

MOL Mitsui O.S.K. Lines Landside Tariff Surcharge - Ghana, Tema Port (GHTEM)

Updated 24-Apr-2017

| Surcharge / Service | Charge CODE | TRADE Scope | BOUND Export / Import | Location City / Port | TYPE (M,O,X) | Effective DATE DD-MMM-YYYY | Rate BASE CODE | 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 (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 (Pis specify) | | | |
| Documentation Fee at Origin | ODF | ALL | Export | Tema | M | 1-Dec-2012 | PB | GHS | GHS 15 | | | | | | | | | | | | | | N/A | |
| Evacuation Fee | DRO | ALL | Export | Tema | M | 1-Dec-2012 | PC | GHS | To be charged at cost as per relevant Merchant or Carrier ICD tariff | | | | | | | | | | | | | | N/A | |
| Terminal Handling Charge at Origin | THO | ALL | Export | Tema | O | TBA | PC | USD | USD 137 | USD 255 | USD 255 | USD 295 | USD 189 ¹ USD 162 ² | USD 356 ¹ USD 313 ² | USD 356 ¹ USD 313 ² | N/A | USD 137 | USD 255 | USD 161 ³ | USD 303 ³ | N/A | 1) IMDG class I, II, V, VII 2) IMDG class III, IV, VI, VIII, IX 3) Only for OOG. IG as per DRY tariff. | | |
| Change of Destination Surcharge | COD | ALL | BOTH | Tema | O | 1-Jun-2017 | PB | USD | USD 400 | | | | | | | | | | | | | | N/A | Static surcharge to cover administrative costs. In some cases restow costs and a freight add-on might also apply. |
| Admin Fee | CAH | ALL | BOTH | Tema | M | 1-Jan-2015 | PC | USD | USD 145 | USD 290 | USD 290 | USD 290 | USD 160 | USD 320 | USD 320 | USD 320 | USD 145 | USD 290 | USD 145 | USD 290 | N/A | | | |
| B/L Amendment Fee | AFC | ALL | BOTH | Tema | O | 1-Dec-2012 | PB | GHS | GHS 150 | | | | | | | | | | | | | | 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 | | | | | | | | | | | | | | N/A | |
| Terminal Handling Charge at Destination | THD | ALL | Import | Tema | O | TBA | PC | USD | USD 137 | USD 255 | USD 255 | USD 295 | USD 189 ¹ USD 162 ² | USD 356 ¹ USD 313 ² | USD 356 ¹ USD 313 ² | N/A | USD 137 | USD 255 | USD 161 ³ | USD 303 ³ | N/A | 1) IMDG class I, II, V, VII 2) IMDG class III, IV, VI, VIII, IX 3) Only for OOG. IG as per DRY tariff. | | |
| Terminal Security / ISPS | SDT | ALL | Import | Tema | M | 19-Apr-2013 | PC | USD | USD 18 | USD 36 | USD 36 | USD 36 | USD 18 | USD 36 | USD 36 | USD 36 | USD 18 | USD 36 | USD 18 | USD 36 | N/A | | | |
| Evacuation Fee | DRO | ALL | Import | Tema | M | 1-Jan-2015 | PC | GHS | GHS 75 | GHS 150 | GHS 75 | GHS 150 | GHS 75 | GHS 150 | GHS 150 | GHS 150 | GHS 125 | GHS 250 | GHS 75 | GHS 150 | N/A | | | |
| Container Cleaning Fee | CCD | ALL | Import | Tema | M | 1-Jan-2015 | PC | GHS | GHS 25 | GHS 50 | GHS 50 | GHS 50 | GHS 25 | GHS 50 | GHS 50 | GHS 50 | GHS 25 | GHS 50 | GHS 25 | GHS 50 | N/A | | | |
| Reefer Monitoring | PLU | ALL | Import | Tema | M | 15-Aug-2014 | PD | GHS | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | GHS 40 | GHS 40 | N/A | N/A | N/A | | | |
| Container Deposit (Local) | RFD | ALL | Import | Tema | O | 1-Jan-2015 | PC | GHS | GHS 400 | GHS 800 | GHS 800 | GHS 800 | GHS 400 | GHS 800 | GHS 800 | GHS 800 | GHS 400 | GHS 800 | GHS 400 | GHS 800 | N/A | | | |
| Container Deposit (Transit) | RFD | ALL | Import | Tema | O | 1-Dec-2012 | PC | USD | USD 3,000 | USD 6,000 | USD 6,000 | USD 6,000 | USD 3,000 | USD 6,000 | USD 6,000 | USD 6,000 | USD 3,000 | USD 6,000 | USD 3,000 | USD 6,000 | N/A | Where a container is returned damaged or dirty based on EIR; deposit to be used to offset costs with any balance being refunded. | | |
| Detention Deposit | DTF | ALL | Import | Tema | O | 1-Jan-2015 | PB | GHS | GHS 250 | GHS 500 | GHS 500 | GHS 500 | GHS 250 | GHS 500 | GHS 500 | GHS 500 | GHS 250 | GHS 500 | GHS 250 | GHS 500 | N/A | | | |
| Internal Release Fee | ADF | ALL | Import | Tema | O | 1-Dec-2012 | PB | GHS | GHS 30 | | | | | | | | | | | | | | N/A | For consolidation cargo, this charge applies to every 'split' that has to be administrated. |
| 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 this 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 | TEMA | ALL | DRY & TANK | ALL | ALL | ALL | | | NOT APPLICABLE |
| EXPORT | TEMA | ALL | REEFER | ALL | ALL | ALL | | | NOT APPLICABLE |
| IMPORT | TEMA | ALL | DRY & TANK | ALL | ALL | ALL | Calendar days | 7 | |
| IMPORT | TEMA | ALL | REEFER | ALL | ALL | ALL | Calendar days | 3 | |

