

CHARGES FOR HARBOR TRANSPORTATION SERVICE I

(Port cargo handling, lightering, export cargo-ship loading, tallying)

<Note>

The notification system has been applied to each rate since Nov. 1, 2000 (The system has been applied to the tariffs for tallying, measuring and survey since May 15, 2006). In case the port transport company has notified the tariff that is different from the one specified below, the notified tariff shall be applicable to the service rate. Therefore, please refer to the following tariff for “reference”.

Consumption tax rate will be 8% from April 1, 2014.

[1] PORT CARGO HANDLING TARIFF(COMBINED STEVEDORING AND LONGSHORING)

(excluding the cargo handling charges for small ships of less than 1,000 gross tons)

Yokohama Harbor Stevedoring Association 045-671-5551

Approved Aug. 4, 1995 / Effective Aug. 12, 1995

I. Kinds and Amounts of Charges

1. Basic Rates

Aboard berthed ship ⇔ Inside transit shed / open storage yard : (A)

Aboard berthed ship ⇔ Doorway of transit shed / open storage yard : (B)

(per ton; in yen)

| Commodity | | | | Rate | | |
|------------------------|---|---|-------------|----------------------------|-------|-------|
| | | | | (A) | (B) | |
| Unitized cargo | Container | Full | | 1,193 | 1,066 | |
| | | Empty | | 1,014 | 905 | |
| | Palletized cargo, Van pack, Bag-container & Pre-sling | | | 2,305 | 2,112 | |
| | Knockdown automobile & car (less than 5 weight tons & 20 measurement tons per unit) | | | 1,803 | 1,653 | |
| | Car (more than 5 weight tons or 20 measurement tons per unit) | | | 2,524 | 2,298 | |
| Packed cargo | Bagged cargo | | | 3,156 | 2,883 | |
| | Baled cargo | | | 3,071 | 2,802 | |
| | Carton case crate | General cargo & Machinery (less than 5 tons a piece) | | 3,460 | 3,183 | |
| | | Machinery (5 tons a piece or more) | | 2,524 | 2,298 | |
| | | Vegetable & Fruit | | 2,594 | 2,355 | |
| Chilled & Frozen cargo | | -- | 5,006 | | | |
| Bare cargo | Tire | | | 2,378 | 2,199 | |
| | Roll-paper(Japanese-made) | | | 1,908 | 1,706 | |
| | Wood | Discharged Onto pier | Log | American & Southern origin | 1,739 | 1,563 |
| | | | | Northern origin | 2,361 | 2,188 |
| | | | Sawn lumber | | 1,870 | 1,689 |
| | Non-ferrous metal, etc. (Semi-finished products, Pig iron & Base metal) | | | 2,803 | 2,520 | |
| | Steel material | General (including steel pipe of less than 12-inch diameter) | | 2,700 | 2,467 | |

| | | | | |
|------------|---|---|-------|-------|
| | | Steel pipe (of 12-inch diameter or over) & Steel Sheet in coil | 2,297 | 2,100 |
| | Stone | | 2,751 | 2,556 |
| Bulk Cargo | Wheat, Manure raw material & Ore (dust) | | 1,861 | 1,667 |
| | Ore (Jump) & Special ore | | 2,578 | 2,347 |
| | Sugar | | 2,493 | 2,312 |

2. Additional Charges

| Item | Description | Additional charge rate |
|---------------------|--|------------------------|
| Half-night work | 16:30 hrs. – 21:30 hrs | 60% of the basic rate |
| Saturday work | On Saturdays (except for the week which is accompanied by any national holiday or alternative holiday therein) | 60% of the basic rate |
| Sunday/holiday work | On Sundays and holidays | 100% of the basic rate |

3. Discount Rates

(1) Big-lot discount

In case the volume of handling cargo is

- ① Over 1,000 tons and less than 3,000 tons, the basic amount shall be decreased by 5%
- ② For cargo of over 3,000tons, the basic amount shall be decreased by 7%

(2) Discount for a long-term and large quantity

In case the same kind of cargo belonging to one particular applicant complies with all of the following prerequisites, the basic amount shall be decreased by 5%

- ① Long-term contract of longer than 3 months
- ② Twice or more repeated application within a month
- ③ Quantity handled in one application is over 3,000 tons

4. Other Charges

(1) Waiting Charge

(per gang, per hour; in yen)

| Work time \ Gang composition | 15 workers or less (12 workers) | 16-22 workers (19workers) | 23-29 workers (26 workers) | 30-36 workers (33 workers) | 37 workers or over (40 workers) |
|------------------------------|---------------------------------|---------------------------|----------------------------|----------------------------|---------------------------------|
| Daytime(08:30-16:30) | 54,530 | 84,930 | 115,350 | 145,780 | 171,680 |
| Half-night(16:30-21:30) | 84,830 | 132,110 | 179,440 | 226,770 | 267,060 |

(1) Minimum Charges

(per gang; in yen)

| Work time \ Gang Composition | 15 workers or less (12 workers) | 16-22 workers (19workers) | 23-29 workers (26 workers) | 30-36 workers (33 workers) | 37 workers or over (40 workers) |
|------------------------------|---------------------------------|---------------------------|----------------------------|----------------------------|---------------------------------|
| Daytime(08:30-16:30) | 432,600 | 673,780 | 915,110 | 1,156,520 | 1,362,000 |

| | | | | | |
|-------------------------|---------|---------|---------|-----------|-----------|
| Half-night(16:30-21:30) | 432,600 | 673,780 | 915,110 | 1,156,520 | 1,362,000 |
|-------------------------|---------|---------|---------|-----------|-----------|

5. Contribution and Surcharge

| Item | Amount |
|--|--------------------------|
| (1) Contribution for Port and Harbor Welfare | (All cargoes) ¥8 per ton |
| (2) Surcharge as required by Port and Harbor Labor Law | (All cargoes) ¥3 per ton |
| (3) Labor Stabilization Fund | (All cargoes) ¥7 per ton |

6. Consumption Tax

- (1) Consumption tax shall be charged by 5 % of the total amount (exclusive of the business deals which are exempt from taxation).
- (2) When the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one yen, if it is ¥0.50 or over, and shall be cut away, if otherwise.

II Provisions of Application

1. Scope of Application

This Port Cargo Handling Tariff applies to the combination of stevedoring and longshoring operations arranged by the Contractor, who is requested by the same Client to perform both stevedoring and longshoring with respect to the ship on berth or else by different clients to perform the stevedoring and longshoring respectively regarding the same volume of cargo of the ship on berth.

2. Scope of Work

The scope of work to which the Basic Rates apply shall be as follows (excluding the work related to the Harbor Transport related Business):

- (1) Aboard berthed ship ⇔ Inside the transit shed or open storage yard

Discharging: Taking cargo from its place of stowage aboard the berthed ship directly onto the pier alongside, transferring it to the shed or open storage yard, and stacking it therein.

Loading: Transferring cargo stacked in the transit shed or open storage yard to the pier, taking it onto the berthed ship alongside, and stowing it therein.

- (2) Aboard berthed ship ⇔ The doorway of the transit shed or open storage yard

Discharging: Taking cargo from its place of stowage aboard the berthed ship directly onto the pier alongside, and transferring it to the doorway of the transit shed or open storage yard or to the side of the freight car, truck, etc.

Loading: Transferring cargo from the doorway of the transit shed, open storage yard or from the side of the freight car, truck, etc. to the pier, taking it onto the berthed ship alongside, and stowing it therein.

3. Cargo not specified in the Basic Rate Table

For cargo not specified in the basic rate table, the basic rate for cargo similar in respect of packing, gang composition, etc. shall apply thereto. In the absence of such similar cargo, the basic rate for the cargo in question shall be decided upon mutual consultation between the Client and the Contractor.

4. Additional Charges

(1) For half-night work

Applicable to work performed during the 16:30-21:30 period

(2) For Saturday work

Applicable to work performed on Saturdays. (except for the week accompanied by any notational holidays or alternative holiday therein)

(3) For Sunday/holiday work

Applicable to work performed on Sundays and holidays

5. Discount Rates

Scope of application shall be as follows:

(1) Big-lot discount

In case the volume of the same kind of cargo belonging to one particular applicant is

- ① Over 1,000tons and less than 3,000tons, the discount rate shall be 5% of the basic rate for whole quantity
- ② Over 3,000tons, the discount rate shall be 7% of the basic rate for whole quantity:
Above discount rate shall be deducted accordingly from the total amount which is calculated by multiplying the volume of the cargo by applicable basic rate.

(2) Discount for a long-term and large quantity

In case the same kind of cargo belonging to one particular applicant complies with all of the following prerequisites, the amount equivalent to 5% of the total amount which is calculated by multiplying the volume of cargo by applicable basic rate shall be deducted from the amount claimed.

- ① Long-term contract of longer than 3 months.
- ② Twice or more repeated application within a month
- ③ Quantity handled in one application is over 3,000tons

6. Other Charges

(1) Waiting charges

Applicable after the work commencing time (08:30hrs. for daytime work, and 16:30hrs. for half-night work) to:

- Waiting for the ship's arrival,

- Waiting for the arrival of cargo to be laden on board,
- Waiting due to weather conditions,
- Waiting due to the breakdown of cargo gear, etc.

For causes not attributable to the Contractor.

(2) **Minimum Charges**

Applicable to ① cancellation of gangs and ② incomplete shift work, both due to causes not attributable to the Contractor.

① Cancellation of gangs

- (a) The daytime Minimum Charges apply to cancellation two hours or more after the order cut-off time (15:00hrs. on the previous day).
- (b) The half-night Minimum Charges apply to cancellation after the order cut-off time 15:00hrs. on the day of work).

② Incomplete shift work

In the event that, due to reasons including but not limited to knock-off after work commencement, limited volume of cargo available for work, and waiting, the chargeable amount according to the ordinary computation turns out to be less than the amount of the relative daytime or half-night Minimum Charges, the relative Minimum Charges for such daytime or half-night work shall be billed.

7. Calculation Method

- (1) Tonnage for charge computation shall be reckoned on weight or measurement, whichever is greater.

One ton under this Tariff shall be 1,000 kilograms or 1.133 cubic meters. For cargo the tonnage of which is reckoned according to the customarily practiced fixed ratio by which to multiply the weight of the cargo, the chargeable tonnage shall be based on such customary tonnage.

The tonnage of containers whether filled or empty shall be regarded as follows: 32 tons per unit for 20 feet and 48 tons per unit for 40 feet. For containers of less than 20 feet, the tonnage for purpose of calculating charges shall be based on that of 20 feet and the tonnage of 35 feet and 45 feet shall be based on that of 40 feet.

- (2) If additional charges overlap, the applicable basic rate shall be multiplied by the respective additional charge rates, and the amount thus obtained shall be totalized.

If discount charges shall overlap, the applicable basic rate shall be multiplied by the respective discount rate and the amount thus obtained shall be deducted accordingly.

8. Others

- (1) Where the work under this Tariff is accompanied by:

- Taking cargo from the transit shed and stuffing a container with the cargo, or stripping a container and taking the devanned cargo into the transit shed.
- Handling cargo for weighing,

- Assorting cargo,
- Re-stacking cargo,
- Storage in the transit shed,

the relative charges under the Port Cargo Handling (Longshoring) Tariff for this port apply respectively thereto.

- (2) For handling the following kinds of cargo or performing the following special works, the amount of charges to be decided upon mutual consultation between the Client and the Contractor shall be billed on top of the charges under the applicable Basic Rates:

Special cargo - Heavy, bulky or lengthy cargo

- Cargo liable to degenerate or generate heat,
- Cargo founded extremely dirty/dusty, foul-smelling, liable to harm or pollute human body clothes,
- Sea-distressed cargo, etc.

Special work - Work aboard a sea-distressed ship,

- Work aboard special types of ships
- Work performed in rough weather
- Work accompanying assorting according to marks, etc.,
- Work accompanying sampling and the like,
- Long-distance dray with regard to longshoring, etc.

- (3) For work performed at the special request of the Client by means of special cargo-handling equipment, materials, etc. or by using additional gang foremen, the relative charges shall be billed separately at cost upon mutual consultation between the Client and the Contractor.

- (4) The charges for items not specified in this Tariff shall be billed, as far as permissible under the relative laws and regulations, as agreed between the Client and the Contractor or as customarily practiced.

[2] PORT CARGO HANDLING TARIFF (STEVEDORING)

(excluding the Cargo Handling Charges for Small Ships of Less Than 1,000 Gross Tons)

The notification system has been applied to each rate since Nov. 1, 2000.

