffs-/Surcharge-Website>

7. Security Charges

7.1. Vessel Security Charges (ISPS)

Vessel Security Charges are currently included in our Basic Ocean Freight.

7.2. Terminal Security Charges

Details on the Terminal Security Charges applicable can be found on the 'Local Charge and Free Time Tariff' section of our website in the country files of the relevant countries. You can reach the files following the hyperlink: <http://cms.molpower.com/Tariffs-/Surcharge-Website>

8. Peak Season Surcharge

Trade/Scope	Direction	Comments	Valid from	Until	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
Central/Latin America to North Europe	EB	not applicable						

9. Other Ocean Charges & Surcharges

Name/description	Code	Validity	Currency	20'Dry	40'Dry	40'HC Dry	20'Reefer	40'HC Reefer
ENS Filing Surcharge (Entry Summary Declaration) (1)	NSR	until further notice	USD	USD 30	USD 30	USD 30	USD 30	USD 30
ENS Correction Charge	NCS	until further notice	USD	USD 40	USD 40	USD 40	USD 40	USD 40
Winter Surcharge (2)	WNT	from 1 December 2016 until 30 April 2017	USD	USD 100	USD 200	USD 200	USD 100	USD 200
Gothenburg Congestion Surcharge (import/export)	GCS	until further notice	EUR	EUR 135	EUR 270	EUR 270	EUR 135	EUR 270
Hazardous Cargo Surcharge (Westbound) (3)	HCC	until further notice	USD	USD 100	USD 100	USD 100	USD 100	USD 100
Hazardous Cargo Surcharge (Eastbound) (3)	HCC	until further notice	USD	USD 100	USD 100	USD 100	USD 100	USD 100
Change of Destination fee (4)	COD	until further notice	USD	USD 400	USD 400	USD 400	USD 400	USD 400

Remarks :

- (1) - The ENS Filing surcharge covers for the administration cost for filing ENS as such complying with the advance cargo security rule introduced by the European Union.
- (2) - The Winter Surcharge is applicable only on the routes to/from Russia (Baltic ports)
- (3) - Hazardous cargo additional applicable for IMO classes 2, 3, 4, 6, 8 and 9. Quotes for other IMO classes on request only. Hazardous cargo acceptance only upon vessel operator acceptance and in accordance with internal and IMDG rules.
- (4) - The 'Change of Destination Fee' covers for additional administrative and operational planning work required. Any costs related to additional cargo handling (e.g. addition moves to liberate the relevant container(s) from the vessel will be billed in addition. Upon required an indication of the number of additional moves (if any) required to perform the change of destination requested for can be obtained.