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 | TEMA | ALL | DRY & TANK | ALL | ALL | ALL | | | | | NOT APPLICABLE |
| EXPORT | TEMA | ALL | REEFER | ALL | ALL | ALL | | | | | NOT APPLICABLE |
| IMPORT | TEMA | ALL | DRY & TANK | 20' | ALL | ALL | Calendar days | Day 8 to 14 | USD | 30 | Combined demurrage & detention |
| IMPORT | TEMA | ALL | DRY & TANK | 20' | ALL | ALL | Calendar days | Day 15 and onwards | USD | 45 | Combined demurrage & detention |
| IMPORT | TEMA | ALL | DRY & TANK | 40' | ALL | ALL | Calendar days | Day 8 to 14 | USD | 60 | Combined demurrage & detention |
| IMPORT | TEMA | ALL | DRY & TANK | 40' | ALL | ALL | Calendar days | Day 15 and onwards | USD | 90 | Combined demurrage & detention |
| IMPORT | TEMA | ALL | REEFER | 20' | ALL | ALL | Calendar days | Day 4 and onwards | USD | 75 | Combined demurrage & detention |
| IMPORT | TEMA | ALL | REEFER | 40' | ALL | ALL | Calendar days | Day 4 and onwards | USD | 150 | Combined demurrage & detention |

Detention Free Time

| BOUND | Location (Port/Region) | Mode | Equipment Class | Equipment Size | Cargo Nature | Trade | Day Count (Calendar, Business) | FreeTime days | Remarks |
|--------|------------------------|------|-----------------|----------------|--------------|-------|--------------------------------|---------------|----------------|
| EXPORT | TEMA | ALL | ALL | ALL | ALL | ALL | Calendar days | 30 | |
| IMPORT | TEMA | ALL | ALL | ALL | ALL | ALL | | | NOT APPLICABLE |

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 | TEMA | ALL | DRY & TANK | 20' | ALL | ALL | Calendar days | Day 31 and onwards | USD | 30 | |
| EXPORT | TEMA | ALL | DRY & TANK | 40' | ALL | ALL | Calendar days | Day 31 and onwards | USD | 60 | |
| EXPORT | TEMA | ALL | REEFER | 20' | ALL | ALL | Calendar days | Day 31 and onwards | USD | 75 | |
| EXPORT | TEMA | ALL | REEFER | 40' | ALL | ALL | Calendar days | Day 31 and onwards | USD | 150 | |
| IMPORT | TEMA | ALL | DRY & TANK | 20' | ALL | ALL | | | | | NOT APPLICABLE |
| IMPORT | TEMA | ALL | DRY & TANK | 40' | ALL | ALL | | | | | NOT APPLICABLE |
| IMPORT | TEMA | ALL | REEFER | 20' | ALL | ALL | | | | | NOT APPLICABLE |
| IMPORT | TEMA | ALL | REEFER | 40' | ALL | ALL | | | | | NOT APPLICABLE |

Notes

| | | | |
|-----------|------------|---------------|---|
| Note [#1] | ALL trades | ALL locations | Port Storage will be charged by the terminal separately without MOL involvement. |
| Note [#2] | ALL trades | ALL locations | Effective date 29-04-2017 is based on the ETA of the RHL Calliditas v.712W in Tema. The combined detention/demurrage for imports will affect all cargo on board from this vessel. |
| 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 | Not applicable since MOL accepts the boxes for specific vessels. The terminal will charge storage and plug in charges separately without MOL involvement |
| EXPORT | Demurrage Charge | ALL trades/locations | |
| EXPORT | Detention Free Time | ALL trades/locations | Export detention free time starts the day of empty gate out from the container depot. Export detention ends the day when the container is gated in at the MOL designated container terminal. |
| EXPORT | Detention Charge | ALL trades/locations | It shall be accumulated from the first day when detention free time expired. The charge will be settled with MOL. |
| IMPORT | Demurrage Free Time | ALL trades/locations | Combined Demurrage free time starts at vessel ATB (actual time of berthing). It includes container detention and ends Import Demurrage ends when the container is redelivered at a depot or terminal appointed by MOL. |
| IMPORT | Demurrage Charge | ALL trades/locations | Combined Demurrage covers container rental only and shall be accumulated from the first calendar day when combined free time has expired subject to the relevant tier. |

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