

Ocean Transport Tariff & Charges - From Europe to Mexico

1. Basic Ocean Freight

valid from

valid till

| North Europe to Mexico | | | | | | | | |
|-----------------------------|-------|-----------------------|-------|-----------|-----------|------------|------------|---------------|
| 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 | Mexico Main Ports (1) | CY | USD 1,200 | USD 1,400 | USD 1,400 | USD 4,000 | USD 4,000 |

Definitions:

- (1) Mexico Main Ports: Altamira, Veracruz
 (2) North Europe Main Ports: Antwerp, Bremerhaven, Le Havre, Southampton

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/Tariffs/Surcharge-Website>
- 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, odorless 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).
 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.
- For basic ocean rates on USA FMC related trades please refer to the FMC filing on www.MOLPower.com (FMC Tariff filing): https://www.ratebase.net/rateBASE/Servlet/loginServlet?user_id=molupass&password=molu389

2. Outport Additional

| 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, Leksøes, Lisbon, St Petersburg, Gaevle, Helsingborg, Stockholm, Bilbao, Vigo, Grangemouth, South Shields, Greenock, Belfast | 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 to Mexico | WB | | 7/1/2017 | 7/31/2017 | USD 146 | USD 292 | USD 146 | USD 292 |
| North Europe to Mexico | WB | | 8/1/2017 | 8/31/2017 | USD 144 | USD 288 | USD 144 | USD 288 |

Remarks:

-Bunker Adjustment Factors are reviewed on a monthly basis.

4. Low Sulphur Surcharge (LSF)

| Trades (European Mainports) | Direction | Validity | 20' | 40' |
|-----------------------------|-----------|----------------------|--------|---------|
| North Europe to Mexico | WB | until further notice | USD 65 | USD 130 |

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 then 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 |
| Estonia | Tallinn | Origin/Destination THC | EUR | 190 | 190 | 235 | 235 |
| Finland | Helsinki, Kotka, Rauma | Origin/Destination THC | EUR | 140 | 140 | 230 | 230 |
| 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 |
| Latvia | Riga | Origin/Destination THC | EUR | 145 | 145 | 180 | 180 |
| Lithuania | Klaipeda | Origin/Destination THC | EUR | 170 | 170 | 205 | 205 |
| 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 | Lisboe, Lisbon | Origin/Destination THC | EUR | 175 | 175 | 295 | 295 |
| Russia (Baltic Ports) | St Petersburg | Origin/Destination THC | USD | 385 | 385 | 460 | 460 |
| Spain | Bilbao, Vigo | Origin/Destination THC | EUR | 180 | 180 | 280 | 280 |
| Sweden | Gaeve, 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 |
| UK | Belfast, Greenock, London Gateway, Southampton, South Shields, Felixstowe | Origin/Destination THC | GBP | 135 | 135 | 198 | 198 |

6.2 Mexico

Details on the Terminal Handling Charges (THC) applicable at origin/destination for Mexico 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/Tariffs/Surcharge-Website>

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/Tariffs/Surcharge-Website>

8. Peak Season Surcharge

| Trade/Scope | Direction | Comments | Valid from | Until | 20'Dry | 40' / 40'HC Dry | 20' Reefer | 40' HC Reefer |
|------------------------|-----------|----------------|------------|-------|--------|-----------------|------------|---------------|
| North Europe to Mexico | WB | 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 2016 until 30 April 2017 | USD | USD 100 | USD 200 | USD 200 | USD 100 | USD 200 |
| Gothenburg Congestion Surcharge (import/export) | GCS | until further notice | EUR | EUR 135 | EUR 270 | EUR 270 | EUR 135 | EUR 270 |
| Helsingborg Congestion Surcharge (import/export) | CNO | from 29 June 2017 until further notice | EUR | EUR 90 | EUR 180 | EUR 180 | EUR 90 | EUR 180 |
| Gaeve Congestion Surcharge (import/export) | CNO | from 29 June 2017 until further notice | EUR | EUR 90 | EUR 180 | EUR 180 | EUR 90 | EUR 180 |
| Hazardous Cargo Surcharge (Westbound) (3) | HCC | until further notice | USD | USD 250 | USD 250 | USD 250 | USD 250 | USD 250 |
| Hazardous Cargo Surcharge (Eastbound) (3) | HCC | until further notice | USD | USD 250 | USD 250 | USD 250 | USD 250 | USD 250 |
| 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 (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.