

A. IMPORT DEMURRAGE POLICY

Free Day or Free Time: The period agreed between Carrier and Merchant, specified period during which cargo may occupy free of charge the space assigned to it on a terminal facility and ends on the day that the full container is gated-out of the terminal.

Demurrage: A charge for the use of land assessed against the cargo for remaining inside the marine terminal after the expiration of free time. Demurrage is calculated starting from the day after the free time until the container is removed from the marine terminal inclusively.

Charges upon Expiration of Free Time (as per tariff at the time of shipment) are agreed during the negotiation and awarding of volume to carriers and are fixed for the nomination period unless both parties agreed in written any change.

- Free days allowed, and demurrage assessed will be for the merchant account
- When a facility is closed for a full working day during the free time period, the day will not count against the cargo free time or for demurrage charges. Partial day closures are considered as a full working day and count towards free time and demurrage charges.
- Demurrage charges will be assessed only on days when the pick-up facility gate is open for the cargo pick-up.
- Invoice currency shall be USD.
- Demurrage policy applies equally to merchant and carrier haulage

1. IMPORT DEMURRAGE TARIFF

a. NORFOLK and SAVANNAH Ports

1. Free time shall commence at gate opening of the first business day following completion of discharge of the vessel and will expire on the last day of free time (Saturdays, Sundays and ILA holidays excluded).
2. Demurrage clock stops on the day that full container is gated out of the terminals
3. Free Days are in Working Days
4. After expiration of free days, Tariff is Billable in Calendar Days (incl weekends and holidays)
5. Additional daily monitoring, electricity, plug in or out services will be subject to Terminals public tariff published in their official website; customers should refer to that.

| Dry and NORs, PWs | | | |
|-------------------|--------|--------|--------|
| Days | 20' | 40' | 45' |
| 0 - 4 | Free | Free | Free |
| 5 - 9 | \$ 150 | \$ 150 | \$ 150 |
| 10+ | \$ 200 | \$ 200 | \$ 200 |

| Reefer Containers | | |
|-------------------|-------|-------|
| Days | 20RF | 40RF |
| 0 - 2 | Free | Free |
| 3 - 5 | \$300 | \$300 |
| 6+ | \$400 | \$400 |

| Special Equipment and Tank | | | | | |
|----------------------------|-------|-------|-------|-------|-------|
| Days | 20 OT | 40OT | 20 FR | 40FR | 20TK |
| 0 - 2 | Free | Free | Free | Free | Free |
| 3 - 5 | \$275 | \$275 | \$275 | \$275 | \$275 |
| 6+ | \$375 | \$375 | \$375 | \$375 | \$375 |

b. NEW YORK PORT

1. Free time shall commence at gate opening of the first business day following completion of discharge of the vessel and will expire on the last day of free time (Saturdays, Sundays and ILA holidays excluded).
2. Demurrage clock stops on the day that full container is gated out of the terminals
3. Free Days are in Working Days
4. After expiration of free days, Tariff is Billable in Calendar Days (incl weekends and holidays) by New York Terminal directly to the merchant
5. Additional daily monitoring, electricity, plug in or out services will be subject to Terminal's public tariff published in their official website; customers should refer to that.

| Dry and NORs, PWs | | | |
|-------------------|-------|-------|-------|
| Days | 20' | 40' | 45' |
| 0 - 4 | Free | Free | Free |
| 5 - 8 | \$310 | \$310 | \$380 |
| 9 - 13 | \$400 | \$400 | \$500 |
| 14 - 33 | \$550 | \$550 | \$575 |
| 34+ | \$650 | \$650 | \$850 |

| Reefer Containers | | |
|-------------------|--------|--------|
| Days | 20RF | 40RF |
| 0 - 2 | Free | Free |
| 3 - 5 | \$625 | \$625 |
| 6 - 8 | \$775 | \$775 |
| 9+ | \$1000 | \$1000 |

| Special Equipment and Tank | | | | | |
|----------------------------|-------|-------|-------|-------|------|
| Days | 20 OT | 40OT | 20 FR | 40FR | 20TK |
| 0 - 2 | Free | Free | Free | Free | Free |
| 3 - 5 | \$550 | \$550 | \$550 | \$550 | 400 |
| 6 + | \$725 | \$725 | \$725 | \$725 | 625 |

c. INLAND RAIL RAMPS

- At rail ramps where Carrier allows storage to be paid directly to facilities for land use in accordance with the terms of conditions of ramp, Carrier’s demurrage is the daily fee charged to the merchant for use of equipment when the cargo remains in such facilities beyond the permitted free days.
- Free day starts when the container is unloaded from the railcar and placed in the rail ramp’s container yard and expires when the container is picked up for final delivery.
- Free Days are in Working Days
- After expiration of free days, Tariff is Billable in Calendar Days (incl weekends and holidays)

