



Landside Tariff Surcharge - Japan (JP)

Updated 31-Mar-2017

Surcharge/Service/Penalty Name / Description	Charge CODE	TRADE Scope	BOUND Export / Import	Location City / Port	TYPE (M,O,X)	Effective DATE DD-MM-YYYY	Rate BASE CODE	Currency CODE	DRY Standard Container for General Cargo				DRY Standard Container for all DG/Hazardous Cargo				REEFER Container		DRY Special Container (Flat Rack, Open Top, Tank, etc)			Remarks (further information)		
									S2 (20/8'6")	S4 (40/8'6")	C4 (40/9'6")	C5 (45/9'6")	S2 (20/8'6")	S4 (40/8'6")	C4 (40/9'6")	C5 (45/9'6")	R2 (20/8'6")	Z4 (40/9'6")	20' (20/8'6")	40' (40/8'6")	Other size (Pls specify)			
Terminal Handling Charge at Origin for FCL	THO	ALL	Export	ALL	M		PC	JPY	30,000	45,000	45,000	45,000	30,000	45,000	45,000	45,000	39,000	58,500	30,000	45,000	45,000			
Terminal Handling Charge at Origin for CFS	THO	SE Asia, Taiwan, HKG, Macau, South P.R.China	Export	ALL	M		RT	JPY	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	same for all containers	
LCL charge at Origin for CFS	CFO	ALL, except Europe	Export	ALL	M	1-Oct-2008	RT	JPY	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	N/A	N/A	N/A	N/A	same for all containers	
LCL charge at Origin for CFS	CFO	Europe Trade	Export	ALL	M	1-Oct-2008	RT	JPY	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	4,776	4,776	N/A	N/A	N/A	N/A		
Documentation Fee at Origin	ODF	ALL	Export	ALL	M	1-Apr-2015	PB	JPY	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	subject to TAX (8% = JPY184)	
Seal/Re-sealing charge for FCL	RSC	ALL	Export	ALL	M	15-Oct-2014	PC	JPY	400	400	400	400	400	400	400	400	400	400	400	400	400	400		
Seal/Re-sealing charge for CFS	RSC	ALL	Export	ALL	M	15-Oct-2014	PT	JPY	40	40	40	40	40	40	40	40	40	40	40	40	40	40		
Foreign Office Collection (for 3rd Country Payment at non-Origin/Dest. Country)	FOC	ALL		BOTH	O	22-Aug-2013	PB	USD	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	subject to TAX
Terminal Handling Charge at Dest. for FCL	THD	ALL	Import	ALL	M		PC	JPY	30,000	45,000	45,000	45,000	30,000	45,000	45,000	45,000	39,000	58,500	30,000	45,000	45,000	45,000		
Terminal Handling Charge at Dest. for CFS	THD	ALL	Import	ALL	M		RT	JPY	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	same for all containers	
LCL charge at Destination for CFS	CFD	North America Trade	Import	ALL	M		RT	JPY	3,980	3,980	3,980	3,980	7,760	7,760	7,760	7,760	3,980	3,980	N/A	N/A	N/A	N/A	JPY 13,000/unit for vehicle	
LCL charge at Destination for CFS	CFD	Europe Trade	Import	ALL	M		RT	JPY	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	4,745	JPY 30,000/unit for vehicle	
LCL charge at Destination for CFS	CFD	ALL (except N.America & Europe)	Import	ALL	M		RT	JPY	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	3,980	N/A	N/A	N/A	same for all containers	
Documentation Fee at Destination	DDF	ALL	Import	ALL	M	1-Apr-2015	PB	JPY	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	2,300	subject to TAX (8% = JPY184)	
Customs Advanced Information Charge	NSR	ALL	Import	ALL	M		PB	USD	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	same for all containers
Seal/Re-sealing charge for FCL	RSC	ALL	Export	ALL	O	15-Oct-2014	PC	JPY	400	400	400	400	400	400	400	400	400	400	400	400	400	400	400	not applicable to Flat Rack and SOC
Customs Advanced Information Correction Charge *Note[8]	NSC	ALL	Import	ALL	O		PB	USD	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	same for all containers
Legend / Definition:																								
Charge CODE = MOL Charge-code (3 digits)																								
TRADE = Specific Pricing-Scope (tradelane) of application, if not applicable to ALL. BOUND = Export at Origin, Import at Destination, or BOTH.																								
TYPE = Application logic: M (Mandatory) is BL-Basic surcharge for all shipments, O (Optional) is for BL On-Demand operation cost recovery per Customer additional request, X (Non-Carrier-Revenue) is Carrier just to collect on behalf of local Government/Customs/Port Authority, per their process/rules.																								
Effective DATE logic = Vessel Sailing/On-board Date for non-FMC regulated shipments, Last Container Gate-in Date for FMC regulated shipments.																								
Rate BASE = Surcharge application basis: PC (Per Container), PB (Per BL), Size 20', 40' (40HC), 45', PT (Percentage), RB (Range Basis), RT (Revenue Tons)																								
Note [1]	All above LANDSIDE (Local) Surcharges are applicable as TODAY, unless specify any Effective Date. If any coming Expiry Date, please check Row-REMARKS.																							
Note [2]	For trades to/from the EEA, this page provides the tariff rates for Terminal Handling Charges (THC) at origin and/or destination and Port or Terminal Security Charges (if applicable). The other elements of a full tariff rate can be found here under the 'Ocean Transport Tariff & Charges' section on www.molpower.com <ul style="list-style-type: none"> • Basic Ocean Rate (see Basic Ocean Rates section) • Bunker related surcharges (Bunker Adjustment Factor (BAF), Low Sulphur Surcharge (LSF)) • Security surcharges (ISPS) • Peak Season Surcharges (PSS) In addition to the above other local and contingency charges may apply.																							
Note [3]	For USA FMC related Trades, the Effective Date could be different from above. Please refer FMC filing in www.MOLPower.com (FMC Tariff filing).																							
Note [4]	Above surcharges including USA FMC Trades are For Your Reference only, and if any discrepancies, please follow the actual FMC Tariff filing.																							
Note [5]	Above REEFER Container rates including both General & DG/Hazardous Cargo, but excluding RAD (Reefer As Dry) shipments. RAD shipment should apply same as DRY-S2 & DRY-C4 basically, unless specified.																							
Note [6]	All DG/Hazardous and Dry Special Container shipments are subject to pre-approval by Carrier Operator.																							
Note [7]	All of these information is subject to change with or without notice at sole discretion of MOL. If you have any questions, please contact your local sales office.																							
Note [8]	Applicable to amendment of BL data prior to ATD (Vessel's departure at the loading port), not applicable after ATD. This charge is associated to NSR(Customs Advanced Information Charge). Manifest Amendment Fee(MFA) not BL Amendment Fee(BLA) are not applicable at any time.																							

