Ocean Transport Tariff & Charges - From Europe to West Africa

1. Basic Ocean Freight

valid from 08 July 2020
valid until further notice

<table>
<thead>
<tr>
<th>North Europe to West Africa</th>
<th>Part of Loading</th>
<th>Terms</th>
<th>Part of Destination</th>
<th>Terms</th>
<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 European Main Ports (2)</td>
<td>CY</td>
<td></td>
<td>West Africa Main Ports (2)</td>
<td>CY</td>
<td>USD 2,250</td>
<td>USD 3,500</td>
<td>USD 3,500</td>
<td>USD 6,000</td>
<td>USD 7,500</td>
</tr>
</tbody>
</table>

Definitions:
1. West Africa Main Ports: Dakar, Abidjan, Tema, Cotonou, Ti Fo, Apapa
3. Mediterranean Main Ports: Barcelona, Valencia, Tanger, Genoa

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 (BCS), Low Sulphur Surcharge (LSC) and North Europe Outport ECA (NEO).
   - Security related charges (if applicable).
   - Terminal Handling Charges (THC/THD).
   - Surcharges reflecting foreseeable high demand such as Peak Season Surcharge (PSS).
   - All above mentioned rate components can be viewed via below hyperlink:
     Basic Ocean Rate Supplement Components: https://ecomm.one-line.com/ecom/CUP_HOM_3116.do?sessLocale=en
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 medicinal products, 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, live animals and plants, dried fish and nuts, hides, stone and marble blocks, metal scrap, waste and cargo classified as waste.
5. Basic Ocean Rate levels for Reefer cargo are only valid for foodstuffs frozen (between -5 dgr C and -25 dgr C).
6. Quotes for other commodities and other equipment types than the ones mentioned can be obtained by contacting your local ONE office.

2. Outport additions

<table>
<thead>
<tr>
<th>North Europe Outports</th>
<th>Port of Loading</th>
<th>Port of Destination</th>
<th>Terms</th>
<th>20' Dry</th>
<th>40' / 40' HC Dry</th>
<th>20' Reefer</th>
<th>40' / 40' HC Reefer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aarhus, Fredericia, Tallinn, Helsinki, Kotka, Rauma, Dublin, Cork, Riga, Klaipeda, Oslo, Gdynia, Leixoes, Lisbon, St Petersburg, Gaevle, Helsingborg, Stockholm, Bilbao, Vigo, Grangemouth, Greenock, Belfast, Gothenburg, Gdansk, Bremerhaven, Southampton</td>
<td></td>
<td></td>
<td>20' Dry</td>
<td>USD 2,000</td>
<td>USD 2,000</td>
<td>20' Reefer</td>
<td>40' HC Reefer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mediterranean to West Africa</th>
<th>Port of Loading</th>
<th>Port of Destination</th>
<th>Terms</th>
<th>20' Dry</th>
<th>40' / 40' HC Dry</th>
<th>20' Reefer</th>
<th>40' / 40' HC Reefer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mediterranean Main Ports (2)</td>
<td>CY</td>
<td>West Africa Main Ports (2)</td>
<td>CY</td>
<td>USD 2,000</td>
<td>USD 2,000</td>
<td>20' Reefer</td>
<td>40' / 40' HC Reefer</td>
</tr>
</tbody>
</table>

Definitions:
1. Port of Loading refers to the physical location where the goods are loaded onto the vessel for transportation.
2. Port of Destination refers to the physical location where the goods are discharged from the vessel at the end of the voyage.
3. Basic Ocean Rate levels shown are valid for transports effected on basis CY/CY;
4. Basic Ocean Rate levels shown are subject to equipment availability at origin CY
5. 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 medicinal products, 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, live animals and plants, dried fish and nuts, hides, stone and marble blocks, metal scrap, waste and cargo classified as waste.
6. Basic Ocean Rate levels for Reefer cargo are only valid for foodstuffs frozen (between -5 dgr C and -25 dgr C).
7. Quotes for other commodities and other equipment types than the ones mentioned can be obtained by contacting your local ONE office.

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

Contact details: www.one-line.com