

Ocean Transport Tariff & Charges - From Europe to Southern Africa

This tariff publication shall facilitate the transition of business from MOL to ONE. The published transition date is April 1, 2018. Each Inbound and Outbound MOL voyage that commences prior to April 1, 2018, shall continue to be operated by MOL until the particular inbound or Outbound rotation is completed ("Transition Voyage"). This means cargo shall be loaded to such vessels at each port of call in the rotation, whether or not such port call takes place on or after April 1, 2018.

1. Basic Ocean Freight

valid from

valid till

North Europe to Southern Africa									
Port of Loading	Terms	Port of Destination	Terms	20' Dry	40' Dry	40' HC Dry	20' Reefer	40' HC Reefer	
North Europe Main Ports (2)	CY	South Africa Main Ports (1)	CY	USD 1,000	USD 2,000	USD 2,000	USD 3,000	USD 3,000	

Mediterranean to Southern Africa									
Port of Loading	Terms	Port of Destination	Terms	20' Dry	40' Dry	40' HC Dry	20' Reefer	40' HC Reefer	
Mediterranean Main Ports (3)	CY	South Africa Main Ports (1)	CY	USD 1,050	USD 2,300	USD 2,300	USD 3,000	USD 3,000	

Definitions:

- (1) South Africa Main Ports: Capetown, Ngqura, Durban
 (2) North Europe Main Ports: Antwerp, Bremerhaven, Hamburg, Le Havre, London Gateway, Rotterdam
 (3) Mediterranean Main Ports: Algeciras, Genoa, Fos, Barcelona, Valencia

Remarks:

- The total price for ocean transport consists of various components of which the Basic Ocean Rate is one of the components. In order to find out the price applicable for an ocean transport the Basic Ocean Rate needs to be completed with:
 - Bunker related surcharges which are **Bunker Adjustment Factor (BAF)** and **Low Sulphur Surcharge (LSF)**.
 - Security related charges (if applicable).
 - Terminal Handling Charges (THC)**.
 - Surcharges reflecting foreseeable high demand such as **Peak Season Surcharges (PSS)**.

In addition to the charges and surcharges mentioned above other ocean, local and contingency charges may apply.

For further guidance on our Local Charges and Surcharges please check our 'Local Charge and Free Time Tariff' sections which you can find via below hyperlink <http://cms.molpower.com/Rates-Surcharges/Local-Charge-and-Free-Time-Tariff>

- Basic Ocean Rate levels shown are valid for **transports effected on basis CY/CY**.
- Basic Ocean Rate levels shown for dry cargo are valid for Freight All Kind (FAK) cargo** which covers all commodities except for hazardous cargo, odorous cargo (i.e. fishmeal), noxious cargo (i.e. carbon black), ad valorem cargo, high value cargo (i.e. silver bars, art) bank notes and bank note paper, coins and other forms of currency, alcoholic beverages, tobacco and tobacco products such as cigarettes and cigars, pharmaceuticals and medical material, military and police cargo, cargo moving in/on special equipment such as flatracks, open tops, platforms, tankcontainers and other equipment types which are not considered standard dry equipment, cargo requiring 'foodstuff standard' dry equipment, cargo packed in flexitanks, cargo in bulk, cargo moving in shipper owned containers (full and empty), live animals and plants, dried fruits and nuts, hides, stone and marble blocks, metal scrap, waste and cargo classified as waste. For other commodities please contact your local MOL sales office. Contact details be found on: www.molpower.com
- For hazardous FAK cargo please check details on Hazardous Cargo Additional in section 9 of this document 'Other Ocean Charges & Surcharges'
- Basic Ocean Rate levels for Reefer cargo are only valid for foodstuffs frozen** (between -5 dgr C and -25 dgr C). For other commodities or foodstuffs shipped at different temperature ranges please contact your local MOL sales office. Contact details be found on: www.molpower.com
- None of the price information published relates to other than the commodities and equipment types mentioned.** Quotes for other commodities and other equipment types than the ones mentioned can be obtained by contacting your local MOL office.

2. Outport Additional

South African Outports	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
Maputo, East London, Beira, Walvis Bay	USD 600	USD 1,200	USD 1,000	USD 3,000
North Europe Outports	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
Aarhus, Fredericia, Tallinn, Helsinki, Kotka, Rauma, Dublin, Cork, Riga, Klaipeda, Oslo, Kristiansand, Gdynia, Szczecin, Leixoes, Lisbon, St Petersburg, Gaevle, Helsingborg, Stockholm, Bilbao, Vigo, Grangemouth, South Shields, Greenock, Belfast, Gothenburg, Gdansk	USD 800	USD 1,200	USD 1,000	USD 1,400
Mediterranean Outports	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
Haifa, Alexandria Old (EGALYPT), Damietta (EGDAMP), Port Said West (EGPSDPT), Izmir, Mersin, Eyyap/Izmit, Ashdod, Istanbul	USD 800	USD 1,200	USD 1,000	USD 1,400

Remarks:

Outport additional related to the specific zone are to be added to the 'Basic Ocean Rate' applicable for that some zone. In case both the origin port and the destination ports are outports both additional have to be added.

