

**MOL Mitsui O.S.K. Lines** **Landside Tariff Surcharge - Trinidad and Tobago (TT)** Updated: 17-Mar-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 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	THO	All Trades except Europe	Export	ALL	M	15-Mar-2017	PC	USD	259	259	259	N/A	259	259	259	N/A	259	259	259	259	N/A	
Terminal Handling Charge at Destination	THD	All Trades except Europe	Import	ALL	M	15-Mar-2017	PC	USD	259	259	259	N/A	259	259	259	N/A	259	259	259	259	N/A	
Foreign Office Collection (for 3rd Country Payment at non-Origin/Dest. Country)	FOC	All Trades except Europe	ALL	ALL	O	15-Mar-2017	PB	USD	80													Applicable for, but not limited to China shipments (both exports/imports)
Local Administration Charge	ADM	All Trades except Europe	Import	ALL	O	15-Mar-2017	PC	USD	56	56	56		56	56	56	N/A	56	56	56	56	N/A	
Local Administration Charge	ADM	All Trades except Europe	Export	ALL	O	15-Mar-2017	PB	USD	56													
<b>Legend / Definition:</b>																						
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.																						
<b>Please contact MOL for a quote if you are interested in shipments to/from EEA.</b>																						
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)																						
All above LANDSIDE (Local) Surcharges are applicable as TODAY, unless specify any Effective Date. If any coming Expiry Date, please check Row-REMARKS.																						
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.																					



# Tariff Demurrage & Detention FreeTime and Charge

Country/Sub-region **Trinidad and Tobago (TT)**

Effective-Date: **15-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 Trades except Europe	N/A	(see remarks)	Note [#1]
Import	ALL	ALL	ALL	ALL	ALL	All Trades except Europe	N/A	(see remarks)	Note [#1]

## 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	20'	ALL	All Trades except Europe	N/A	(see remarks)	(see remarks)	(see remarks)	Note [#1]
Import	ALL	ALL	ALL	40'	ALL	All Trades except Europe	N/A	(see remarks)	(see remarks)	(see remarks)	Note [#1]

## 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	DRY	ALL	ALL	All Trades except Europe	Calendar	12	
Export	ALL	ALL	REEFER, RAD	ALL	ALL	All Trades except Europe	Calendar	5	
Import	ALL	ALL	DRY	ALL	ALL	All Trades except Europe	Calendar	12	
Import	ALL	ALL	REEFER, RAD	ALL	ALL	All Trades except Europe	Calendar	5	

## 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	DRY	20'	ALL	All Trades except Europe	Calendar		USD	25	
Export	ALL	ALL	DRY	40'(40'HC)	ALL	All Trades except Europe	Calendar		USD	35	
Export	ALL	ALL	REEFER, RAD	20'	ALL	All Trades except Europe	Calendar		USD	85	
Export	ALL	ALL	REEFER, RAD	40'	ALL	All Trades except Europe	Calendar		USD	110	
Import	ALL	ALL	DRY	20'	ALL	All Trades except Europe	Calendar		USD	25	
Import	ALL	ALL	DRY	40'(40'HC)	ALL	All Trades except Europe	Calendar		USD	35	
Import	ALL	ALL	REEFER, RAD	20'	ALL	All Trades except Europe	Calendar		USD	85	
Import	ALL	ALL	REEFER, RAD	40'	ALL	All Trades except Europe	Calendar		USD	110	

## Notes

Note [#1]	All Trades except Europe	All locations	Import and Export Demurrages are handled directly by Terminal at Port
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## Definition of Key terms

Export	Demurrage Free Time	All Trades except Europe/locations	It shall be counted from the first day in gate at Port Terminal.
Export	Demurrage Charge	All Trades except Europe/locations	It shall be accumulated from the first day when demurrage free time expired. The charge should be settled with Port Terminal.
Export	Detention Free Time	All Trades except Europe/locations	It shall be counted from empty equipment is picked up at container yard.
Export	Detention Charge	All Trades except Europe/locations	It shall be accumulated from the first day when detention free time expired. The charge should be settled with MOL.
Import	Demurrage Free Time	All Trades except Europe/locations	Shall count from vessel discharge date until container departs port.
Import	Demurrage Charge	All Trades except Europe/locations	It shall be accumulated from the first day when demurrage free time expired. The charge should be settled with Port Terminal.
Import	Detention Free Time	All Trades except Europe/locations	Shall count from discharge date until empty container returns to terminal.
Import	Detention Charge	All Trades except Europe/locations	It shall be accumulated from the first day when detention free time expired. The charge should be settled with MOL.

**All of these information is subject to change with or without notice at sole discretion of MOL.**

**Please contact MOL for a quote if you are interested in shipments to/from EEA.**

**If you have any questions, please contact your local sales office.**