Mitsui O.S.K. Lines

Tariff Demurrage & Detention FreeTime and Charge

Country/Sub-region: **Japan (JP)** Effective-Date: **31-Mar-2017**

Demurrage Free Time

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	FreeTime days	Remarks
Export	ALL	ALL	ALL	ALL	ALL	ALL			See definition
Import	ALL	ALL	Dry / SOC	ALL	General Cargo	ALL	Business days (i.e. excl. Sat/Sun/Holidays)	6	Please see Notes: #1, #2
Import	ALL	ALL	Reefer / Special	ALL	ALL	ALL	Business days (i.e. excl. Sat/Sun/Holidays)	3	Special = (Open Top, Flat Rack) SOC = (Shipper's Own Container)

Demurrage Charge (after FreeTime days)

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	Day Range/Period	Currency	Per Day Amount	Remarks
Export	ALL	ALL	ALL	ALL	ALL	ALL					See definition
Import	ALL	ALL	Dry /SOC	20'	ALL	ALL	Calendar days	1-4	JPY	4,280	
Import	ALL	ALL	Dry /SOC	20'	ALL	ALL	Calendar days	5-9	JPY	6,840	
Import	ALL	ALL	Dry /SOC	20'	ALL	ALL	Calendar days	10 onwards	JPY	13,680	
Import	ALL	ALL	Dry /SOC	40'	ALL	ALL	Calendar days	1-4	JPY	6,450	
Import	ALL	ALL	Dry /SOC	40'	ALL	ALL	Calendar days	5-9	JPY	10,260	
Import	ALL	ALL	Dry /SOC	40'	ALL	ALL	Calendar days	10 onwards	JPY	20,520	
Import	ALL	ALL	Reefer / Special	20'	ALL	ALL	Calendar days	1-4	JPY	9,000	
Import	ALL	ALL	Reefer / Special	20'	ALL	ALL	Calendar days	5-9	JPY	18,000	
Import	ALL	ALL	Reefer / Special	20'	ALL	ALL	Calendar days	10 onwards	JPY	36,000	
Import	ALL	ALL	Reefer / Special	40'	ALL	ALL	Calendar days	1-4	JPY	13,500	
Import	ALL	ALL	Reefer / Special	40'	ALL	ALL	Calendar days	5-9	JPY	27,000	
Import	ALL	ALL	Reefer / Special	40'	ALL	ALL	Calendar days	10 onwards	JPY	54,000	