3. Bunker Adjustment Factor (BAF)

Trade/Scope	Direction	Comments	Valid from	Until	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
North Europe/Mediterranean to Southern Africa	SB		01/03/2018	31/03/2018	USD 232	USD 646	USD 385	USD 770
North Europe/Mediterranean to Southern Africa	SB		01/04/2018	until further notice	USD 316	USD 632	USD 376	USD 752

Remarks:

-Bunker Adjustment Factors are reviewed on a monthly basis.

4. Low Sulphur Surcharge (LSF)

Trades (European Mainports)	Direction	Validity	20'	40'
Southern Africa to North Europe	SB	until further notice	USD 30	USD 60

Remarks:

- As a global shipping company with operations around the world, MOL Liner is committed to comply with the international environment regulations in order to maintain our environment sustainability. From January 2015 MOL Liner engages in full compliance in the implementation of new Low Sulphur Fuel Policy set by the International Maritime Organization (IMO) in which the new policy requires every ship operating within the Emission Control Areas (ECAs) to use fuel with a maximum allowed sulfur content of 0.1% (current limit: 1.0%). As low sulphur fuel is significantly more expensive than standard heavy fuel a 'Low Sulphur Surcharge' has been introduced to recover the additional cost which is the result of us complying with the new IMO fuel policy.

- The Low Sulphur Surcharge levels are reviewed on a quarterly basis.

5. Currency Adjustment Factor (CAF)

Remarks:

- Currency Adjustment Factor is currently not applicable.
- Currency Adjustment Factors are reviewed on a monthly basis.

6. Terminal Handling Charges (THC)

6.1. Europe

Europe THC (origin / destination) - valid as from 1 February 2017 until further notice								
Country	Ports	Other remarks	Currency	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer	
Austria	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Austria	Origin/Destination THC;	EUR	240	240	355	355	
Belgium	Antwerp	Origin/Destination THC	EUR	185	185	285	285	
Czech Republic	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Czech Republic	Origin/Destination THC	EUR	240	240	355	355	
Denmark	Aarhus, Fredericia, Copenhagen	Origin/Destination THC	DKK	1030	1030	1519	1519	
Egypt	Damietta	Origin THC	USD	115	170	115	170	
Egypt	Dekhella, Alexandria Old Port	Origin THC	USD	85	150	85	150	
Egypt	Port Said East	Origin THC	USD	115	120	115	120	
Egypt	Port Said West	Origin THC	USD	125	195	125	195	
Egypt	Damietta	Destination THC	USD	155	370	165	380	
Egypt	Dekhella, Alexandria Old Port	Destination THC	USD	215	385	225	395	
Egypt	Port Said East	Destination THC	USD	200	210	210	220	
Egypt	Port Said West	Destination THC	USD	180	300	190	310	
Estonia	Tallinn	Origin/Destination THC	EUR	190	190	235	235	
Finland	Helsinki, Kotka, Rauma	Origin/Destination THC	EUR	140	140	230	230	
France	Fos sur Mer	Origin/Destination THC	EUR	195	195	290	290	
France	Le Havre	Origin/Destination THC	EUR	205	205	335	335	
Germany	Bremerhaven, Hamburg	Origin/Destination THC	EUR	240	240	355	355	
Hungary	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Hungary	Origin/Destination THC	EUR	240	240	355	355	
Ireland	Dublin, Cork	Origin/Destination THC	EUR	135	135	203	203	
Israel	Ashdod	Origin/Destination THC	USD	241	364	277	405	
Italy	Genoa, La Spezia	Origin/Destination THC	EUR	185	185	255	255	
Latvia	Riga	Origin/Destination THC	EUR	145	145	180	180	
Lithuania	Klaipeda	Origin/Destination THC	EUR	170	170	205	205	
Morocco	Tangier (Import)	Destination THC	MAD	1425	1425	2290	2290	
Morocco	Tangier (export)	Origin THC	MAD	1225	1225	2050	2050	
Netherlands	Rotterdam	Origin/Destination THC	EUR	220	220	305	305	
Norway	Oslo, Kristiansand	Origin/Destination THC	NOK	1110	1110	1519	1519	
Poland	Gdansk, Gdynia, Szczecin	Origin/Destination THC	EUR	120	120	245	245	
Portugal	Leixoes, Lisbon	Origin/Destination THC	EUR	175	175	295	295	
Romania	Constanta	Origin/Destination THC; non hazardous only	USD	110	135	210	250	
Russia (Baltic Ports)	St Petersburg	Origin/Destination THC	USD	385	385	460	460	
Slovenia	Koper	Origin/Destination THC	EUR	142	142	220	220	
Spain	Algeciras, Barcelona, Valencia	Origin/Destination THC	EUR	185	185	275	275	
Spain	Bilbao, Vigo	Origin/Destination THC	EUR	180	180	280	280	
Sweden	Gaevle, Gothenburg, Helsingborg, Stockholm	Origin/Destination THC	SEK	1385	1385	2010	2010	
Switzerland	Applicable when for Combined Transport Bill of Ladings (CTBL) starting or arriving in Switzerland	Origin/Destination THC	EUR	220	220	305	305	
Turkey	Ambarli / Evyap	Origin THC	USD	100	100	100	100	
Turkey	Izmir / Alsancaak	Origin THC	USD	88	88	88	88	
Turkey	Ambarli / Evyap	Destination THC	USD	70	70	70	70	
Turkey	Izmir / Alsancaak	Destination THC	USD	55	77	55	77	
UK	Belfast, Greenock, London Gateway, Southampton, South Shields, Felixstowe	Origin/Destination THC	GBP	135	135	198	198	
Ukraine	Odessa (Import)	Destination THC	USD	369	431	513	666	
Ukraine	Odessa (Export)	Origin THC	USD	282	333	513	666	