In case the port transport company has notified the tariff that is different from the one specified below, the notified tariff shall be applicable to the service rate.

Therefore, please refer to the following tariff for "reference".

Yokohama Harbor Stevedoring Association 045-671-5551

Approved Aug.4 1995 / Effective Aug.12, 1995

I Kinds and Amounts of Charges

1. Basic Rates

(per ton; in yen)

| Commodity | | | Rate | | |
|------------------------|--|--|-------|----------------------------|-------|
| Unitized cargo | Container | Full | 586 | | |
| | | Empty | 498 | | |
| | Palletized cargo, Van pack, Bag-container & Pre-sling | | 1,412 | | |
| | Knockdown automobile & Car (less than 5 weight tons & 20 measurement tons per unit) | | 1,110 | | |
| | Car (more than 5 weight tons or 20 measurement tons per unit) | | 1,465 | | |
| Packed cargo | Bagged cargo | | 1,885 | | |
| | Baled cargo | | 1,813 | | |
| | Carton case crate | General cargo & Machinery (less than 5 tons a piece) | | 2,185 | |
| | | Machinery (5 tons a piece or more) | | 1,465 | |
| | | Vegetable & Fruit | | 1,469 | |
| Chilled & Frozen cargo | | 3,713 | | | |
| Bare cargo | Tire | | 1,561 | | |
| | Roll-paper (Japanese-made) | | 949 | | |
| | Wood | Rafting | Log | 639 | |
| | | Discharged onto pier | Log | American & Southern origin | 902 |
| | | | | Northern origin | 1,574 |
| | | Sawn lumber | | 1,019 | |
| | Non-ferrous metal, etc. (Semi-finished products, Pig iron & Base metal) | | 1,466 | | |
| | Steel material | General (including steel pipe of less than 12-inch diameter) | | 1,619 | |
| | | Steel pipe (of 12-inch diameter or over) & Steel sheet in coil | | 1,378 | |
| | Stone | | 1,868 | | |
| Bulk cargo | Wheat, Manure raw materials & Ore (dust) | | 938 | | |
| | Ore (lump) & Special ore | | 1,496 | | |
| | Sugar | | 1,674 | | |

2. Additional Charge

| Item | Description | Additional charge rate |
|----------------------------------|---|--|
| Half-night work Saturday work | 16:30 hrs – 21:30hrs. On Saturdays (except for the week which is accompanied by any national holiday or alternative holiday therein) | 60 % of the basic rate 60 % of the basic rate |
| Sunday/holiday work | On Sundays and holidays | 100% of the basic rate |

3. Discount Rates

(1) Big-lot discount

In case the volume of handling cargo is

- ① Over 1,000tons and less the 3,000tons, the basic amount shall be decreased by 5 %.
- ② Fr cargo of over 3,000tons, the basic amount shall be decreased by 7% for whole quantity

(2) Discount for a long-term and large quantity

In case the same kind of cargo belonging to one particular applicant complies with all of the following prerequisites, the basic amount shall be decreased by 5%.

- ① Long-term contract of longer than 3 months
- ② Twice or more repeated application within a month.
- ③ Quantity handled in one application is over 3,000tons.

7. Other charges

(1) Waiting Charges

(per gang, per hour; in yen)

| Gang composition \ Work time | 9 workers or less (7.5 workers) | 10-13 workers (11.5workers) | 14-17 workers (15.5 workers) | 18-21 workers (19.5 workers) | 22 workers or over (22.5 workers) |
|------------------------------|------------------------------------|--------------------------------|---------------------------------|---------------------------------|--------------------------------------|
| Daytime(08:30-16:30) | 34,030 | 52,170 | 70,300 | 88,440 | 102,060 |
| Half-night(16:30-21:30) | 52,940 | 81,150 | 109,360 | 137,570 | 158,760 |

(2) Minimum Charges

(per gang, in yen)

| Gang composition \ Work time | 9 workers or less (7.5 workers) | 10-13 workers (11.5workers) | 14-17 workers (15.5 workers) | 18-21 workers (19.5 workers) | 22 workers or over (22.5 workers) |
|------------------------------|------------------------------------|--------------------------------|---------------------------------|---------------------------------|--------------------------------------|
| Daytime(08:30-16:30) | 269,970 | 413,880 | 557,710 | 701,620 | 809,680 |
| Half-night(16:30-21:30) | 269,970 | 413,880 | 557,710 | 701,620 | 809,680 |

8. Contribution and Surcharge

| Item | Amount |
|--|-----------------------------|
| (1) Contribution for Port and Harbor Welfare | (All cargoes) ¥4 per ton |
| (2) Surcharge as required by Port and Harbor Labor Law | (All cargoes) ¥1.50 per ton |
| (3) Labor Stabilization Fund | (All cargoes) ¥3.50 per ton |

9. Consumption Tax

- (1) Consumption tax shall be charged by 5% of the total amount (exclusive of the business deals which are exempt from taxation).
- (2) When the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one yen, if it is ¥0.50 or over, and shall be cut away if otherwise.

II Provisions of Application

1. Scope of Application

This Port Cargo Handling Tariff (Stevedoring) applies to stevedoring work performed independently.

2. Scope of Work

The scope of work to which the Basic Rates apply shall be as follows (excluding the work related to the Harbor Transport-related Business):

- (1) Discharging: Taking cargo from its place of stowage aboard the ship into the lighter or onto the pier, and disengaging the ship's hook.
- (2) Loading: Applying the ship's hook to cargo placed on the lighter or pier, taking the cargo onto the ship, and stowing it therein.

3. Cargo Not Specified in the Basic Rate Table

For cargo not specified in the Basic Rate Table, the Basic Rate for cargo similar in respect of packing, gang composition, etc. shall apply thereto. In the absence of such similar cargo, the Basic Rate for the cargo in question shall be decided upon mutual consultation between the Client and the Contractor.

4. Additional Charges

- (1) For half-night work
Applicable to work performed during the 16:30 to 21:30 period
- (2) For Saturday work
Applicable to work performed on Saturdays. (except for the week accompanied by any national holiday or alternative holiday therein)
- (3) For Sunday/holiday work
Applicable to work performed on Sundays and holidays
- (4) For rain/snow work
Applicable to work performed in rain and snow at the request of the Client.

5. Discount Rates

Scope of application shall be as follows:

- (1) Big-lot discount
In case the volume of the same kind of cargo belonging to one particular applicant is

① Over 1,000tons and less than 3,000tons, the discount rate shall be 5% of the basic rate for whole quantity

② for the cargo of over 3,000tons, the discount rate shall be 7% of the basic rate for whole quantity.

Above discount rate shall be deducted accordingly from the total amount which is calculated by multiplying the volume of the cargo by applicable basic rate.

(2) Discount for a long-term and large quantity

In case the same kind of cargo belonging to one particular applicant complies with all of the following prerequisites, the amount equivalent to 5% of the total amount which is calculated by multiplying the volume of cargo by applicable basic rate shall be deducted from the amount claimed.

① Long-term contract of longer than 3 months.

② Twice or more repeated application within a month

③ Quantity handled in one application is over 3,000tons

6. Other Charges

(1) Waiting Charges

Applicable after the work commencing time (08:30hrs. for daytime work, and 16:30hrs. for half-night work) to:

- Waiting for the ship's arrival,
- Waiting for the arrival of cargo to be laden on board the ship,
- Waiting due to weather conditions,
- Waiting due to the breakdown of cargo gear, etc.,

For causes not attributable to the Contractor

(2) Minimum Charges

Applicable to ① cancellation of gangs and ② incomplete shift work, both due to causes not attributable to the Contractor.

① Cancellation of gangs

(a) The daytime Minimum Charges apply to cancellation two hours or more after the order cut-off time (15:00hrs. on the previous day).

(b) The half-night Minimum Charges apply to cancellation after the order cut-off time (15:00hrs. on the day of work).

② Incomplete shift work

In the event that, due to reasons including but not limited to knock-off after work commencement, limited volume of cargo available for work, and waiting, the chargeable amount according to the ordinary computation turns out to be less than the amount of the relative daytime or half-night Minimum Charges, the relative Minimum Charges for such daytime or half-night work shall be billed.

7. Calculation Method

- (1) Tonnage for charge computation shall be reckoned on weight or measurement, whichever is greater.

One ton under this Tariff shall be 1,000 kilograms or 1.133 cubic meters. For cargo the tonnage of which is reckoned according to the customarily practiced fixed ratio by which to multiply the weight of the cargo, the chargeable tonnage shall be based on such customary tonnage.

The tonnage of containers whether filled or empty shall be regarded as follows: 32 tons per unit for 20 feet and 48 tons per unit for 40 feet. For containers of less than 20 feet, the tonnage for purpose of calculating charges shall be based on that of 20 feet and the tonnage of 35 feet and 45 feet shall be based on that of 40 feet.

- (2) If Additional Charges overlap, the applicable Basic Rate shall be multiplied by the respective Additional Charge rates, and the amount thus obtained shall be totalized.

If discount charges shall overlap, the applicable basic rate shall be multiplied by the respective discount rate and the amount thus obtained shall be deducted accordingly.

8. Others

- (1) For handling the following kinds of cargo or performing the following special works, the amount of charges to be decided upon mutual consultation between the Client and the Contractor shall be billed on top of the charges under the applicable Basic Rates:

Special cargo - Heavy, bulky or lengthy cargo

- Cargo liable to degenerate or generate heat,
- Cargo founded extremely dirty/dusty, foul-smelling, liable to harm or pollute human body or clothes,
- Sea-distressed cargo, etc.

Special work - Work aboard a sea-distressed ship,

- Work aboard special types of ships
- Rafting of submersible logs dropped into the sea from the ship,
- Work performed outside the breakwaters,
- Work performed in rough weather
- Work accompanying assorting of cargo according to marks, etc.,

- (2) For work performed at the special request of the Client by means of special cargo-handling equipment, materials, etc. or for supplying additional gang foremen, the relative charges shall be billed separately at cost upon mutual consultation between the Client and the Contractor.
- (3) The charges for items not specified in this Tariff shall be billed, as far as permissible under the relative laws and regulations, as agreed upon between the Client and the Contractor or as customarily practiced.

**SEPARATE CHARGES FOR PORT CARGO HANDLING (STEVEDORING)
PORT OF YOKOHAMA**

(Effective Aug.12, 1995)

1. Assistance Charges for Opening and Closing Hatches (covers, beams, etc.)

(per anchorage, per hatch; in yen)

| Classification | | Daytime | Night time |
|--|--------------------------------|---------|------------|
| Ordinary Cargo Ship | Not exceeding 2,000 gross tons | 5,950 | 8,370 |
| | 2,001 – 4,000 gross tons | 8,960 | 12,540 |
| | 4,001 – 6,000 gross tons | 14,940 | 20,950 |
| | 6,001 gross tons or over | 29,940 | 41,950 |
| Foreign bulk carrier | | 35,960 | 50,330 |
| Twin deck operation aboard the ship equipped with automatically controlled steel hatches | | 5,950 | 8,370 |

Note:

- In case of hatch opening and closing operation being carried out in the interim by the master's order or due to weather conditions and/or some other reasons while the ship is in port, the amount equivalent to the waiting charge specified separately in Port Cargo Handling (Integrated Stevedoring and Longshoring) Tariff or Port Cargo Handling (Stevedoring) Tariff, whichever may be applicable, shall be billed for the hours actually worked.
- For the special hold operation such as deep tank, refrigerator, etc. the amount equivalent to the waiting charge specified separately in Port Cargo Handling (Integrated Stevedoring and Longshoring) Tariff or Port Cargo Handling (Stevedoring) Tariff, whichever may be applicable, shall be billed for the hours actually worked.
- In case of the above operation being carried out by ship's crew, the amount equivalent to the waiting charge specified separately in Port Cargo Handling (Integrated Stevedoring and Longshoring) Tariff or Port Cargo Handling (Stevedoring) Tariff, whichever may be applicable, shall be billed for the hours actually worked.

2. Labor charges for Stand-by Gear Assistance

(per anchorage, per hatch, per set; in yen)

| Classification | Daytime | Night time |
|------------------------------|---------|------------|
| Rigging and trimming derrick | 39,800 | 59,500 |
| Trimming | 23,670 | 35,210 |

Note: In case of the above operation being carried out by ship's crew or being carried out in the interim by stevedore, the amount equivalent to the waiting charge specified separately in Port Cargo Handling (Integrated Stevedoring and Longshoring) Tariff or Port Cargo Handling (Stevedoring) Tariff, whichever may be applicable, shall be billed for the hours actually expended.