Detention Free Time

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	FreeTime days	Remarks
Export	ALL	ALL	ALL	ALL	ALL	ALL			See definition
Import	ALL	ALL	Dry / Reefer / Special	ALL	ALL	ALL	Business days and Sat (i.e. excl. Sun/Holidays)	5	Please see Notes: #3

Detention Charge (after FreeTime days)

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	Day Range/Period	Currency	Per Day Amount	Remarks
Export	ALL	ALL	ALL	ALL	ALL	ALL					See definition
Import	ALL	ALL	Dry	20'	ALL	ALL	Calendar days	1-5	JPY	1,030	
Import	ALL	ALL	Dry	20'	ALL	ALL	Calendar days	6 onwards	JPY	2,060	
Import	ALL	ALL	Dry	40'	ALL	ALL	Calendar days	1-5	JPY	1,650	
Import	ALL	ALL	Dry	40'	ALL	ALL	Calendar days	6 onwards	JPY	3,300	
Import	ALL	ALL	Reefer	20'	ALL	ALL	Calendar days	1-5	JPY	5,000	
Import	ALL	ALL	Reefer	20'	ALL	ALL	Calendar days	6 onwards	JPY	7,000	
Import	ALL	ALL	Reefer	40'	ALL	ALL	Calendar days	1-5	JPY	7,000	
Import	ALL	ALL	Reefer	40'	ALL	ALL	Calendar days	6 onwards	JPY	10,000	

Notes

Note #1	ALL	ALL locations	If cargo is subject to plant quarantine, additional 1 day free time will be granted.
Note #2	N.America & Asia trades	ALL locations	Additional free time will be granted depending on the number of unit. Consignee can accumulate the units of the same vessel, voyage, place of receipt, place of delivery and commodity. 11-15 units add 1 day, 16-20 units add 2 day, 21-30 units add 3 days, 31-44 units add 4 days, 45-60 units add 6 days, thereafter 9 days.
Note #3	ALL	ALL locations	There is additional free time in case of place of delivery is Tokyo or Yokohama (as) and final destination is Hokkaido. If empty unit is returned to Tokyo or Yokohama, free time will be total 21 days. If empty unit is returned to Tomakomai, free time will be total 15 days.
Note #4	ALL	ALL locations	There is additional free time in case of place of delivery is Tokyo or Yokohama (as) and final destination is Hokkaido. If empty unit is returned to Tokyo or Yokohama, free time will be total 21 days. If empty unit is returned to Tomakomai, free time will be total 15 days.

Definition of Key terms

Export	Demurrage Free Time	All Trades/locations	For the questions of all trade Export Demurrage & Detention Free time & Charges, please contact your local sales office
Export	Demurrage Charge	All Trades/locations	For the questions of all trade Export Demurrage & Detention Free time & Charges, please contact your local sales office
Export	Detention Free Time	All Trades/locations	For the questions of all trade Export Demurrage & Detention Free time & Charges, please contact your local sales office
Export	Detention Charge	All Trades/locations	For the questions of all trade Export Demurrage & Detention Free time & Charges, please contact your local sales office
Import	Demurrage Free Time	All Trades/locations	It shall be counted from next working day on cargo availability as notified by the terminal.
Import	Demurrage Charge	All Trades/locations	It shall be accumulated from next day when demurrage free time expired. The charge shall be settled with terminal/depot directly.
Import	Detention Free Time	All Trades/locations	It shall be counted from next day (except Sun & Holiday) on cargo pick up from carrier's facility
Import	Detention Charge	All Trades/locations	It shall be accumulated from next day when detention free time expired. The charge shall be settled with MOL.

All of these information is subject to change with or without notice at sole discretion of MOL.
If you have any questions, please contact your local sales office.
For USA FMC related Trades, the Effective Date could be different from above. Please refer FMC filing in www.MOLPower.com (FMC Tariff filing).
Above surcharges including USA FMC Trades are For Your Reference only, and if any discrepancies, please follow the actual FMC Tariff filing.