RAIL RAMP Via Norfolk - Savannah Ports

| Dry and NORs, PWs | | | |
|-------------------|--------|--------|--------|
| Days | 20' | 40' | 45' |
| 0 - 4 | Free | Free | Free |
| 5 - 9 | \$ 150 | \$ 150 | \$ 150 |
| 10+ | \$ 200 | \$ 200 | \$ 200 |

| Reefer Containers | | |
|-------------------|-------|-------|
| Days | 20RF | 40RF |
| 0 - 2 | Free | Free |
| 3 - 5 | \$300 | \$300 |
| 6+ | \$400 | \$400 |

| Special Equipment and Tank | | | | | |
|----------------------------|-------|-------|-------|-------|-------|
| Days | 20 OT | 400 T | 20 FR | 40FR | 20TK |
| 0 - 2 | Free | Free | Free | Free | Free |
| 3 - 5 | \$275 | \$275 | \$275 | \$275 | \$275 |
| 6+ | \$375 | \$375 | \$375 | \$375 | \$375 |

RAIL RAMP Via New York

| Dry and NORs, PWs | | | |
|-------------------|-------|-------|-------|
| Days | 20' | 40' | 45' |
| 0 - 4 | Free | Free | Free |
| 5 - 8 | \$310 | \$310 | \$380 |
| 9 - 13 | \$400 | \$400 | \$500 |
| 14 - 33 | \$550 | \$550 | \$575 |
| 34+ | \$650 | \$650 | \$850 |

| Reefer Containers | | |
|-------------------|--------|--------|
| Days | 20RF | 40RF |
| 0 - 2 | Free | Free |
| 3 - 5 | \$625 | \$625 |
| 6 - 8 | \$775 | \$775 |
| 9+ | \$1000 | \$1000 |

| Special Equipment and Tank | | | | | |
|----------------------------|-------|-------|-------|-------|-------|
| Days | 20 OT | 400T | 20 FR | 40FR | 20TK |
| 0 - 2 | Free | Free | Free | Free | Free |
| 3 - 5 | \$550 | \$550 | \$550 | \$550 | \$400 |
| 6 + | \$725 | \$725 | \$725 | \$725 | \$625 |

B. IMPORT DETENTION/PER DIEM POLICY

Detention/Per Diem: It is the daily fee charged by the Carrier for the detention of the Carrier's equipment after the allowed number of "free days" starting from the date when the equipment is on truck or available for pick up and ramp/ rail carriage until the empty or full return of the equipment to the Carrier's custody or at the Carrier's designated return location

1. The invoice currency shall be USD.
2. Detention policy applies equally to merchant and carrier haulage.
3. For Door Delivery shipments, consignees may notify the carrier to pick up empty units from their own premises, for such cases, Carrier will require timely notification from the consignee and only then, carrier will stop the detention clock.
4. With respect to any shipment for which such a container or chassis is to be used, the shipper or consignee, booking party, the beneficial owner of the cargo and the inland carrier shall be jointly and severally liable for the payment of all detention charges applicable to such equipment, notwithstanding whether any equipment interchange agreement relating to such equipment shall provide for such liability.
5. No free time shall be permitted for a chassis not accompanying a container.

1. IMPORT DETENTION/PER DIEM TARIFF

Norfolk, Savannah, New York Ports or Rail Ramps

- Free days commence with de-ramp day and detention clock stops on the day that the empty container gated-in at the agreed rail terminal.
- Free Days are in Working Days
- After expiration of free days, Tariff is Billable in Calendar Days (incl weekends and holidays)

| Dry and NORs, PWs | | | |
|--------------------------|------------|------------|------------|
| Days | 20' | 40' | 45' |
| 0 - 4 | Free | Free | Free |
| 5 - 8 | \$175 | \$175 | \$175 |
| 9 - 12 | \$200 | \$200 | \$200 |
| 13+ | \$225 | \$225 | \$225 |

| Reefer Containers | | |
|--------------------------|-------------|-------------|
| Days | 20RF | 40RF |
| 0 - 3 | Free | Free |
| 4 - 6 | \$325 | \$325 |
| 7+ | \$400 | \$400 |

| Special Equipment and Tank | | | | | |
|-----------------------------------|--------------|-------------|--------------|-------------|-------------|
| Days | 20 OT | 40OT | 20 FR | 40FR | 20TK |
| 0 - 3 | Free | Free | Free | Free | Free |
| 4 - 6 | \$325 | \$325 | \$325 | \$325 | \$325 |
| 7 + | \$400 | \$400 | \$400 | \$400 | \$400 |

GENERAL NOTE

Lost/Stolen Equipment must immediately be reported in writing to Arkas Container Transport SA agent. All applicable Detention Charges are due up to and inclusive of notification date. Consignee/Carrier/Receiver will be responsible for all Detention and applicable container/chassis values as provided by equipment owner.

The Value of Containers

USD 5.500 PER 20' DRY CONTAINER

USD 8.500 PER 40' DRY CONTAINER

USD 40.000 PER 40' REEFER CONTAINER

In settlement for lost, stolen, badly damaged or destroyed equipment, the user shall, if applicable, be responsible for all additional charges billed to the delivering carrier by the titled owner of the interchanged equipment. These charges are understood to be but not limited to, replacement of stipulated loss values in lieu of depreciated value, drop-off charges, interchange fees, etc.