3. Supervisor and Extra Laborer Charge

| Classification | Daytime | Night time |
|----------------|---------|------------|
| Supervisor | 37,670 | 55,400 |
| Extra Laborer | 32,010 | 47,090 |

Note: In case of order being cancelled, 60% of the above rate shall be charged for cancellation up to one hour prior to commencement of cargo work, and 100% for cancellation thereafter.

4. Waiting Charge

| Classification | 9 workers or less (7.5 workers) | 10-13 workers (11.5workers) | 14-17 workers (15.5 workers) | 18-21 workers (19.5 workers) | 22 workers or over (22.5 workers) |
|-------------------------|---------------------------------|-----------------------------|------------------------------|------------------------------|-----------------------------------|
| Daytime(08:30-16:30) | 34,030 | 52,170 | 70,300 | 88,440 | 102,060 |
| Half-night(16:30-21:30) | 52,940 | 81,150 | 109,360 | 137,570 | 158,760 |
| All-night(21:30-04:00) | 54,970 | 84,280 | 113,590 | 142,920 | 164,890 |

Note: In Yokohama Port, the standard size of gang (15.5 workers) shall be in principle applied for gang arrangement, but the size of gang to be arranged for specific cargo shall be separately negotiated.

5. Minimum Charge for Stevedoring

| Classification | 9 workers or less (7.5 workers) | 10-13 workers (11.5workers) | 14-17 workers (15.5 workers) | 18-21 workers (19.5 workers) | 22 workers or over (22.5 workers) |
|----------------|---------------------------------|-----------------------------|------------------------------|------------------------------|-----------------------------------|
| Daytime | 269,970 | 413,880 | 557,710 | 701,620 | 809,680 |
| Night time | 430,290 | 659,740 | 889,170 | 1,118,630 | 1,290,770 |

Note: In case the chargeable amount according to the ordinary calculation turns out to be less than the applicable amount of the minimum charge shown in this table due to various circumstances including gang's knock-off, incomplete shift work, low production of cargo handling attributable to the type of ship and /or cargo or other reasons, the minimum charge in this table which is inclusive of the chargeable amount mentioned first above shall be billed.

6. Charge for the Use of Forklift Truck

| Classification | Daytime | Night time |
|----------------------------|---------|------------|
| Less than 2.5 ton capacity | 5,420 | 7,080 |

Note:

1. The above rate shall be applied in case of forklift truck being used in cargo hold by the request of customer.
2. The amount equivalent to the operation for 4 hours shall be charged as minimum.
3. Charge of forklift truck of over 2.5 ton capacity or transportation of forklift truck to be used aboard vessel mooring at buoy shall be charged at actual cost.

7. Additional Charges

- (1) For cargo work at midnight (from 21:30 hrs. to 03:00 hrs next), 130% in addition to the basic rate shall be charged.
- (2) The other charges specified separately in Item I -4 of Port Cargo Handling (Combined Stevedoring and Longshoring) Tariff, Port Cargo Handling (Stevedoring) and Separate Charges contained herein shall be subject to 60% additional charge for the work performed on Saturday and 100% additional charge for the work performed on holiday.

8. Handling of Dangerous Cargo

The handling of dangerous cargo shall be charged as follows;

The classification shall be as specified in the list of charges of the incidental tallying work hereof
Class A, B & C

Class A¥5,391

Class B¥4,182

Class C¥2,522

9. Guidance for applying the Basic Rate of Stevedorage on the Following Type of Cargo

- (1) Cargo in paper / vinyl bags

The basic rate for cargo in paper / vinyl bags shall be applied for the following cargo only:

Grains and feeds (in paper / vinyl bags)

Salt and sugar (in paper / vinyl bags)

Cement, fertilizer and the like (in paper / vinyl bags)

Soda and the like (in paper / vinyl bags)

For other kinds of cargo packed in paper / vinyl bags & synthetic resin, etc.), the basic rate for general cargo shall be applied.

(2) Cargo in gunny bags

The basic rate for cargo in gunny bags shall be applied for wheat, meal, beet pulp and bran packed in gunny bags only.

For other kinds of cargo packed in gunny bags, the basic rate for general cargo shall be applied.

(3) Cargo in bales

The basic rate for cargo in bales shall be applied for raw cotton, wool, flax and hemp only.

For other kinds of cargo packed in bales, the basic rate for general cargo shall be applied.

(4) Steel materials

The basic rate on steel materials shall be applied only for steel materials in bare cargo and the basic rate on general cargo shall be applied for steel materials packed.

10. Charge for Shifting Cargo

| Kinds of Work | Shifting Charge Based On |
|------------------------|--------------------------|
| Within the same hold | A |
| From a hold to another | A+A |
| When lighter is used | A+B+A |
| When pier is used | A+C+A |

A=Port Cargo Handling (Stevedoring) Tariff Charges

B=Lightering Tariff Charges

C=Port Cargo Handling (Longshoring) Tariff Charges

Note: According to the respective style of shifting work performed, the Additional Charges and other charges specified in the applicable Tariffs shall be billed.

11. Direct Transshipment from One Ship to Another Alongside

| Kind of work | Classification | Charge Based on |
|---|--|-----------------|
| Direct transshipment from one ship to another | If each ship is 500 gross tons or over | A+A |
| | If either one of the ships is Less than 500 gross tons | A+(A × 1/2) |

Note: The Additional Charge and other charges specified in the applicable Tariffs shall be billed to the above.

12. Additional Charges for Out-port

Separate consultation

13. Guidance for Order of Port Cargo Handling

- (1) The deadline of acceptance of 'Day-time work' shall be 15:00hrs on previous day.
- (2) The deadline of acceptance of 'Night-time work' shall be 15:00hrs on that day.

- (3) The deadline of acceptance of 'Day-time work' performed on Monday shall be 15:00hrs on previous Saturday.

14. Working Hours

Shift 1 ; 8:30hrs – 16:30hrs

Shift 2 ; 19:00hrs – 3:00hrs next

Working hours on holidays shall be from 8:30hrs to 15:30hrs.

15. Definition of Day-time, Half-night and All-night

Day-time 8:30hrs. to 16:30hrs.

Half-night 16:30hrs. to 21:30hrs.

All-night 21:30hrs. to 3:00hrs next

[3] PORT CARGO HANDLING TARIFF (LONGSHORING)

(Excluding the Cargo Handling Charges for Small Ships of Less Than 1,000 Gross Tons)

The notification system has been applied to each rate since Nov. 1, 2000.

In case the port transport company has notified the tariff that is different from the one specified below, the notified tariff shall be applicable to the service rate.

Therefore, please refer to the following tariff for “reference”.

Yokohama Harbor Stevedoring Association 045-671-5551

Approved Aug. 4 1995

Effective Aug. 12, 1995

I Kinds and Amounts of Charges

1. Basic Rates

Berthed ship's side / lighter ⇔ Inside transit shed / open storage yard : (A)

Berthed ship's side / lighter ⇔ Doorway of transit shed / open storage yard : (B)

(per ton; in yen)

| Commodity | | | Rate | | | |
|------------------------|---|--|-------------|----------------------------|-------|-----|
| | | | (A) | (B) | | |
| Unitized cargo | Container | Full | 670 | 536 | | |
| | | Empty | 569 | 455 | | |
| | Palletized cargo, Van pack Bag-container & Pre-sling | | 1,014 | 811 | | |
| | Knockdown automobile & Car (less than 5 tons in weight & 20 tons in capacity per unit) | | 788 | 630 | | |
| | Car (more than 5 weight tons or 20 measurement tons per unit) | | 1,192 | 954 | | |
| Packed cargo | Bagged cargo | | 1,437 | 1,150 | | |
| | Baled cargo | | 1,420 | 1,136 | | |
| | Carton case crate | General cargo & Machinery (less than 5 tons a piece) | | 1,457 | 1,166 | |
| | | Machinery (5 tons a piece or more) | | 1,192 | 954 | |
| | | Vegetable & Fruit | | 1,262 | 1,010 | |
| Chilled & Frozen cargo | | -- | 1,556 | | | |
| Bare cargo | Tire | | 942 | 754 | | |
| | Roll-paper (Japanese-made) | | 1,059 | 847 | | |
| | wood | Discharged onto pier | Log | American & Southern origin | 929 | 743 |
| | | | | Northern origin | 911 | 729 |
| | | | Sawn lumber | | 949 | 759 |
| | Non-ferrous metal, etc. (Semi-finished products, Pig iron & Base metal) | | 1,484 | 1,187 | | |
| | Steel material | General (including steel pipe of less than 12-inch diameter) | | 1,223 | 978 | |
| | | Steel pipe (of 12-inch diameter or over) & Steel sheet in coil | | 1,040 | 832 | |
| | Stone | | 1,028 | 822 | | |
| Bulk cargo | Wheat, Manure raw materials & Ore (dust) | | 1,021 | 817 | | |
| | Ore (lump) & Special ore | | 1,218 | 974 | | |
| | Sugar | | 950 | 760 | | |

2. Additional charge

| Item | Description | Additional charge rate |
|---------------------|--|------------------------|
| Half-night work | 16:30 hrs – 21:30hrs. | 60 % of the basic rate |
| Saturday work | On Saturdays (except for the week which is accompanied by any national holiday or alternative holiday therein) | 60 % of the basic rate |
| Sunday/holiday work | On Sundays and holidays | 100% of the basic rate |

3. Discount Rates

(1) Big-lot discount

In case the volume of handling cargo is

- ① Over 1,000tons and less the 3,000tons, the basic amount shall be decreased by 5 %.
- ② For cargo of over 3,000tons, the discount rate shall be decreased by 7% of the basic rate for whole quantity

(2) Discount for a long-term and large quantity

In case the same kind of cargo belonging to one particular applicant complies with all of the following prerequisites, the basic amount shall be decreased by 5%.

- ① Long-term contract of longer than 3 months
- ② Twice or more repeated application within a month.
- ③ Quantity handled in one application is over 3,000tons.

4. Other charges

(1) Waiting Charges

(per gang, per hour; in yen)

| Gang composition \ Work time | 4-6 men (5 men) | 7-9 men (8 men) | 10-12 men (11 men) | 13-15 men (14 men) | 16-18 men (17 men) | 19-21 men (20 men) |
|------------------------------|-----------------|-----------------|--------------------|--------------------|--------------------|--------------------|
| Daytime(08:30-16:30) | 20,500 | 32,760 | 45,050 | 57,340 | 69,620 | 81,920 |
| Half-night(16:30-21:30) | 31,890 | 50,960 | 70,080 | 89,200 | 108,300 | 127,430 |

(2) Minimum Charges

(per gang, in yen)

| Gang composition \ Work time | 4-6 men (5 men) | 7-9 men (8 men) | 10-12 men (11 men) | 13-15 men (14 men) | 16-18 men (17 men) | 19-21 men (20 men) |
|------------------------------|-----------------|-----------------|--------------------|--------------------|--------------------|--------------------|
| Daytime(08:30-16:30) | 162,630 | 259,900 | 357,400 | 454,900 | 552,320 | 649,900 |
| Half-night(16:30-21:30) | 162,630 | 259,900 | 357,400 | 454,900 | 552,320 | 649,900 |

(3) Charges for taking out cargo from the transit shed and loading it into containers or for taking out cargo from containers and into the transit shed.

(per ton; in yen)

| Commodity | Amount |
|--|--------|
| Bagged/Baled cargo or any cargo requiring similar working efficiency as stated herein | 2,473 |
| General cargo and machinery (Less than 5 tons a piece) or any cargo requiring similar working efficiency as stated herein | 2,217 |
| Unitized cargo, knockdown automobile, car and machinery (5 tons a piece or over) or any cargo requiring similar working efficiency as stated herein | 1,986 |

(4) Cargo Handling Charges for Weighing

30% of the applicable Basic Rate (A)

Note: The charges for the use of the scales and the fees for weighers are not included.

(5) Assorting Charges

30% of the applicable Basic Rate (A)

(6) Re-stacking Charges

80% of the applicable Basic Rate (A)

(7) Shed Storage Charges

(per ton, per day; in yen)

| Commodity | Private shed | Public shed |
|--------------------------|--------------|-------------|
| Container (open storage) | 13 | 9 |
| Fiber | 57 | 43 |
| Vegetable and fruit | 57 | 43 |
| Chinaware | 68 | 57 |
| Other cargo | 100 | 81 |

Notes:

1. For public shed storage, the storage charges under the relative municipal ordinance shall be additionally billed
2. The Rate for containers is for open storage
3. The Storage Rates for cargo requiring chilled storage and fumigation shall be 180% and 120% of the applicable rates respectively.