6.2 Southern Africa

Details on the Terminal Handling Charges (THC) applicable at origin/destination for Southern African countries can be found on the 'Local Charge and Free Time Tariff' section of our website in the country files of the relevant countries. You can reach the files following the hyperlink: <http://cms.molpower.com/Rates-Surcharges/Local-Charge-and-Freetime-Tariff>

7. Security Charges

7.1. Vessel Security Charges (ISPS)

Vessel Security Charges are currently included in our Basic Ocean Freight.

7.2. Terminal Security Charges

Details on the Terminal Security Charges applicable can be found on the 'Local Charge and Free Time Tariff' section of our website in the country files of the relevant countries. You can reach the files following the hyperlink: <http://cms.molpower.com/Rates-Surcharges/Local-Charge-and-Freetime-Tariff>

8. Peak Season Surcharge

Trade/Scope	Direction	Comments	Valid from	Until	20'Dry	40' / 40'HC Dry	20' Reefer	40' HC Reefer
North Europe/Mediterranean to Southern Africa	SB	not applicable						

9. Other Ocean Charges & Surcharges

Name/description	Code	Validity	Currency	20'Dry	40'Dry	40'HC Dry	20'Reefer	40'HC Reefer
ENS Filing Surcharge (Entry Summary Declaration) (1)	NSR	until further notice	USD	USD 30	USD 30	USD 30	USD 30	USD 30
ENS Correction Charge	NCS	until further notice	USD	USD 40	USD 40	USD 40	USD 40	USD 40
Winter Surcharge (2)	WNT	from 1 December 2017 until further notice	USD	USD 100	USD 200	USD 200	USD 100	USD 200
Hazardous Cargo Surcharge (Northbound) (3)	HCC	until further notice	USD	n/a	n/a	n/a	n/a	n/a
Hazardous Cargo Surcharge (Southbound) (3)	HCC	until further notice	USD	USD 100	USD 200	USD 200	USD 100	USD 200
Change of Destination fee (4)	COD	until further notice	USD	USD 400	USD 400	USD 400	USD 400	USD 400

Remarks:

- (1) - The ENS Filing surcharge covers for the administration cost for filing ENS as such complying with the advance cargo security rule introduced by the European Union.
- (2) - The Winter Surcharge is applicable only on the routes to/from Russia, St Petersburg and Ust Luga (Baltic ports)
- (3) - Hazardous cargo additional applicable for IMO classes 2, 3, 4, 6, 8 and 9. Quotes for other IMO classes on request only. Hazardous cargo acceptance only upon vessel operator acceptance and in accordance with internal and IMDG rules.
- (4) - The 'Change of Destination Fee' covers for additional administrative and operational planning work required. Any costs related to additional cargo handling (e.g. addition moves to liberate the relevant container(s) from the vessel will be billed in addition. Upon required an indication of the number of additional moves (if any) required to perform the change of destination requested for can be obtained.