

| Area | Charge Code | Charge Name | Description | Tariff |
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| Booking | COD | Change of Destination | Change of Destination | 300 USD per container |
| | CAD | Change of Destination - Administrative Cost | Will be charged per B/L only on those cases where the transshipment port does not change and we are just amending the final port of discharge. This request must be done, at least, 96 hours before the arrival to the transshipment port. | 300 USD per B/L |
| | CED | Change of Destination - Extra Restows | Will be processed only upon confirmation of the acceptance of the extra costs associated. | 300 USD per container + extra costs associated |
| Customs Clearance | CCO | Customs Clearance Origin | A service offered by the carrier to prepare customs clearance documents and handle formalities on behalf of the customer. The carrier may use 3rd party agents in some locations at Origin. | 200 NOK per B/L (including 3.HS codes) + 36 NOK per extra HS code |
| | CCD | Customs Clearance Destination | A service offered by the carrier to prepare customs clearance documents and handle formalities on behalf of the customer. The carrier may use 3rd party agents in some locations at Destination. | 515 NOK per B/L (including 3.HS codes) + 36 NOK per extra HS code |
| Documentation | BLE | Transport Document Issuance Service-Export | This surcharge covers the administrative cost of providing a new set of BLs. It covers the issuance of BL in a location that is different from origin as well as re-issuance needed for other reasons | 30 USD per B/L |
| | HBL | House Transport Document Service | A service provided by the carrier to perform additional administration when a forwarder issues a House Bill of Lading. More specifically, the carrier will issue an Original Bill of Lading (B/L)/Transport Document (TPDOC) based on the House Bill of Lading documentation provided by the forwarder. In addition, if applicable the carrier will file the actual details with the US Customs. | 50 USD per B/L |
| | OCG | Origin Certificate Charge | This service covers Certificates issued regarding vessel age, vessel conditions etc, in-house ML certificates at Origin. It does not cover certificates issued as part of an inspection (for example veterinary certificate). | 250 NOK per B/L |
| | DCG | Destination Certificate Charge | This service covers Certificates issued regarding vessel age, vessel conditions etc, in-house ML certificates at Destination. It does not cover certificates issued as part of an inspection (for example veterinary certificate). | 250 NOK per B/L |

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| | SWC | Switch Transport Document Service | This service is provided by the carrier to 'switch' transport documents (B/L's) to show new parties by issuing a 2nd set of documents. A 'switch' is used to prevent the shipper from being visible to the buyer and protects the interests of the cargo intermediary. | 75 USD per B/L |
| | TLE | Electronic Cargo Release Service - Export | This service is also known as a 'Telex' or 'Express' release and allows the cargo to be released at destination upon proof of identity of the receiver as consignee, provided all 3 original B/L's have been surrendered by the consignee, or an authorized agent of the consignee, at another carriers office location. In order to allow this all 3 original B/L's must be surrendered at another carriers office location (not the discharge port). | 30 USD per B/L |
| Equipment | CSO | Container Shifting Origin | A charge to recover additional operational expenses for extra container moves needed for, for example re-stacking because of Change of Destination or Change of Vessel or move of cntr from load stack to gate. It does not cover moves needed to perform inspections, or to enable ad hoc stuffing/stripping as that is included in the respective charge for those services. | 350 NOK per container |
| | CSD | Container Shifting Destination | A charge to recover additional operational expenses for extra container moves needed for, for example re-stacking because of Change of Destination or Change of Vessel or move of cntr from load stack to gate. It does not cover moves needed to perform inspections, or to enable ad hoc stuffing/stripping as that is included in the respective charge for those services. | 350 NOK per container |
| | CNS | Container Nomination Service | The Value Added Service covers pre-assignment of container numbers to bookings. It does not cover assigning a container of a specific quality, for example: Food Grade. | 500 NOK per container |
| | ESC | Extra Seal charge | The surcharge covers the extra service of providing/attaching extra seals to containers in the terminals. | 100 NOK per container |
| | ILO | IMO label add/removal Origin | The surcharge covers the extra service of adding/removing IMO stickers to containers in the terminals at export end. | 500 NOK per container |
| | ILD | IMO label removal Destination | The surcharge covers the extra service of removing IMO stickers to containers in the terminals at import end. | 500 NOK per container |
| | JTC | Probe Service | The carrier Installs probes to monitor and record the temperature of the commodity inside the reefer container during transport. This service is applied upon the request of the customer however some commodities require this | 200 USD per container |