5. Contribution and Surcharge

| Item | Amount |
|--|-----------------------------|
| (1) Contribution for Port and Harbor Welfare | (All cargoes) ¥4.00 per ton |
| (2) Surcharge as required by Port and Harbor Labor Law | (All cargoes) ¥1.50 per ton |
| (3) Labor Stabilization Fund | (All cargoes) ¥3.50 per ton |

6. Consumption Tax

- (1) Consumption tax shall be charged by 5% of the total amount (exclusive of the business deals which are exempt from taxation).
- (2) when the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one, if it is ¥0.50 or over, and shall be cut away if otherwise.

II Provision of Application

1. Scope of Application

This Port Cargo Handling Tariff (Longshoring) applies to longshoring work performed as independent work.

2. Scope of Work

The scope of work to which the Basic Rates apply shall be as follows (excluding the work related to the Harbor Transport-related Business):

- (1) Berthed ship's side/lighter ⇔ Inside the transit shed/open storage yard

- ① Berthed ship's side ⇔ Inside transit shed /open storage yard

Discharging: Taking cargo from the ship's side into the transit shed/ open storage yard, and stacking the cargo therein.

Loading: Taking out cargo from the transit shed/open storage yard to the ship's side.

- ② Lighter ⇔ Inside transit shed/open storage yard

Discharging: Landing cargo stowed in the lighter, taking it into the transit shed/open storage yard, and stacking it therein.

Loading: Taking out cargo from the transit shed/open storage yard into the lighter, and

stacking the cargo therein.

(2) The berthed ship's side/lighter ⇔ The doorway of the transit shed/open storage yard

① Berthed ship's side ⇔ Doorway of the transit shed/open storage yard

Discharging: Taking cargo from the ship's side to the doorway of the transit shed/open storage yard or to the side of the freight car, truck, etc.

Loading: Taking cargo from the doorway of the transit shed/open storage yard or from the side of the freight car, truck, etc. to the ship's side.

② Lighter ⇔ Doorway of the transit shed/open storage yard

Discharging: Landing cargo stowed in the lighter, taking it into the doorway of the transit shed/open storage yard, or to the side of the freight car, truck, etc.

Loading: Taking cargo from the doorway of the transit shed/open storage yard or from the side of the freight car, truck, etc. to the lighter, and stowing it therein.

3. Cargo not specified in the Basic Rate Table

For cargo not specified in the Basic Rate Table, the Basic Rate for cargo similar in respect of packing, gang composition, etc. shall apply thereto. In the absence of such similar cargo, the Basic Rate for the cargo in question shall be decided upon mutual consultation between the client and its contractor.

4. Additional Charges

(1) For half-night work Applicable to work performed during the 16:30 – 21:30 period.

(2) For Saturday work Applicable to work performed on Saturdays
(except for the week accompanied by any national holiday or alternative holiday therein)

(3) For Sunday/holiday work Applicable to work performed on Sundays and holidays

5. Discount Rates

Scope of application shall be as follows;

(1) Big-lot discount

In case the volume of the same kind of cargo belonging to one particular applicant is

① Over 1,000 tons and less than 3,000 tons, the discount rate shall be 5 % of the basic rate for whole quantity.

② For the cargo of over 3,000tons, discount rate shall be 7% of the basic rate for whole quantity.

Above discount rate shall be deducted accordingly from the total amount which is calculated by multiplying the volume of the cargo by applicable basic rate.

(2) Discount for a long-term and large quantity

In case the same kind of cargo belonging to one particular applicant complies with all of the following prerequisites, the amount equivalent to 5% of the total amount which is calculated by multiplying the volume of cargo by applicable basic rate shall be deducted from the amount

claimed.

- ① Long-term contract of longer than 3 months
- ② Twice or more repeated application within a month
- ③ Quantity handled in one application is over 3,000tons

6. Other Charges

(1) Waiting Charges

Applicable after the work commencing time (08:30 hrs. for daytime work, and 16:30 for half-night work) to:

- Waiting for the ship's arrival, Waiting for the arrival of cargo to be laden on board the ship, Waiting due to weather conditions, Waiting due to the breakdown of the ship' cargo gear, etc., for causes not attributable to the contractor.

(2) Minimum charges

Applicable to ① cancellation of gangs and ② incomplete shift work, both due to causes not attributable to the contractor.

① Cancellation of gangs

(a) The daytime Minimum Charges apply to cancellation two hours or more after the order cut-off time (15:00 hrs. on the previous day).

(b) The half-night Minimum Charges apply to cancellation after the order cut-off time (15:00 hrs. on the day of work).

② Incomplete shift work

In the event that, due to reasons including but not limited to knock-off after work commencement, limited volume of cargo available for work, and waiting, the chargeable amount according to the ordinary computation turns out to be less than the amount of the relative daytime or half-night Minimum Charges, the relative Minimum Charges for such daytime or half-night work shall be billed.

(3) Charges for taking out cargo from the transit shed and loading it into containers or for taking out cargo from containers and into the transit shed.

Applicable to the following work performed:

① Stuffing a container, either inside the transit shed (including the container freight station) or at the doorway thereof, with cargo stored in said shed.

② Taking out cargo from containers, and stacking it at the transit shed (including the container freight station), and stacking the cargo in said shed.

(4) Cargo Handling Charges for Weighing

Applicable to cargo handling for weighing purposes. Expenses for the use of scales and weight surveyors for weighing cargo shall be charged at cost.

(5) Assorting Charges Applicable to sorting of cargo performed.

(6) Re-stacking Charges Applicable to re-stacking of cargo performed.

(7) Shed storage Charges

① Applicable to temporary storage at the transit shed or other cargo marshalling sites of

cargo to be loaded onto the ship or lighter, and of cargo discharged therefrom.

- ② For cargo not specified in the Basic Rate Table, the Basic Rate for cargo similar in respect of storable tonnage per 3.3 square meters shall apply.
- ③ The storage charges are computed from the day cargo is taken in until, and including, the day the cargo is taken out of the shed.

10. Calculation Method

- (1) Tonnage for charge computation shall be reckoned on weight or measurement, whichever is greater.

One ton under this Tariff shall be 1,000 kilograms or 1,133 cubic meter. For cargo the tonnage of which is reckoned according to the customarily practiced fixed ratio by which to multiply the weight of the cargo, the chargeable tonnage shall be based on such customary tonnage.

The tonnage of containers whether filled or empty shall be regarded as follows:
32 tons per unit for 20 feet and 48 tons per unit for 40 feet.

For containers of less than 20 feet, the tonnage for purpose of calculating charges shall be based on that of 20 feet and the tonnage of 35 feet and 45 feet shall be based on that of 40 feet.

- (2) If the additional charges overlap, the applicable basic rate shall be multiplied by the respective additional rate, and the amount thus obtained shall be totalized

If the discount charges overlap, the applicable basic rate shall be multiplied by the respective discount rate and the amount thus obtained shall be deducted.

8 Others

- (1) For handling the following kinds of cargo or performing the following special work, the amount of charges to be decided upon mutual consultation between the Client and the Constructor shall be billed on top of the charges under the applicable Basic Rates:

| | |
|---------------|--|
| Special Cargo | - Heavy, bulky or lengthy cargo |
| | - Cargo liable to degenerate or generate heat, |
| | - Cargo found extremely dirty/dusty, foul-smelling, liable to harm or pollute human body or clothes, |
| | - Sea-distressed cargo, etc. |

| | |
|--------------|------------------------------------|
| Special work | - Long-distance dray, |
| | - Work performed in rough weather, |
| | - Work accompanying sampling, etc. |

- (2) For work performed at the special request of the Client by means of special cargo-handling equipment, materials, etc., or for supplying additional gang foremen, the relative charges shall be billed separately at cost upon mutual consultation between the Client and the Contractor.
- (3) The charges for items not specified in this Tariff shall be billed, as far as permissible under the relative laws and regulations, as agreed between the Client and the Contractor or as customarily practiced.

SEPARATE CHARGES FOR PORT CARGO HANDLING TARIFF (LONGSHORING) PORT OF YOKOHAMA

(Effective Aug. 12, 1995)

1. Charge for taking cargo from vehicle and receiving it into transit shed or vice versa:-
Scope of Work is as follows:-

Vehicle-side ⇔ Inside transit shed or open storage yard

In-turn - Taking cargo from vehicle-side into transit shed or open storage yard and stacking it therein.

Out-turn - Taking cargo out of transit shed or open storage yard over to vehicle-side.

| | |
|---------------|---------------------------|
| General cargo | 80% of the basic rate (A) |
| Cargo in bulk | 30% of the basic rate (A) |

Note: For cargo in bulk to be basically stored inside transit shed as well as Scrap iron in bulk and the like, the rate for General Cargo shall be applied.

2. Assistance charge for loading / unloading truck:

For the above assistance job which is performed preceding or following the work in II-2-(2) of Port Handling Tariff (Longshoring) and Separate Charges herein, up to 40% of the applicable basic rate (A) of the above mentioned Tariff shall be charged.

Note: Provisions of the following Tariff charges and Terms shall be applied for the above two (2) Separate Charges correspondingly.

- (ア) I Kinds and Amounts of Charges
 - 2. Additional Charges
- (イ) I Kinds and Amounts of Charges
 - 3. Discount Rates
- (ウ) II Provisions of Application

3. Extra laborer charge

| | |
|---------|-----------|
| Daytime | Nighttime |
| 32,010 | 47,090 |

4. Actual expenses shall be separately charged if contractor should cancel the arrangement for truck-crane and other machines or should make them stand by.

**[4] PORT CARGO HANDLING TARIFF
(FOR SMALL SHIPS OF LESS THAN 1,000 GROSS TONS)**

The notification system has been applied to each rate since Nov. 1, 2000.
In case the port transport company has notified the tariff that is different from the one specified below, the notified tariff shall be applicable to the service rate.
Therefore, please refer to the following tariff for “reference”.

Yokohama Harbor Stevedoring Association 045-671-5551

Approved Aug. 4, 1995 / Effective Aug. 12, 1995

I Kinds and Amounts of Charges

1. Basic Rates

(1) On board the small ship (from 500 up to less than 1,000 gross tons)

⇔ Inside the transit shed / open storage yard (A)

⇔ The doorway of the transit shed / open storage (B)

(per ton; in yen)

| Commodity | | | | Rate | | |
|------------------------|--|---|-------------|----------------------------|-------|-------|
| | | | | (A) | (B) | |
| Unitized cargo | Container | Full | | 785 | 728 | |
| | | Empty | | 666 | 618 | |
| | Palletized cargo, van pack, Bag-container & Pre-sling | | | 1,891 | 1,754 | |
| | Knockdown automobile & Car (less than 5 weight tons & 20 measurement tons per unit) | | | 1,481 | 1,374 | |
| | Car (more than 5 weight tons or 20 measurement tons per unit) | | | 2,058 | 1,895 | |
| Packed cargo | Bagged cargo | | | 2,582 | 2,386 | |
| | Baled cargo | | | 2,510 | 2,316 | |
| | Carton case crate | General Cargo & Machinery (less than 5 tons a piece) | | 2,851 | 2,652 | |
| | | Machinery (more than 5 tons a piece) | | 2,058 | 1,895 | |
| | | Vegetable & Fruit | | 2,109 | 1,937 | |
| Chilled & Frozen cargo | | -- | 4,218 | | | |
| Bare cargo | Tire | | | 1,968 | 1,840 | |
| | Roll-paper (Japanese-made) | | | 1,259 | 1,169 | |
| | Wood | Discharged onto pier | Log | American & Southern origin | 1,400 | 1,274 |
| | | | | Northern origin | 1,959 | 1,834 |
| | | | Sawn lumber | | 1,513 | 1,384 |
| | Non-ferrous metal, etc. (Semi-finished products, Pig iron & Base metal) | | | 2,258 | 2,056 | |
| | Steel material | General (including steel pipe of less than 12-inch diameter) | | 1,898 | 1,795 | |
| | | Steel pipe (of 12-inch diameter or over & Steel sheet in coil) | | 1,614 | 1,526 | |
| Stone | | | 2,290 | 2,150 | | |
| Bulk cargo | Wheat, Manure raw materials & Ore (dust) | | | 1,494 | 1,356 | |
| | Ore (lump) & Special ore | | | 2,103 | 1,937 | |
| | Sugar | | | 2,070 | 1,941 | |

(2) On board the small ship (of less than 500 gross tons)

⇒ In side the transit shed / open storage yard (A)

