

MOL Mitsui O.S.K. Lines Landside Tariff Surcharge - Argentina (AR)

Updated 2-Mar-2017

| Surcharge / Service | Charge | TRADE | BOUND | Location | TYPE | Effective DATE | Rate BASE | Currency | 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 | |
|---|---|-------|-----------------|-------------|---------|----------------|-----------|----------|--|---------------|---------------|---------------|---|---------------|---------------|---------------|------------------|---------------|--|----------------|--------------------------|---------|---|
| | | | | | | | | | 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) | | |
| Name / Description | CODE | Scope | Export / Import | City / Port | (M,O,X) | DD-MMM-YYYY | CODE | CODE | | | | | | | | | | | | | | | (further information) |
| THC - Terminal Handling Charge in Buenos Aires | THO | ALL | Export | ALL | M | 15-May-2011 | PC | USD | USD 200 | USD 220 | USD 220 | n/a | USD 200 | USD 220 | USD 220 | n/a | USD 250 | USD 250 | USD 220 | USD 220 | n/a | | |
| Gate Out in Buenos Aires | CHO | ALL | Export | ALL | M | 1-Oct-2004 | PC | USD | USD 25 | USD 25 | USD 25 | n/a | USD 25 | USD 25 | USD 25 | n/a | USD 25 | USD 25 | USD 25 | USD 25 | n/a | | Shall not apply for Shipper own container (SOC) |
| River Plate Toll Fee - Cargo originated from Argentina and loaded/transhipped in Buenos Aires | RPC | ALL | Export | ALL | M | 1-Sep-2008 | PC | USD | USD 123 | USD 123 | USD 123 | n/a | USD 123 | USD 123 | USD 123 | n/a | USD 123 | USD 123 | USD 123 | USD 123 | n/a | | |
| Foreign Office Collection (for 3rd Country Payment at non-Origin/Dest. Country) | FOC | ALL | BOTH | ALL | O | 22-Aug-2013 | PB | USD | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | USD 80 | | |
| THD - Terminal Handling Charge at Destination | THD | ALL | Import | ALL | M | 15-May-2011 | PC | USD | USD 200 | USD 220 | USD 220 | n/a | USD 200 | USD 220 | USD 220 | n/a | USD 250 | USD 250 | USD 220 | USD 220 | n/a | | |
| Gate Out in Buenos Aires | CHD | ALL | Import | ALL | M | 1-Oct-2004 | PC | USD | USD 25 | USD 25 | USD 25 | n/a | USD 25 | USD 25 | USD 25 | n/a | USD 25 | USD 25 | USD 25 | USD 25 | n/a | | |
| 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 B/L), 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 Tariff Rates, or TRADE (Ocean Freight related) surcharges (like BAF, CAF, ISPS), please refer to Tariff-filing or Trade-surcharge files on www.MOLPower.com separately. | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | | | | |

Demurrage Free Time

| BOUND | Location (Port/Region) | Mode | Equipment Class | Equipment Size | Cargo Nature | Trade | Day Count (Calendar, Business) | FreeTime days | Remarks |
|--------|------------------------|------|-----------------|----------------|--------------|-------|--------------------------------|---------------|---------|
| Export | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Import | ALL | ALL | ALL | ALL | ALL | ALL | Calendar days | 10 | |

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 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Import | Argentina | ALL | Dry | 20 | ALL | ALL | Calendar days | 11 onwards | USD | 40 | |
| Import | Argentina | ALL | Dry | 40 | ALL | ALL | Calendar days | 11 onwards | USD | 80 | |
| Import | Argentina | ALL | Reefer | 20 | ALL | ALL | Calendar days | 11 onwards | USD | 100 | |
| Import | Argentina | ALL | Reefer | 40 | ALL | ALL | Calendar days | 11 onwards | USD | 200 | |
| Import | Argentina | ALL | Special | 20 | ALL | ALL | Calendar days | 11 onwards | USD | 55 | |
| Import | Argentina | ALL | Special | 40 | ALL | ALL | Calendar days | 11 onwards | USD | 110 | |

Detention Free Time

| BOUND | Location (Port/Region) | Mode | Equipment Class | Equipment Size | Cargo Nature | Trade | Day Count (Calendar, Business) | FreeTime days | Remarks |
|--------|------------------------|------|-----------------|----------------|--------------|-------|--------------------------------|---------------|---------|
| Export | Argentina | ALL | all | all | ALL | ALL | Calendar days | 15 | |
| Import | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

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 | Argentina | ALL | Dry | 20 | ALL | ALL | Calendar days | remarks | USD | 40 | Detention charge is applicable if customer fails to load the container within the free time and in that case, it will be changed from pick up date until it is loaded or returned empty to MOL. On top of that, in case the unit is returned empty to MOL depot, handling charge will be also charged from customer. |
| Export | Argentina | ALL | Dry | 40 | ALL | ALL | Calendar days | remarks | USD | 80 | |
| Export | Argentina | ALL | Reefer | 20 | ALL | ALL | Calendar days | remarks | USD | 100 | |
| Export | Argentina | ALL | Reefer | 40 | ALL | ALL | Calendar days | remarks | USD | 200 | |
| Export | Argentina | ALL | Special | 20 | ALL | ALL | Calendar days | remarks | USD | 55 | |
| Export | Argentina | ALL | Special | 40 | ALL | ALL | Calendar days | remarks | USD | 110 | |
| Import | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

Notes

| | | | |
|-----------|------------|---------------|--|
| Note [#1] | ALL trades | ALL locations | |
| Note [#2] | ALL trades | ALL locations | |
| Note [#3] | ALL trades | ALL locations | |
| Note [#4] | ALL trades | ALL locations | |
| Note [#5] | ALL trades | ALL locations | |
| Note [#6] | ALL trades | ALL locations | |

Definition of Key terms

| | | | |
|--------|---------------------|----------------------|---|
| Export | Demurrage Free Time | ALL trades/locations | In Argentina there is no export demurrage, any storage is settled direct with CY operator. |
| Export | Demurrage Charge | ALL trades/locations | Does not apply. |
| Export | Detention Free Time | ALL trades/locations | It means only container rental, free time counts from empty pick up date until actual loading date. |
| Export | Detention Charge | ALL trades/locations | Charge shall be settled with MOL agent, Sudoccean |
| Import | Demurrage Free Time | ALL trades/locations | In Argentina it is container rental and shall count from discharge date until empty container returns to MOL's depot. |
| Import | Demurrage Charge | ALL trades/locations | Charge shall be settled with MOL agent, Sudoccean |
| Import | Detention Free Time | ALL trades/locations | In Argentina import detention does not apply, it is acutally named DEMURRAGE. |
| Import | Detention Charge | ALL trades/locations | Does not apply. |

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