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| | | | service in order to be accepted for transport, i.e. commodities that require Cold Treatment. | |
| | PQC | Premium Quality Container | The surcharge is applied whenever we offer the service of providing a container of a specific quality. It will cover food grade containers, containers of a specific age, containers for specific commodities (such as electronics). The quality assessment is made and defined by the clusters. This charge includes the cost of having the carrier inspect the empty container to make sure it meets the requirements. | 250 USD per container |
| | PIC | Pick-Up Charge (Exports) | A service provided by the carrier to allow the Pick up of empty containers at an alternate container depot than stated on Bill of Lading Place of Receipt, where Merchant Haulage is involved. | 195 USD per container |
| | DRP | Drop Off Charge (Imports) | A service provided by the carrier to allow the Drop off empty containers at an alternate container depot than stated on Bill of Lading Place of Delivery, where Merchant Haulage is involved. | 195 USD per container |
| | WTO | Waiting Time Origin | Waiting time for Inland haulage after the standard free 1 hour | No addition for deliveries from the ports of Maaloey, Haugesund and Stavanger. Same rate as for chassi deliveries. For all other Norwegian ports a sideloader addition of 25 % of the haulage rate is applied. |
| | WTD | Waiting Time Destination | Waiting time for Inland haulage after the standard free 1 hour | No addition for deliveries from the ports of Maaloey, Haugesund and Stavanger. Same rate as for chassi deliveries. For all other Norwegian ports a sideloader addition of 25 % of the haulage rate is applied. |
| | OSC | Origin Specialized Chassis | Sideloader | No addition for deliveries from ports of Floroe, Maaloey and Stavanger, same rate as for chassi deliveries. For all other Norwegian ports a sideloader addition of 25 % of the haulage rate is applied. |
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| Inland | DSC | Destination Specialized Chassis | Sideloader | No addition for deliveries from ports of Floroe, Maaloey and Stavanger, same rate as for chassi deliveries. For all other Norwegian ports a sideloader addition of 25 % of the haulage rate is applied. |
| | ICI | Inland Cancelation Import | Wasted trip | The standard cost for late cancelation of an inland haulage booking is 100% of the already existing IHI/IHE in the booking + side loader additional if any. |
| | ICE | Inland Cancelation Export | Wasted trip | The standard cost for late cancelation of an inland haulage booking is 100% of the already existing IHI/IHE in the booking + side loader additional if any. |
| | IDC | De-coupling Import | Drop of container and later pick up request at customer premisis | The amount to be charged is the same amount as the inland haulage or total amount of inland haulage and specialized chassis if there is sideloader involved |
| | EDC | De-coupling Export | Drop of container and later pick up request at customer premisis | The amount to be charged is the same amount as the inland haulage or total amount of inland haulage and specialized chassis if there is sideloader involved |
| | DGS | Cooling Service Destination | Genset additional - Cooling service provided at Destination by the carrier to supply a generator (or any other cooling service) set to power reefer | 600 NOK per container |

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| | | | containers during inland moves for carrier haulage. | |
| OGS | Cooling Service Origin | Genset additional - Cooling service provided at Origin by the carrier to supply a generator (or any other cooling service) set to power reefer containers during inland moves for carrier haulage. | | 600 NOK per container |
| MSI | Multi Stop Import | The service of stopping 1 or more times to unload additional cargo during a carrier haulage movement. | | No fix rate, to be advised for each request based on the milage. |
| MSE | Multi Stop Export | The service of stopping 1 or more times to unload additional cargo during a carrier haulage movement. | | No fix rate, to be advised for each request based on the milage. |
| WHE | Weekend and Holidays Haulage Export | This charge is applied when Inland service is to be performed outside normal working hours, or on weekend or holidays, upon customers request. | | 600 NOK per container |
| WHI | Weekend and Holidays Haulage Import | This charge is applied when Inland service is to be performed outside normal working hours, or on weekend or holidays, upon customers request. | | 600 NOK per container |
| ODC | Origin Dangerous Cargo Service (Inland Haulage) | Hazardous fees | | 600 NOK per container |
| DDC | Destination Dangerous Cargo Service (Inland Haulage) | Hazardous fees | | 600 NOK per container |