⇒ The doorway of the transit shed / open storage yard (B)

| Commodity | | | | Rate | | | |
|------------------------|--|---|-------------|----------------------------|-------|-------|-----|
| | | | | (A) | (B) | | |
| Unitized cargo | Container | Full | | 781 | 625 | | |
| | | Empty | | 663 | 530 | | |
| | Palletized cargo, Van pack, Bag-container & Pre-sling | | | 1,182 | 945 | | |
| | Knockdown automobile & Car (less than 5 weight tons & 20 measurement tons per unit) | | | 918 | 735 | | |
| | Car (more than 5 weight tons or 20 measurement tons per unit) | | | 1,388 | 1,110 | | |
| Packed cargo | Bagged cargo | | | 1,674 | 1,339 | | |
| | Baled cargo | | | 1,655 | 1,323 | | |
| | Carton case crate | General cargo & Machinery (less than 5 tons a piece) | | 1,698 | 1,359 | | |
| | | Machinery (more than 5 tons a piece) | | 1,388 | 1,110 | | |
| | | Vegetable & Fruit | | 1,470 | 1,177 | | |
| Chilled & Frozen cargo | | -- | 1,812 | | | | |
| Bare cargo | Tire | | | 1,097 | 878 | | |
| | Roll-paper (Japanese-made) | | | 1,234 | 987 | | |
| | Wood | Discharged onto pier | Log | American & Southern origin | | 1,082 | 866 |
| | | | | Northern origin | | 1,061 | 849 |
| | | | Sawn lumber | | 1,105 | 884 | |
| | Non-ferrous metal, etc. (Semi-finished products, Pig iron & Base metal) | | | 1,729 | 1,383 | | |
| | Steel material | General (including steel pipe of less than 12-inch diameter) | | 1,425 | 1,140 | | |
| | | Steel pipe (of 12-inch diameter or over & Steel sheet in coil) | | 1,212 | 970 | | |
| Stone | | | 1,197 | 958 | | | |
| Bulk cargo | Wheat, Manure raw materials & Ore (dust) | | | 1,190 | 952 | | |
| | Ore (lump) & Special ore | | | 1,420 | 1,136 | | |
| | Sugar | | | 1,106 | 885 | | |

2. Additional Charges

| Item | Description | Additional charge rate |
|-----------------------|--|------------------------|
| Half-night work | 16:30 hrs. – 21:30 hrs. | 60% of the Basic rate |
| Saturday work | On Saturdays (except for the week which is accompanied by any national holiday or alternative holiday therein) | 60% of the Basic Rate |
| Sunday / holiday work | On Sundays and holidays | 100% of the Basic Rate |

3. Discount Rate

Big-lot Discount: For the cargo of over 1,000tons, the discount rate shall be 5% of the basic rate.

4. Contribution and Surcharge

(1) On board the small ship (from 500 up to less than 1,000 gross tons)

⇔In side the transit shed/open storage yard or the doorway of the transit shed/open storage yard

| Item | Amount |
|--|---------------------------|
| (1) Contribution for Port and Harbor Welfare | (All cargoes) ¥ 8 per ton |
| (2) Surcharge as required by Port and Harbor Labor Law | (All cargoes) ¥ 3 per ton |
| (3) Labor Stabilization Fund | (All cargoes) ¥ 7 per ton |

(2) On board the small ship (of less than 500 gross tons)

⇔In side the transit shed/open storage yard or the doorway of the transit shed/open storage yard

| Item | Amount |
|--|------------------------------|
| (1) Contribution for Port and Harbor Welfare | (All cargoes) ¥ 4.00 per ton |
| (2) Surcharge as required by Port and Harbor Labor Law | (All cargoes) ¥ 1.50 per ton |
| (3) Labor Stabilization Fund | (All cargoes) ¥ 3.50 per ton |

5. Consumption Tax

(1) Consumption tax shall be charged by 5 % of the total amount (exclusive of the business deals which are exempt from taxation).

(2) When the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one yen, if it is ¥0.50 or over, and shall be cut away if otherwise.

II Provision of Application

1. Scope of Application

This Port Cargo Handling Tariff (for small ships of less than 1,000 gross tons) applies to the following cargo handling work:

(1) On board the small ship (from 500 up to less than 1,000 gross tons) ⇔

Inside the transit shed/open storage yard or the doorway of the transit shed/open storage yard

(2) On board the small ship (of less than 500 gross tons) ⇔

Inside the transit shed / open storage yard or the doorway of the transit shed/open storage yard

Where cargo handling involving a small ship as shown in the fore-going is limited to either stevedoring or longshoring, the Port Cargo Handling Tariff (Stevedoring) or the Port Cargo Handling Tariff, (Longshoring) as the case may be, shall apply thereto.

2. Scope of Work

The scope of work to which the Basic Rates apply shall be as follows (excluding the work related to the Harbor Transport-related Business):

(1) Aboard the berthed ship ⇔ Inside the transit shed / open storage yard

Discharging : Taking cargo from its place of stowage aboard the berthed ship directly onto the pier alongside, transferring it to the transit shed or open storage yard, and stacking it therein

Loading : Transferring cargo staked in the transit shed or open storage yard to the pier,

taking it onto the berthed ship alongside, and stowing it therein.

- (2) Aboard the berthed ship ⇔ The doorway of the transit shed or open storage yard

Discharging : Taking cargo from its place of stowage aboard the berthed ship directly onto the pier alongside, transferring it to the doorway of the transit shed or open storage yard or to the side of the freight car, truck, etc.

Loading : Transferring cargo from the doorway of the transit shed or open storage yard or from the side of the freight car, truck, etc. to the pier, taking it onto the berthed ship alongside, and stowing it therein.

3. Cargo Not Specified in the Basic Rate Table

For cargo not specified in the basic rate table, the basic rate for cargo similar in respect of packing, gang composition, etc., shall apply thereto. In the absence of such similar cargo, the basic rate for the cargo in question shall be decided upon mutual consultation between the client and the contractor.

4. Additional Charges

- (1) For half-night work Applicable to work performed during the 16:30 –21:30 period.
- (2) For Saturday work Applicable to work performed on Saturdays.
(except for the week accompanied by any national holiday or alternative holiday therein)
- (3) For Sunday/holiday work Applicable to work performed on Sundays and holidays.

5. Discount Rate

Where the Contractor is requested by the Client to handle 1,000 tons or over of cargo of the same description under one work order, the big-lot discount of 5 % shall apply to the total amount of the applicable Basic Rate multiplied by the total tonnage of said cargo.

6. Calculation Method

- (1) Tonnage for charge computation shall be reckoned on weight or measurement, whichever is greater.

One ton under this Tariff shall be 1,000 kilograms or 1.133 cubic meters. For cargo the tonnage of which is reckoned according to the customarily practiced fixed ratio by which to multiply the weight of the cargo, the chargeable tonnage shall be based on such customary tonnage.

The tonnage of containers whether filled or empty shall be regarded as follows; 32tons per unit for 20 feet and 48tons per unit for 40 feet.

For containers of less than 20 feet, the tonnage for purpose of calculating charges shall be based on that of 20 feet and the tonnage of 35 feet and 45 feet shall be based on that of 40 feet.

- (2) If additional charges overlap, the applicable basic rate shall be multiplied by the respective additional charge rates, and the amounts thus obtained shall be totalized.

7. Others

(1) There the work under this Tariff is accompanied by:

- Taking cargo from the shed and stuffing a container with the cargo, or stripping a container and taking the devanned cargo into the transit shed,
- Handling cargo for weighing,
- Assorting cargo,
- Re-stacking cargo,
- Storage in the transit shed,

The relative charges under the Port Cargo Handling Tariff (Longshoring) for this port shall apply respectively thereto.

(2) For handling the following kinds of cargo or performing the following special work, the amount of charges to be decided upon mutual consultation between the client and the contractor shall be billed on top of the charges under the applicable Basic Rates:

- | | |
|---------------|---|
| Special cargo | <ul style="list-style-type: none">- Heavy, bulky or lengthy cargo,- Cargo liable to degenerate or generate heat,- Cargo found extremely dirty / dusty, foul-smelling, liable to harm or pollute human body or clothes,- Sea-distressed cargo, etc. |
| Special work | <ul style="list-style-type: none">- Work aboard a sea-distressed ship,- Work aboard special types of ships,- Work performed in rough weather,- Work accompanying assorting of cargo according to marks, etc.,- Work accompanying sampling and the like,- Long-distance dray with respect to longshoring work, etc. |

(3) For work performed at the special request of the client by means of special cargo-handling equipment, materials, etc., the relative charges shall be billed separately at cost upon mutual consultation between the client and the contractor.

(4) The charges for items not specified in this Tariff shall be billed, as far as permissible under the relative laws and regulations, as agreed upon between the client and the contractor or as customarily practiced.

〔5〕 LIGHTERING TARIFF

Yokohama Kaiso Kyokai 045-201-9448
Approved Aug. 4, 1995 / Effective Aug. 12, 1995

I Kinds and Amounts of Charges

1. Basic Rates

(per ton; in yen)

| Commodity | Amount | | |
|---|--------------------|-------------------------------|---|
| | In-port Lightering | | Lightering to / from Designated port(2) |
| | Ordinary port area | To/from Specific Port area(1) | |
| Unitized cargo Commonly packed cargo Bare cargo | 1,258 | 1,591 | (a)1,924 (b)2,258 |
| Cargo in bulk | 1,135 | 1,469 | (a) 1,802 (b) 2,135 |

Note: (1) The Specific Port area

Tokyo Port : Above the Kachidoki Bridge of Sumida River / Above the Kasai Bridge of Arakawa River / Toyosu Cannel Areas.

Yokohama Port : Kawasaki Areas / Negishi Bay Areas

(2) This means Lightering between:

(a) Tokyo Port and Yokohama Port

Kawasaki Port and Chiba Port

(b) Yokohama Port and Chiba Port

2. Additional Charges

| Kind of work | Description | Additional Rate |
|---------------------------|-------------------------|-----------------------|
| Half-night Lightering | 16:30-21:30 | 40% of the Basic Rate |
| Sunday/holiday lightering | On Sundays and holidays | 30% of the Basic Rate |

If additional charges overlap, the applicable basic rate shall be multiplied by the respective additional charges rates, and the amounts thus obtained shall be totalized.

3. Other Charges

(1) Charges for Cargo Handling in Lighter

(per ton; in yen)

| Type of cargo | Rate | Remarks |
|---|------|------------------------|
| Commonly packed cargo | 133 | 2 workmen in a lighter |
| Unitized cargo Bare cargo Cargo in bulk | 66 | 1 workman in a lighter |

Note: When additional workmen are required, the above-specified rates shall be increased by ¥66 per man.

Also, additional charges shall be applied to the above works according to the cargo handling tariff (Stevedoring).

(2) Demurrage

Covering the cargo in the lighter: ¥145 per ton per day

In case that lighterage is not finished within 4 days including the loading day, demurrage shall be applied to the work from the 5th day to the ending day of the lighterage. (Lighterage shall be reckoned to finish its work when the lighter is back to the mooring place after finishing discharge).

(3) Minimum Charges

The minimum charges shall be applied to less than 100 tons of cargo and it shall be the sum equivalent to the Basic Rate charges for 100 tons of cargo.

4. Contribution and Surcharge

| Item | Amount |
|---|-----------------------------|
| (1)Contribution for Port and Harbor Welfare | (All cargoes) ¥4.00 per ton |
| (2) Labor Stabilization Fund | (All cargoes) ¥3.50 per ton |

5. Consumption Tax

- (1) Consumption tax shall be charged by 5 % of the total amount (exclusive of the business deals which are exempt from taxation).
- (2) When the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one yen if it is ¥0.50 or over and shall be cut away if otherwise.

II Provisions of Application

1. Scope of Application

This Lightering Tariff is applicable to transportation of cargo by means of lighters between the ship's side and the shore or between different shores, all within this port or between different ports designated herein.

2. Scope of Work

The scope of work under this Tariff is as follows:

(1) Ship's side ⇔ Shore

Stowing cargo, discharged from the ship into the lighter alongside the ship and disengaged from the ship's hook, into a transportable condition, lightering it to the landing point and mooring the lighter thereat or lightering cargo, stowed in a transportable condition in the lighter moored at the loading point, to the ship's side, and making cargo ready to be taken in by the ship's hook.

(2) Shore ⇔ Shore

Lightering cargo, stowed in a transportable condition in the lighter moored at the loading point, to the landing point, and mooring the lighter thereat.

