



Landside Tariff Surcharge - Israel (IL)

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 Destination	THD	ALL	IMPORT	ASHDOD, HAIFA	M	1-Jan-2015	PC	USD	241	364	364	364	241	364	364	364	277.00	405.00	241	364	364	change once a year on the first to January
Terminal Handling Charge at Origin	THO	ALL	EXPORT	ASHDOD, HAIFA	M	1-Jan-2015	PC	USD	241	364	364	364	241	364	364	364	277.00	405.00	241	364	364	change once a year on the first to January
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 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: Basic Ocean Rate (see Basic Ocean Rates section) / Bunker related surcharges (Bunker Adjustment Factor (BAF) / Low Sulphur Surcharge (LSF) / Security surcharges (SPS) / 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.																					
Note [8]	Rate of change USD 1 = NIS 3.88 - CHANGING DAILY!																					



Tariff Demurrage & Detention FreeTime and Charge

Country/Sub-region: Israel (IL)

Effective-Date: 1-Jan-2017

Container Demurrage (Container rental) Free Time

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	FreeTime days	Remarks
Import	ALL	ALL	DRY	20/40'	ALL	ALL	Calendar days	7	
Import	ALL	ALL	REEFER	20/40'	ALL	ALL	Calendar days	3	

Container Demurrage (Container rental) 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
Import	ALL	ALL	DRY	20'	ALL	ALL	Calendar days	8 onwards	USD	15	
Import	ALL	ALL	DRY	40' , 40'HC	ALL	ALL	Calendar days	8 onwards	USD	30	
Import	ALL	ALL	REEFER	20'	ALL	ALL	Calendar days	4 onwards	USD	50	
Import	ALL	ALL	REEFER	40' , 40'HC	ALL	ALL	Calendar days	4 onwards	USD	100	

Storage Free Time

BOUND	Location (Port/Region)	Mode	Equipment Class	Equipment Size	Cargo Nature	Trade	Day Count (Calendar, Business)	FreeTime days	Remarks
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	N/A	"n/a = not applicable"
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	N/A	"n/a = not applicable"
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	N/A	"n/a = not applicable"

Storage 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
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	N/A			"n/a = not applicable"
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	N/A			"n/a = not applicable"
Import	ALL	ALL	ALL	ALL	ALL	ALL	Calendar days	N/A			"n/a = not applicable"

Notes

Note [#1]	ALL trades	ALL locations	Storage - The port authorities are allowing 4 days free but charging the receiver directly through his custom broker and the carrier has no involvement in it.

Definition of Key terms

Export	Demurrage Free Time	ALL trades/locations	
Export	Demurrage Charge	ALL trades/locations	
Export	Detention Free Time	ALL trades/locations	
Export	Detention Charge	ALL trades/locations	
Import	Demurrage Free Time	ALL trades/locations	
Import	Demurrage Charge	ALL trades/locations	A penalty charge against consignees for delaying the carrier's equipment beyond the allowed free time.
Import	Detention Free Time	ALL trades/locations	
Import	Detention Charge	ALL trades/locations	

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

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