

Terms of application of the basic and other rates for the freight-forwarding services for arranging international transportation of containers via Novorossiysk port with transportation by rail from port and the rates for additional services

1. The rates are valid for the cargoes delivered from the foreign ports to Novorossiysk port under FOML bill of lading and delivered afterwards to the station of destination by rail

2. The rates include ocean freight, discharging from the vessel in port Novorossiysk, port forwarding, rail freight and providing container (for transportation in FESCO containers).

3. In case the heavy-weight surcharge (HWS) is applied to the ocean freight rates, it should be added to the rates by fact.

4. The rates are valid for transportation of general cargo and are not applicable to transportation of hazardous cargo, cargo that require special temperature maintenance (perishable goods), cargoes in flexi-tank containers, tank containers and special equipment (open-top and Flat-Rack containers).

5. The rates are valid for the cargo that passes customs clearance by means and at the expense of the Client.

The rates for the cargo that passes customs clearance at the station of destination are subject to charges for arranging transit declaration of the cargoes under customs transit procedure. In case this procedure is arranged by the Forwarder the fee for arranging transit declaration is applied to the rates at the amount of RUR 3500 per container (subject to VAT 0%). In case transportation is arranged by two or more bills of lading then the fee for arranging the additional transit declaration is charged at the amount of RUR 3500 (subject to VAT 0%) per each additional declaration.

6. The rates may be reconsidered in case of the increase/implementation of the charges at the moment of the cargo acceptance for transportation .

7. The weight of one cargo package (item) in container should not exceed 1.500 kgs .

8. Container gross-weight (which is calculated as the sum of the cargo weight and container weight) should not exceed the conventional container weight mentioned on the CSC plate. At the same time the gross-weight of containers which are dispatched by rail should not exceed 30'480 kgs.

9. Charges in port of loading which are not included into the rates:

9.1. If the cargo is dispatched from several shippers then consolidation fee in Chinese ports of loading USD 80 (without VAT) per 20'/40' container is charged.

9.2. Other fees at the port of loading (including OTHC, documentation fee, correction of a bill of lading, demurrage/detention fees, etc) are charged from the shipper additionally by fact.

10. Charges concerned with arranging port forwarding in Novorossiysk (NUTEP terminal) with transportation by rail which are not included into the rates:

10.1. Normal storage period for containers with non-hazardous cargo is 5 days. Upon expiration of this period the rates are subject to the following storage charges for containers with non-hazardous cargo (subject to VAT 0%):

from 6th till 10th day – USD 15/30 per 20'/40' container per day;

from 11th till 15th day – USD 23/46 per 20'/40' container per day;

over 16 days – USD 58/116 per 20'/40' container per day.

The incomplete day of storage is considered as complete. The first day of free storage is the day when last container from Bill of lading been discharged from the vessel, which is mentioned in the Tally receipt (import cargo receipt report). The rates for storage of containers with IMO cargo and of the cargo delivered in OOG and non-standard containers are provided by request.

10.2. The rates are subject to following fees concerned with possible customs procedures which should be done by the customs' request (subject to VAT 0%):

a) USD 230 per 20'/40' container is paid for the container movement services for arranging customs procedures, taking samples, fumigation, veterinary and other control and other procedures at the port terminal (subject to VAT 0%);

b) USD 130 per 20'/40' container is paid for the container movement services for arranging X-ray inspection (subject to VAT 0%);

c) USD 130 per 20'/40' container is paid for container weighting services (displacement of the cargo in container for arranging weighting using vehicles is paid additionally by fact of the arranged works) (subject to VAT 0%).

10.3. USD 50 per document is paid for revision of executed documents, electronic database, log book, such as Tally receipt (import cargo receipt report), etc. (subject to VAT 0%).

10.4. RUR 7100 per container per day is paid for provision of an empty container at the time of inspection operations (subject to VAT 20%).

10.5. In case of transportation of the cargo that requires lashing or approval of its dispatch by rail, including transportation of IMO cargo or cargo packages which weight exceeds 1.500 kgs, it is necessary to arrange placing and lashing the cargo in a container in accordance with the requirements of Chapter 12 of the Technical Conditions. If the loading of the exact cargo is not covered with this Chapter then execution and approval of the Unspecified Technical Conditions (UTC) and placement of cargo in a container according to UTC is required. In such case the rates are subject to the fee for execution and approval of UTC in the amount which is advised additionally. Such cargo may be accepted for transportation only upon providing photos of the cargo placement in a container.

The shipper must arrange lashing of the cargo in a container at port of loading in accordance with UTC. If it is possible to arrange lashing of IMO cargo in Novorossiysk port then the rate for bringing the cargo in a container into transportable state (for placing and lashing the cargo in a container using fastening and separation materials) in accordance with the UTC for its further transportation by rail is provided by request.

Herewith the Forwarder is not liable to the Client for the impossibility to arrange lashing of IMO cargo in port for its further dispatch by rail. If lashing of IMO cargo in port is not possible, the Forwarder reserves the right to unilaterally refuse to fulfill his obligations in case of detection of deficiencies that cannot be eliminated by available means and endanger people involved in its handling. In this case, the Client is obliged to ensure the export of dangerous cargo from the port area as soon as possible.

10.6. The rates are subject to any other incremental/emergency surcharges that may be applicable at time of shipment.

10.7. The rates include 14 days free from demurrage charges in port Novorossiysk being calculated from the moment of containers' discharge from the vessel till passing documents to the terminal for dispatch by rail. The day is counted as a period of time from 0 to 23:59 hours of the local time, herewith the incomplete day is considered as complete. Upon expiration of this period the Client should pay the following fees for each day of container extra demurrage (till the moment the documents are passed for dispatch) in accordance with the Forwarder's/Forwarder's Agent invoice (subject to VAT 0%):

a) from 1st till 6th day of extra demurrage – USD 15/30 per 20'/40' container per day;

b) over 6 days of extra demurrage – USD 30/60 per 20'/40' container per day.

10.8. The rates include 10 days of container free from detention charges calculated from the moment of laden container arrival at the railway station of destination. The day is counted as a period of time from 0 to 23:59 hours of the local time, herewith the incomplete day is considered as complete. Upon expiration of this period the Client should pay the following fees for each day of container extra detention (including the day of returning empty cleaned container to the Forwarder's Agent) (subject to VAT 0%):

a) from 1st till 10th day of extra detention – USD 10/15 per 20'/40' container per day;

b) over 10 days of extra detention – USD 15/25 per 20'/40' container per day.

10.9. The freight-forwarding services (FFS) for arranging international cargo transportation may include the expenses for arranging convoy of the cargo. Convoy fee will be charged if cargo is subject to convoy.

The rates are not valid for transportation of the cargo which is subject to fortified convoy (including automobiles and its parts, tobacco-products and cargo shipped by or addressed to the embassies and permanent residences of the foreign countries).

11. Conversion of the charges from the rate currency to the currency of payment.

11.1. Conversion of the charges stipulated in US dollars into the Russian Rubles:

The Forwarder issues invoice to the Client in US dollars for the services stipulated in US dollars. The cost of the arranged services stipulated in US dollars is determined in Russian Rubles by the Russian Central Bank exchange rate at the date of the service arrangement.

11.2. Conversion of the charges stipulated in Russian Rubles into the US dollars:

The cost of the services concerned with forwarding in Novorossiysk port, with transportation by rail and with arranging terminal handling and trucking which is stipulated in Russian Rubles is calculated into the US Dollars by the exchange rate of the Russian Central Bank at the date of the invoice issue.