The scope of work also includes the use of lighters for shifting the ship's cargo.

3. Additional Charges

(1) Half-night Additional Charges

Applicable to lightering during the half-night work period. (16:30-21:30)

(2) Sunday/holiday Additional Charges

Applicable to lightering on Sundays and holidays

4. Calculation Method

Charges shall be calculated in the following manner

(1) Tonnage for purposes of calculating charges shall be based on the measured weight or volume whichever is greater.

In measuring cargo, 1,000 kilograms of weight and 1.133 cubic meters of volume shall be regarded as one ton.

For cargo the tonnage of which is reckoned according to the customarily practiced fixed ratio by which to multiply the weight of the cargo, the chargeable tonnage shall be based on such customary tonnage.

For container cargoes, tonnage for charge computation shall be reckoned as follows (irrespective of full and empty).

| | |
|--------------------|-----------------|
| 20 feet type | 32tons per unit |
| 40 feet type | 48tons per unit |

Containers of less than 20 feet shall be calculated according to the rate based on the chargeable tonnage for 20 feet container and containers of 35 feet and 45 feet type shall be computed based on the rate for 40 feet type container.

5. Others

(1) For lightering the following kinds of cargo or performing the following special lightering, the amount of charges to be decided upon mutual consultation between the client and contractor shall be billed on top of the charges under the applicable basic rates:

- | | |
|--------------------|--|
| Special cargo | - Sea-distressed cargo, - Cargo liable to degenerate or generate heat, - Cargo found extremely dirty / dusty, foul-smelling, liable to harm or pollute human body or clothes, etc. |
| Special lightering | - Lightering performed in rough weather, rain or snow, - Lightering outside the breakwaters. |

(2) The charges for sealing the lighter and for using matting, dunnage and other special materials all at the request of the client shall be separately billed upon mutual consultation between the client and the contractor.

(3) The charges for items not specified in this Tariff shall be billed, as far as permissible under the relative laws and regulations, as agreed upon between the client and the contractor or as customarily practiced.

[6] EXPORT CARGO SHIP-LOADING TARIFF

The following export cargo ship-loading tariff has been changed to the notified tariff from the licensed MLTI tariff. Please directly ask each company.

Keihin Freight Forwarders Association
045-671-9825
(Effective Aug.12,1995)

TABLE OF EXPORT CARGO SHIP-LOADING TARIFF

I Kinds and Amounts of Charges

1. Basic Rates

(1) Carrying into shed, taking onto lighter, loading onto ship (A) (per ton; in yen)

| Commodity | | Description | | Ship-loading charges in total | |
|----------------|--|---|----------------------------|-------------------------------|----------|
| | | Ship-loading charge | Contribution and surcharge | | |
| Unitized cargo | Palletized cargo | 4,701 | 18.75 | 4,719.75 | |
| | Knockdown automobile and car(less than 5 weight tons & 20 measurement tons per unit) | 4,306 | 18.75 | 4,324.75 | |
| Packed cargo | Bagged cargo in paper or vinyl bag | 6,023 | 18.75 | 6,041.75 | |
| | Baled cargo | 5,735 | 18.75 | 5,753.75 | |
| | Carton Case Crate | General cargo, Machinery (less than 5 tons a piece) | 6,060 | 18.75 | 6,078.75 |
| | | Machinery (5 tons a piece or over) | 5,596 | 18.75 | 5,614.75 |
| Bare cargo | Tire | 4,971 | 18.75 | 4,989.75 | |
| | Steel material (including steel pipe of less than 12 inch diameters) | 5,462 | 18.75 | 5,480.75 | |

Notes:

1. Basic rates are subject to charge upon consultation with the clients within the limits of 5 % more or less of the above rates.
2. In addition to the basic rates, charge for cargo handling in lighter shall be separately required.
3. When truckers are unable to unload export cargo from their trucks for themselves at the time of cargo's carry-inn, the following additional charge for assistant work shall be made separately in addition to these charges.
 - (1) In case of unloading cargo by hand: ¥210 per ton
 - (2) In case of unloading cargo by the use of cargo handling machinery or equipment: ¥126 per ton
4. Contribution and Surcharge shall be applied to the table as stated in another section.

(2) Carrying into shed directly behind ship and loading onto berthed ship (B) (per ton; in yen)

| Commodity | | Description | | Ship-loading charges in total | |
|----------------|--|---|----------------------------|-------------------------------|----------|
| | | Ship-loading charge | Contribution and surcharge | | |
| Unitized cargo | Palletized cargo | 3,443 | 11.25 | 3,454.25 | |
| | Knockdown automobile and car(less than 5 weight tons and 20 measurement tons per unit) | 3,048 | 11.25 | 3,059.25 | |
| Packed cargo | Bagged cargo in paper or vinyl bag | 4,765 | 11.25 | 4,776.25 | |
| | Baled cargo | 4,477 | 11.25 | 4,488.25 | |
| | Carton Case Crate | General cargo, Machinery)less than 5 tons a piece) | 4,082 | 11.25 | 4,813.25 |
| | | Machinery (5 tons a piece or over) | 4,338 | 11.25 | 4,349.25 |
| Bare cargo | Tire | 3,713 | 11.25 | 3,724.25 | |
| | Steel material (including steel pipe of less than 12 inch diameters) | 4,204 | 11.25 | 4,215.25 | |

Notes:

1. Basic rates are subject to charge upon consultation with the clients within the limits of 5 % more or less of the above rates.
2. When truckers are unable to unload export cargo from their trucks for themselves at the time of cargo's carry-in, the following additional charge for assistant work shall be made separately in addition to these charges.
 - (1) In case of unloading cargo by hand: ¥210 per ton
 - (2) In case of unloading cargo by the use of cargo handling machinery or equipment: ¥126 per ton
3. Contribution and Surcharge shall be applied to the table as stated in another section.

(3) Stevedoring from commercial warehouse on waterfront to lighter and to ship (C)

(per ton; in yen)

| Commodity | Description | | Ship-loading charges in total |
|-----------------------------------|---------------------|----------------------------|-------------------------------|
| | Ship-loading charge | Contribution and Surcharge | |
| Textile products | 3,161 | 9 | 3,170 |
| Synthetic textile (raw materials) | 2,987 | 9 | 2,996 |
| Canned goods | 3,161 | 9 | 3,170 |

Notes:

1. Basic rates are subject to charge upon consultation with the clients within the limits of 5 % more or less of above rates.
2. In addition to the basic rates, charge for cargo handling in lighter shall be separately required.
3. When truckers are unable to unload export cargo from their trucks for themselves at the time of cargo's carry-in, the following additional charge for assistant work shall be made separately in addition to these charges.
 - (1) In case of unloading cargo by hand: ¥210 per ton
 - (2) In case of unloading cargo by the use of cargo handling machinery or equipment: ¥126 per ton
4. For the service of re-stacking or sorting work by mark for weighing work in warehouse shall be negotiated separately.
5. Contribution and Surcharge shall be applied to the table as stated in another section.

(4) In case of CY delivery after carrying in shed and vanning (D)

(per ton; in yen)

| Commodity | Description | | Ship-loading charges in total |
|---|---------------------|----------------------------|-------------------------------|
| | Ship-loading charge | Contribution and Surcharge | |
| Bagged/Baled cargo or any cargo requiring similar working efficiency as stated herein | 5,520 | 10.50 | 5,530.50 |
| General cargo and machinery (less than 5 tons a piece) or any cargo requiring similar working efficiency as stated herein | 5,480 | 10.50 | 5,490.50 |
| Unitized cargo, knockdown automobile, car and machinery (5 tons a piece or over) or any cargo requiring similar working efficiency as stated herein | 4,632 | 10.50 | 4,642.50 |

Notes:

1. Basic rates are subject to charge upon consultation with the clients within the limits of 5 % more or less of above rates.
2. This charge shall be applicable to the work of carrying export cargo into shed and vanning.
In case of any work involving moving the cargo to CY or lashing of the cargo, the expenses shall be charged separately at cost.
3. When truckers are unable to unload export cargo from their trucks for themselves at the time of cargo's carry-in, the following additional charge for assistant work shall be made separately in addition to these charges.
 - (1) In case of unloading cargo by hand: ¥210 per ton
 - (2) In case of unloading cargo by the use of cargo handling machinery or equipment: ¥126 per ton
4. Contribution and Surcharge shall be applied to the table as stated in another section.

2. Minimum Charge

The minimum charge per case shall be regarded as 1 ton.

3. Contribution and Surcharge

(per ton; in yen)

| Item | Amount | | | |
|--|--|---|--|---|
| | Carrying into shed, taking onto lighter, loading onto ship (A) | Carrying into shed directly behind ship and loading onto berthed ship (B) | Stevedoring from commercial warehouse on waterfront to lighter and to ship (C) | In case of CY delivery after carrying in shed and vanning (D) |
| Contribution for the port and harbor public welfare facilities | 9.20 | 5.20 | 4.80 | 4.80 |
| Surcharge as required by the port and harbor labor law | 1.50 | 1.50 | -- | 1.50 |
| Labor Stabilization Fund | 8.05 | 4.55 | 4.20 | 4.20 |
| Total | 18.75 | 11.25 | 9.00 | 10.50 |

4. Consumption Tax

- (1) Consumption tax shall be charged by 5 % of the total amount (exclusive of the business deals which are exempted from taxation).
- (2) When the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one yen if it is ¥0.50 or over and shall be cut away if otherwise.

II Provisions of Application

1. Scope of Application

These charges for export-cargo ship-loading shall be applicable to the harbor transportation of export cargo (limited to cargo of one kind) which is stated in the following scope of work.

All the clerical work related to export-cargo ship loading operations are included in the charge.

2. Scope of Work

The scope of work to which the charges for export cargo ship-loading shall be applied are as follows.

- (1) From carrying into shed, taking onto lighter and loading onto ship (A)
Work involved in receiving the export cargo at the door of shed, loading on lighter and transporting to the side of the ship.
- (2) From shed directly behind ship to the side of berthed ship (B)
Work involved in receiving export cargo at the door of shed directly behind ship and transferring the cargo to side of the berthed ship.
- (3) From commercial warehouse on waterfront to ship (C)
Work involved in receiving on lighter the export cargo at a commercial waterfront warehouse and transporting it to the side of the ship.
- (4) CY delivery after carrying into shed and vanning (D)
Work involved in receiving the export cargo at the door of shed (including Container Freight

Station) and vanning and transferring the cargo to CY .

3. Cargo not Specified in the Table

For cargo not specified in the basic rate table, the rates for similar cargo in respect of types of packing, gang composition, etc. specified in the table shall apply thereto. In the absence of such similar cargo, the basic rates shall be decided upon consultation with client.

4. Minimum Charge

The minimum charge shall be applied to the event that the invoice for one case is below the per ton basic rate of the cargo in question.

5. Calculation Method

Charges shall be calculated in the following manner:

Tonnage for purposes of calculating charges shall be based on measured weight or volume whichever is greater.

In measuring cargo, 1,000 kilograms of weight and 1.133 cubic meters of volume shall be regarded as one ton.

6. Others

- (1) If any work applicable to these charges requires half-night work or any work on Saturday, Sunday or national holiday, the applicable charges for port cargo handling (Longshoring) Tariff for this port, Lightering Tariff and Tallying shall be multiplied by its respective additional charge rates and the amount thus obtained shall be added separately.
- (2) In case of special cargo (heavy, bulky and lengthy cargo, cargo liable to deteriorate, generate heat, found extremely dirty/dusty, bad smelling or fragile, etc.), the amount to be decided upon consultation with the client shall be collected in addition to the basic rate.
- (3) The following expenses shall be charged at cost:
 - ① The cost of draying cargo on the same pier from a shed to which the cargo was brought in to the ship which is moored at the berth other than the berth just in front of the shed, in case of the cargo having been brought to the public shed on the public pier in accordance with the priority-use system according to the route;
 - ② The cost of drayage to CY in case of CY delivery after carrying into shed and vanning and the cost of lashing at the time of vanning;
 - ③ The cost of using a lighter at the request of the consignor because of the small volume of the cargo;
 - ④ The cost of crating, re-packing, repairing and stenciling of cargo at the request of the consignor;
- (4) Matters not specified in this tariff shall be decided upon consultation between the parties concerned within the limits of the law or by common practice.

