1. Basic Ocean Freight
valid from 08 July 2020
valid till until further notice

<table>
<thead>
<tr>
<th>20' Dry</th>
<th>40' Dry</th>
<th>40' HC Dry</th>
<th>20' Reefer</th>
<th>40' HC Reefer</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Europe Main Ports (2)</td>
<td>CY</td>
<td>East Africa Main Ports (1)</td>
<td>CY</td>
<td>USD 2,000</td>
</tr>
<tr>
<td>Mediterranean Main Ports (3)</td>
<td>CY</td>
<td>East Africa Main Ports (1)</td>
<td>CY</td>
<td>USD 3,200</td>
</tr>
</tbody>
</table>

Definitions:
(1) East Africa Main Ports: Mombasa, Dar Es Salaam
(2) North Europe Main Ports: Antwerp, Hamburg, Rotterdam, Southampton
(3) Mediterranean Main Ports: Genoa, Barcelona, Valencia

Remarks:
1. 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 ONE Bunker Surcharge (OBS), Bunker Cost Recovery Surcharge (BRS), Low Sulphur Surcharge (ECA) and North Europe Outport ECA (NEO).
   - Security related charges (if applicable).
   - Terminal Handling Charges (THL/THD).
   - Surcharges reflecting foreseeable high demand such as Peak Season Surcharges (PSS).
   - All above mentioned rate components can be viewed via below hyperlink:
   - 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 hyperlinks:
2. Basic Ocean Rate levels shown are valid for transports effected on basis CY/CY;
3. Basic Ocean Rate levels shown are subject to equipment availability at origin CY;
4. 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 materials, 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 ONE sales office.
   - Contact details be found on: [www.one-line.com](http://www.one-line.com)
5. 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 ONE sales office.
   - Contact details be found on: [www.one-line.com](http://www.one-line.com)
6. 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 ONE office.

2. Outport Additionals

<table>
<thead>
<tr>
<th>North Europe Outports</th>
<th>20'Dry</th>
<th>40' / 40'HC Dry</th>
<th>20' Reefer</th>
<th>40' HC Reefer</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD 2,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Mediterranean Outports</th>
<th>20'Dry</th>
<th>40' / 40'HC Dry</th>
<th>20' Reefer</th>
<th>40' HC Reefer</th>
</tr>
</thead>
<tbody>
<tr>
<td>USD 2,000</td>
<td></td>
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</tbody>
</table>

Remarks:
Outport additionals related to the specific zones are to be added to the 'Basic Ocean Rate' applicable for that same zone. In case both the origin port and the destination ports are outports both additionals have to be added.
Outport additionals are subject to equipment availability at origin and service availability at the time of shipment.