

MOL Mitsui O.S.K. Lines Landside Tariff Surcharge - Puerto Rico (PR) *FMC Regulated

Updated 31-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	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)	
Terminal Handling Charge at Origin	THO	ALL	Export	ALL	O	1-Jan-2013	PC	USD	N/A				N/A				N/A		N/A			
Documentation Fee at Origin	ODF	ALL	Export	ALL	M	1-Jan-2013	PC	USD	USD \$25.00				N/A				N/A		N/A			
Terminal Handling Charge at Destination	THD	ALL	Import	ALL	O	1-Jan-2013	PC	USD	N/A				N/A				N/A		N/A			
Documentation Fee at Destination	DDF	ALL	Import	ALL	M	1-Jan-2013	PC	USD	USD \$25.00				N/A				N/A		N/A			
Hazardous Surcharge	HCC	ALL	ALL	ALL	O	1-Jan-2013	PC	USD	N/A				USD 100	USD 200	USD 200	N/A		N/A				
Change of Destination	COD	ALL	ALL	ALL	O	1-Jan-2013	PB	USD	USD 300				N/A				USD 300		USD 300			
International Ship and Port Facility Security Charges	SFS	ALL	ALL	ALL	M	1-Jan-2015	PB	USD	USD 15				N/A				USD 15		USD 15			
Foreign Office Collection (for 3rd Country Payment at non-Origin/Dest. Country)	FOC	ALL	ALL	ALL	O	22-Aug-2013	PB	USD	USD 80				N/A				USD 80		USD 80			Applicable for, but not limited to China shipments (both exports/imports)
Legend / Definition:																						
Charge CODE = MOL Charge-code (3 digits)																						
TRADE = Specific Pricing-Scope (tradeline) 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 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.																					



Tariff Demurrage & Detention Free Time and Charge

Country/Sub-region: Puerto Rico (PR) *FMC Regulated

Effective Date: 31-Mar-2017

Demurrage Free Time

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	Free Time days	Remarks
Export	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	10	
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	10	

Demurrage Charge (after Free Time 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	Calendar days	11 +	USD	15.00	
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	11 +	USD	15.00	

Detention Free Time

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	Free Time days	Remarks
Export	ALL	ALL	DRY	ALL	ALL	ALL	Calendar days	10	
Import	ALL	ALL	DRY	ALL	ALL	ALL	Calendar days	10	

Detention Charge (after Free Time 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	ALL	ALL	ALL	Calendar days	11 +	USD	15.00	
Import	ALL	ALL	DRY	ALL	ALL	ALL	Calendar days	11 +	USD	15.00	

Definition of Key terms

Export	Demurrage Free Time	All Trades/locations	Demurrage charges are charged by terminals directly to shippers
Export	Demurrage Charge	All Trades/locations	Demurrage charges are charged by terminals directly to shippers
Export	Detention Free Time	All Trades/locations	It shall be counted from the same day on container picked up from depot to the date of loaded container in-gate
Export	Detention Charge	All Trades/locations	It shall be accumulated from the first day when detention free time expired. The charge shall be settled with MOL.
Import	Demurrage Free Time	All Trades/locations	It shall be counted from the same day container is discharged from the vessel. Demurrage charges are charged by terminals directly to consignees
Import	Demurrage Charge	All Trades/locations	Demurrage charges are charged by terminals directly to consignees
Import	Detention Free Time	All Trades/locations	It shall be counted from the same day container is discharged from the vessel until MT returned
Import	Detention Charge	All Trades/locations	It shall be accumulated from the first 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.