〔7〕 TALLYING CHARGES

ALL NIPPON CHECKERS CORPORATION (ANCC) Tel 045-503-7930

THE JAPAN CARGO TALLY CORPORATION Tel 045-201-1331

Approved Aug.4, 1995 / Effective Aug.12, 1995

I Kinds and Amounts of Charges

1. Basic Rates

(per ton; in yen)

| Commodity | | 1 st Group ports | 2 nd Group ports | Other ports | |
|--|------------|--------------------------------|--------------------------------|-------------|--------|
| Container | Full | 95.80 | 92.50 | 88.30 | |
| | Empty | 91.30 | 88.20 | 84.20 | |
| Unitized cargo C.K.D. | | 135.70 | 115.30 | 101.90 | |
| Cargo in bag & Cargo in bale | | 180.70 | 153.70 | 135.70 | |
| Frozen cargo & Chilled cargo | | 375.60 | 293.10 | 266.80 | |
| Logs | Rafting | Tropical Asian Log | 100.60 | 97.10 | 92.70 |
| | | Other Log | 164.70 | 140.00 | 123.70 |
| | On to quay | | | | |
| Steel pipe (diameter more than 12") Steel sheet in coil | | 135.70 | 115.30 | 101.90 | |
| Iron & Steel products (handled at mill's private berth) | | 228.10 | 178.00 | 162.20 | |
| Discharging/ Loading Cargoes Carried by Exclusive vessels | Container | Full | 62.70 | 56.10 | 50.40 |
| | | Empty | 59.80 | 53.50 | 48.00 |
| | C.K.D. | | 95.50 | 86.50 | 78.60 |
| | Pulp | | 124.00 | 112.80 | 101.30 |
| General cargo | | 267.50 | 208.60 | 190.10 | |

Notes:

1. 1st Group ports, 2nd Group ports and other ports are shown specified in List of ports in Japan.
2. For logs fitted with pre-slings, the Basic Rate shall be the rate which was decided upon mutual consultation between the client and the contractor.
3. Basic rates for vanning / devanning cargo are as follows:

(Unit: yen per ton/regardless of port-classification)

| | |
|---|--------|
| (A) Cargo in bag/bale and similar cargo in similar working condition and productivity | 349.70 |
| (B) General cargo/machinery (less than 5 tons per piece) and similar cargo in similar working condition and productivity | 329.00 |
| (C) Unitized cargo, machinery (more than 5 tons per piece), C.K.D., vehicle and similar cargo in similar working condition and productivity | 309.50 |

(1) Cargo not Specified in the Table

As for cargo not specified in the table above, the rate on similar cargo in packing style and quantity to those in this tariff shall be applied thereto, and if no similar cargo is available, the rate is to be fixed upon consultation with clients, thereby the rates thus shall become the respective basic rate.

2. Additional Charges

Additional charges shall be applied as follows. In case the additional charges overlap, the basic rate shall be multiplied by the respective additional charge and the amount thus obtained shall be summed.

| Description | Contents | Additional rate |
|-------------------------|--|------------------------------------|
| Half-night work | Working from 16:30 hours to 21:30 hours | 60% additional to the basic rates |
| Sunday and holiday work | Working on Sunday and national holiday | 100% additional to the basic rates |
| Winter work | Working during the period from 1 st December through 31 st March of the following year at ports as specified in Note | 30% additional to the basic rates |

Note: Following are the name of ports where winter work additional is applicable during the specified period:
Wakkanaki, Rumoi, Otaru, Hakodate, Muroran, Tomakomai, Kushiro, Aomori, Ohminato, Hachinohe, Kuji, Miyako, Kamaishi, Ohfunato, Ishinomaki, Shiogama, Akita/Funakawa, Sakata, Niigata, Ryotsu, Naoetsu, Fushiki Toyama, Nanao, Kanazawa, Tsuruga, Maizuru, Miyazu and Sakaiminato.

3. Volume Incentive System

Volume Incentive System applies as follows;

Only in case of the same cargo ordered by same customer comes up to all of under-mentioned conditions, the basic amount shall be decreased by five percent(5%).

- (1) The period of contract shall be continued more than three months.
- (2) The arrangement for the same cargo shall be repeated and continued more than twice per month.
- (3) Handling tonnages shall be more than 3,000 tons per port per vessel.

4. Other Charges

- (1) Waiting Charge

Waiting Charge applies as follows:

| | (per gang, per hour; in yen) | | |
|--|------------------------------|-----------------------------|-------------|
| | 1 st Group ports | 2 nd Group ports | Other ports |
| Daytime (08:30-16:30 hours) | 4,557 | 3,555 | 3,235 |
| Half-night time (16:30-21:30 hours) | 7,089 | 5,530 | 5,032 |

This charge shall be applicable in case waiting should occur after the commencement of work (on and after 08:30 hours in daytime shift, 16:30 hours in half-night shift respectively): such as waiting for vessel to berth, waiting for cargoes to be loaded into vessel and waiting due to bad weather and winch trouble etc.

In application thereof, the charge shall be applied according to the respective shift hours as follows:

Daytime shift: from 08:30 hours to 16:30 hours

Half-night shift from 16:30 hours to 21:30 hours

The charge, however, shall not be applicable if these circumstances should be attributable to Tally Corporation.

- (2) Minimum Charge

Minimum Charge applies as follows;

| | (per gang, per hour; in yen) | | |
|--|------------------------------|-----------------------------|-------------|
| | 1 st Group ports | 2 nd Group ports | Other ports |
| Daytime (08:30-16:30 hours) | 36,150 | 28,200 | 25,660 |
| Half-night time (16:30-21:30 hours) | 36,150 | 28,200 | 25,660 |

This charge shall be applicable in case under-mentioned matter should occur.

This charge, however, shall not be applicable if these circumstances should be attributable to Tally Corporation.

1) In case tally arrangement should be cancelled.

① Daytime work

If revocation be made after the lapse of more than 2 hours beyond the closing time (15:00 hours of the preceding day), the minimum charge of Daytime shift per gang shall be charged.

② Half-night work

In case of revocation after the closing time (15:00 hours on that day), the minimum charge of half-night shift per gang shall be charged.

2) In case cargo working should be suspended in the half way.

In case the billed amount is less than minimum charge of daytime shift and half-night shift because cargo working is suspended incomplete in the half way with occurrence of waiting after the commencement of work through respective shift hours, the bill amount shall be reckoned on the basis of respective minimum charges of daytime shift and half-night shift.

(3) Following charges shall be charged for arrangement of documents to be prepared at the time of delivery of bulk cargoes such as Maize, Milo, Soybeans and Barley.

| | (per ton; in yen) | | |
|----------------------|-----------------------------|-----------------------------|-------------|
| | 1 st Group ports | 2 nd Group ports | Other ports |
| Documentation Charge | 42.50 | 33.30 | 30.20 |

5. Contribution and Surcharge

(in yen)

| Classification | Contents | Charge |
|----------------------------|-------------------------------------|--------|
| Port Workers Welfare Funds | per ton on all description of cargo | 0.40 |
| Labor Stabilization Funds | per ton on all description of cargo | 0.35 |

6. Consumption Tax

(1) Consumption tax shall be charged by 5 % of the total amount (exclusive of the business deals which are exempt from taxation).

(2) When the result of the above calculation includes the amount less than one yen, that amount shall be rounded up to one yen if it is ¥0.50 or over and shall be cut away if otherwise.

II Provisions of Application

1. Scope of Application

This tariff rate shall be applied to Tallying work.

2. Calculation Method

Calculation of charges is as follows:

- (1) Tonnage for calculating charges shall be based on weight or measurement whichever is greater. Under this tariff, 1,000 kilograms of weight and 1.133 cubic meters of volume shall be regarded as one ton. In case the tonnage shall be computed in accordance with such an accepted method of calculation as multiplying the weight by a certain coefficient adopted customarily, it shall follow this example

The tonnage of container shall be calculated as follows:

- ① 20 feet container shall be calculated as 32 tons (regardless of full or empty).
- ② 40 feet container shall be calculated as 48 tons (regardless of full or empty).
- ③ Smaller than 20 feet container shall be calculated as the tonnage of 20 feet.
- ④ 35 feet and 45 feet containers shall be calculated as the tonnage of 40 feet.

3. Others

- (1) In case of specific cargo (such as dusty, emanating obnoxious smell, dirty and shipwrecked cargoes, etc.) and special order work (such as wrecked vessel, outside of breakwater, bad weather condition, specific vessel work and assorting cargo marks, etc.), the charges which will be fixed upon negotiations with the customers shall be applicable in addition to the basic rates.
- (2) In case of incidental tallying work at mill's private berth, the rates which will be fixed upon negotiation with customers shall be applied.
- (3) In case the tally is to be conducted on travel, actual expenses such as traveling and allowances, etc. shall be charged in addition to tally charges.
- (4) In case of performing block-stowage, checking for palletizing operation, preparing Export Declaration and making special documents (such as Final Stowage Plan, container Load Plan Certificate of containerized cargo, import Boat Note, etc.), actual expenses shall be charged.
- (5) With regard to items not specified in this tariff, the rates are to be fixed within the scope of the relative regulations, upon negotiations with the customers or in accordance with the accepted rules.

List of Ports in Japan

1st Group Ports

Kashima, Chiba, Kisarazu, Keihin (Tokyo, Yokohama, Kawasaki), Yokosuka, Shimizu, Nagoya, Yokkaichi, Osaka, Kobe, Amagasaki, Nishinomiya, Ashiya, Kanmon and Hakata

2nd Group Ports

Wakkanai, Rumoi, Otaru, Hakodate, Muroran, Tomakomai, Kushiro, Aomori, Ohminato, Hachinohe, Kuji, Miyako, Kamaishi, Ohfunato, Ishinomaki, Shiogama, Onahama, Akita/Funakawa, Sakata, Niigata, Naoetsu, Hitachi, Tagonoura, Toyohashi, Gamagori, Kinuura, Fushiki/Toyama, Nanao, Kanazawa, Tsuruga, Maizuru, Wakayama/Shimotsu, Hannan, Higashiharima, Himeji, Sakaide, Niihama, Kure, Hiroshima, Sakaiminato, Tokuyama/Kudamatsu, Ube, Onoda, Karida, Miike, Karatsu, Imari, Usuura, Aiura, Sasebo, Nagasaki, Ooita, Kagoshima, Unten and Naha.

Other Ports

Except 1st and 2nd group Ports

CHARGES FOR INCIDENTAL TALLYING WORK

1. Charges for Incidental Tallying Work and Preparing Documents in II-7-(4) of Tally Fee

- (1) In case of special work requested by customers
- ① In case of checking for palletizing operation, ¥428 per ton shall be charged.
 - ② In case of work for the assortment of cargo marks etc. (block stowage) besides of ordinary tallying operation, extra clerk fee shall be charged in addition to ordinary tallying charges.
- (2) In case of preparing documents requested by customers, following charges shall be applied.
- ① Arrangement for Export Declaration(E/D)¥390 per unit
 - ② Preparation of Import cargo Boat Note¥740 per sheet
 - ③ Preparation of Container Load Plan(C/P)¥2,600 per unit
 - ④ Preparation of Certificate of containerized cargo¥2,600 per unit
(2 sheets Original/Duplicate)
(In case an additional copy is required, ¥650 per copy shall be charged.)
 - ⑤ In case additional clerk is engaged in preparing a Final Stowage Plan and/or a Final Block Stowage Plan at the final port of call in Japan, Extra clerk fee shall be charged.
 - ⑥ In case of preparing vessel's documents for bulk cargoes etc.(except Maize, Milo, Soybean and Barley), ¥90 per ton shall be charge.

2. Basic Rates for Dirty Cargoes, Dangerous Cargoes, etc. are as Follows:-

(Unit yen per ton)

| Commodity | 1 st Group Ports | 2 nd Group Ports | Other Ports |
|---|-----------------------------|-----------------------------|-------------|
| Dirty cargo (Class B) Dangerous cargo (Class C) | 325.80 | 252.80 | 231.70 |
| Dirty cargo (Class A) Dangerous cargo (Class B) | 375.60 | 294.10 | 268.30 |
| Dangerous cargo (Class A) Non-ferrous metal ingots | 498.80 | 389.50 | 355.20 |

Classification of dirty cargo and dangerous cargo is shown in the following list of articles for similar goods.

| | | |
|-------------------|--------------------------------|--|
| Dirty Cargoes | Dirty Cargoes (Class A) | Carbon-black, Graphite, Raw or salted hide |
| | Dirty Cargoes (Class B) | Soda-ash, Magnesia, Charcoal, Pulverized blood and Bone meal, Fish meal and other similar cargoes |
| Dangerous Cargoes | Dangerous Cargoes (Class A) | Gunpowder, Explosives, Firearm products, Metalic natrium, Metalic kalium, Magnesium powder |
| | Dangerous Cargoes (Class B) | Peroxide, Perchloraye, Carbon di-sulphate, Ammonium Nitrate, Benzine, Ether, Naphtha Alcohol, Petroleum, Liquid ammonia, Celluloid and its products, Quick lime, Oiled paper or cloth Other inflammable or ignitable good(Ignition point under 27°C), Sulphuric acid, Nitric acid, Hydrochloric acid, Compressed gas and other similar cargoes |

| | | |
|--------------------------|--|--|
| | Dangerous Cargoes (Class C) | Camphor and its products, Nitro-dyestuff, Bleaching powder, Calcium phosphate, niter, Carbide and similar goods other than dangerous cargoes Class A & B |
| Non-ferrous Metal ingots | Non-ferrous metal Ingots & electrolytic copper | Zinc, Lead, Copper, Tin, Aluminum |

3. Additional Charges

- (1) In case of work on Sunday and national holiday, one hundred percent (100%) of additional shall be charged in addition to the basic rates, waiting charge, minimum charge and extra clerk fee (1) respectively.
- (2) In case of work on after mid-night (from 21:30 hours to 05:00 hours of the following day), 130% additional shall be charged in addition to the basic rates and in case work continue after 05:00 hours of the following day, 130% additional shall be also charged in addition to the basic rates.
- (3) Waiting charges for after mid-night

| | (per hour, per gang) | | |
|--|-----------------------------|-----------------------------|-------------|
| | 1 st group ports | 2 nd group ports | Other ports |
| After mid-night (from 21:30 hours to 05:00 hours of the following day) | ¥10,481 | ¥8,177 | ¥7,441 |

- (4) Minimum charges for after mid-night

| | (per gang) | | |
|--|-----------------------------|-----------------------------|-------------|
| | 1 st group ports | 2 nd group ports | Other ports |
| After mid-night (from 21:30 hours to 05:00 hours of the following day) | ¥77,200 | ¥60,200 | ¥54,900 |

Note: For the above item of 1-(1), 1-(2)-⑥ and 2, additional charges stipulated in the licensed MLIT tariff shall be applied.

Terms and Conditions for Volume Incentive System

Only in case that same cargo in same category ordered by same customer satisfies all of the following terms and conditions, the basic amount of the competent cargo shall be decreased by five percent(5%).

- (1) The Period of contract shall continue not less than three months.
- (2) The arrangement for the same cargo in the same category shall be repeated and continued not less than twice per month in the same port.
- (3) Handling tonnage shall be more than 3,000 tons per port per vessel.
In this case, “per port per vessel” means per berth in the port per vessel.
- (4) “This same cargo in the same category” shall be based on the List of Articles for Similar Goods in this tariff book.
- (5) This Volume incentive system shall not be applied to charges fixed upon negotiation with the customers and charges other than the basic rates.

Extra Clerk Fee

In case of engaging in special work for which the charges can not be calculated on tonnage basis, following charges shall be applied.

(1) per man per shift

| | | |
|----------------------|---------------------------|---------|
| Daytime work | (08:30 hours-16:30 hours) | ¥44,400 |
| Half-night work | (16:30 hours-21:30 hours) | ¥37,400 |
| After mid-night work | (21:30 hours-05:00 hours) | ¥95,300 |

(2) per man per month

- ① Basic charge (excluding overtime) ¥809,000
- ② Overtime charge ¥3,990 per hour
- ③ Including overtime not exceeding 25 hours ¥891,000

Notes:

1. The above mentioned charge (1) and (2) shall be effective from April 1, 1995 to March 31,1996.
2. consumption tax shall be added, except for transactions specified tax-free by law.
 - (a) Five percent (5%) shall be multiplied to the sum total
 - (b) Fractions of 0.5 or over shall be counted as ¥1.0 and exclusive of the business deals which are exempt from taxation.

LIST OF ARTICLES FOR SIMILAR GOODS

I Discharging/Loading Cargoes

| Commodity | Commodity of similar goods | | |
|--|---|--|---|
| General cargo | General cargoes | General cargoes, Pulp and Paper, Textile good, Canned goods, Tobacco, Drugs, Dyestuffs and Paints, Rubber and Rubber good, Synthetic rubber, Asbestos and its products, Dry hide, Plywood, Synthetic resin including materials, Pitch, Chemicals, Bamboo, Foods including luxury good, Animal bone, Coffee/Cocoa beans, Oil seed | |
| | Machinery & Tools | Machinery, (less than 5 ton per unit), tools, Parts, Hardware , Motorcycle, Bicycle, C.K.D.(less than 1,000tons per port per loading) | |
| | Ceramic Articles | Porcelain, Tile, Glass, Refractory bricks, Glassware, Plate glass | |
| | Fats & Oils | Fats, Mineral oil, Fish oil, Animal oil, Vegetable oil | |
| | Ores | Ores in bag, Stone | |
| | Articles of Soda | Lime, Soda, Aluminum | |
| | Textile Materials | Raw silk, Silk-worm, Synthetic textile materials | |
| | Iron & Steel Scrap | Scrap (in bag) | |
| | Vegetable & Fruits | Vegetable, Fruits (exclusive of frozen & chilled goods) | |
| | Steel Materials | Steel materials loaded and unloaded at commercial ports (including steel pipes of less than 12" in diameter) | |
| | Rolling Stock/Craft Sawn Lumber | Rolling stocks/Craft (less than 20 tons per unit) Sawn lumber (in bulk) in/on to lighter /quay | |
| Container | Full | 20f and 40f type container carried by conventional vessels | |
| | Empty | 20f and 40f type container carried by conventional vessels | |
| Unitized cargoes | Palletized cargo, Pre-sling cargo (irrespective of the quantity of a unit), Rolling stock, Craft, (20 tons or above per unit), Machinery (5 tons or above per unit) | | |
| C.K.D. | C.K.D.(more than 1,000 tons per port per loading) | | |
| Cargo in bag Cargo in bale | Fertilizer, Cement, Sugar (in bag), Salt(in packed), Pallet for feed, Barley, Wheat bran, Rice, Other kind of beans, Maize, Milo, Soybean, Cotton, Sheep's or Lamp's wool, Hemp | | |
| Frozen cargoes & Chilled cargoes | Frozen fish, Frozen meat, Other frozen food, (irrespective of temperature) | | |
| Logs | Rafting | Tropical Asian log, American Logs & etc. | |
| | On to quay | Tropical Asian log, American log, Russian log and other log Square/Sawn lumber in bundle (except lumber in bulk) | |
| Steel pipe (12" and over in diameter) | Steel pipe (12" and over in diameter) | | |
| Steel coil | Steel coil | | |
| Steel Materials | Handled at factory's berth | | |
| Discharging/loading cargoes carried by exclusive vessels | Container | Full | 20f and 40f type container carried by container vessels |
| | | Empty | 20f and 40f type container carried by container vessels |
| | C.K.D. which carried by exclusive vessel for C.K.D. shipment | | |
| | Pulp which carried by exclusive vessel for pulp shipment | | |

II Vanning/Devanning Cargoes

| | |
|---|---|
| (A) Cargo in bag/bale and similar cargo in similar working condition and productivity | Coffee/Cocoa beans, Fish meal, Bone meal, Porcelain, Glass, Glassware, Plate glass, Tire, etc. Various cargoes(several size/style), dangerous cargo, dirty cargo and other complicated cargoes for handling |
| (B) General cargo, Machinery (less than 5 tons per piece) and similar cargo in similar working condition and productivity | General cargo, Electric appliances, Textile goods, Vegetable & fruits, Auto parts, Canned good, Pipe (from 4" to 8" in diameter), Machinery (less than 5 tons per piece) etc. |
| (C) Unitized cargo, Machinery (more than 5 tons per piece), C.K.D., Vehicle and similar cargo in similar working condition and productivity | Unitized cargo, C.K.D. Vehicle, Lumber/Timber in bundle, Stone, Aluminum ingot, Glass, Leaf-tobacco Machinery (more than 5 tons per piece) and other good-productive cargoes for handling etc. |

CARGO FACTOR TABLE

| | | | |
|---------------------------|------|----------------------------|---------|
| (A) ALFALFA HAY CUBE | 2.0 | HOP | 2.8 |
| ALFALFA MEAL(P'BAG) | 1.9 | | |
| ALMOND SHELL MEAL | 1.6 | (I) INDIAN KAPOK SEED MEAL | 1.6 |
| ALMOND | 1.5 | | |
| ANIMAL HOOF & HORN | 1.3 | (J) JUTE YARN | 3.0 |
| (B) BMBOO BEAN | 1.2 | (K) KAPOK SEED | 2.0 |
| BARLEY | 1.2 | KAPOK SEED MEAL | 1.2 |
| BEEF PULP PELLETT(IRAN) | 1.8 | | |
| BEEF PULP PELLETT(U.S.A.) | 1.3 | (L) LACTOSE | 1.5 |
| BEEF PULP(JUTE BAG) | 3.0 | | |
| BEEF PULP(BALE) | 2.5 | (M) MALT | 1.7 |
| BLACK MATPE | 1.2 | MAIZE | 1.2 |
| BLOOD MEAL | 1.5 | MAIZE COB MEAL(CHINA) | 3.3 |
| BLUE PEA | 1.2 | MAIZE MEAL | 1.3 |
| BONE MEAL | 1.5 | MEAT MEAL | 1.4 |
| BONE MEAL PELLETT | 1.1 | MEAT BONE MEAL | 1.2 |
| BRAN | 1.8 | MILK(P'BAG) | 1.5-1.9 |
| BUCKWHEAT | 1.5 | MILK POWDER | 1.5 |
| BUTTER BEAN | 1.4 | MILLET | 1.2 |
| | | MILLET SEED | 1.3 |
| (C) CANARY SEED | 1.3 | MILO | 1.2 |
| CASEIN | 1.5 | MIXED ANIMAL HOOF | 2.8 |
| CASTOR SEED MEAL | 1.4 | MUSTARD SEED | 1.3 |
| CASTOR SEED | 1.4 | | |
| CASSAVA MEAL | 1.8 | (N) NIGER SEED | 1.5 |
| CASSAVA ROOT CHIP | 2.6 | | |
| CATTLE HOOF | 2.8 | (O) OATS | 1.8 |
| CHARCOAL | 2.0 | OATS HUSK | 3.0 |
| CHEST NUT | 1.7 | | |
| CHINESE CASSAVE STARCH | 1.5 | (P) PALM KERNEL MEAL | 1.6 |
| COCOA BEAN | 1.6 | PELLETT | 1.3 |
| COFFEE BEAN | 1.6 | POLLARD | 1.8 |
| COCOON | 2.3 | | |
| COCOON MEAL | 1.5 | (R) RAPE SEED | 1.3 |
| COPRA | 2.0 | RAPE SEED MEAL | 1.7 |
| COPRA MEAL | 1.5 | RED BEAN | 1.2 |
| CRUSHED BONE | 1.4 | RICE BRAN | 1.8 |
| COTTON SEED MEAL | 1.3 | RICE | 1.3 |
| COTTON SEED MEAL PELLETT | 1.2 | RICE BRAN MEAL | 1.5 |
| COTTON SEED | 2.0 | RYE | 1.2 |
| (D) DRUM(STEEL) | 11.0 | (S) SAFFLOWER SEED MEAL | 1.8 |
| DURM(FIBER) | 7.7 | SAFFLOWER MEAL | 1.8 |
| | | SAFFLOWER SEED | 1.5 |
| (F) FEATHER MEAL | 1.5 | SESAME SEED | 1.5 |
| FEED PELLETT | 1.8 | SEAWEED | 1.5 |
| FEED SCREENING | 1.2 | SHELLED ACORN | 1.3 |
| FEED OATS | 1.8 | SILK WORM | 1.4 |
| FISH MEAL(HOME MADE) | 1.4 | SOYA BEAN | 1.2 |
| FISH MEAL (IMPORT) | 1.8 | SOYA BEAN MEAL | 1.5 |
| FLAX SEED | 1.3 | SUNFLOWER SEED | 2.0 |
| FLOWER SEED | 1.5 | | |
| (G) GREEN PEAS | 1.2 | (T) TAPIOKA(THAILAND) | 2.2 |
| GROUNDNUT MEAL | 1.5 | TAPIOKA FLOUR | 1.3 |
| GROUNDNUT | 1.6 | TAPIOKA | 1.3 |
| | | TEA | 4.0 |
| (H) HEMP SEED | 1.7 | (W) WHEY PODER | 1.8 |
| HOOF HORN MEAL | 1.4 | | |