

## TABLE OF PRICES AND SERVICES

1	Storage
<b>1.1 Import</b>	<p>1<sup>st</sup> Period (first 5 days or fraction): 0,60% over the CIF value (minimum charge of BRL 1.100,00 per container);</p> <p>From the 6<sup>th</sup> day: 0,33% (per day) over the CIF value (minimum charge of BRL 236,00 per container);</p> <p>From the 15<sup>th</sup> day: 0,40% (per day) over the CIF value (minimum charge of BRL 346,00 per container);</p> <p>From the 30<sup>th</sup> dia: 0,44% (per day) over the CIF value (minimum charge of BRL 437,00 per container).</p>
<b>1.2 Export or Cabotage  (Load and Discharge)</b>	<p>Period: until 5 days or fraction;</p> <p>From the 6<sup>th</sup> day: BRL 71,00 per day, per container, will be charged from the date of the container's delivery at Portonave;</p> <p>From the 15th day onwards: BRL 110,00 per day, per container.</p> <p>For this service (item 1.2), in the case of open top container, open side, platform and/or flat rack container with over dimensions on height and width, will be charged daily, per container, the amount of BRL 208,00 + BRL 30,00 per ton, considering the cargo's gross weight. In this case, the additional service provided in item 12.27 is not applied.</p>
<b>1.3 Remarks</b>	<p>For project cargo and cargo with dimensions over 4,10m of height, 3,80m of width and a maximum weight of 40 tons, it will only be stored and handled after Terminal's operational feasibility analysis. For this analysis, it is necessary to fill out the document "handling special cargo", available on our website (<a href="https://www.portonave.com.br/en/services/forms/">https://www.portonave.com.br/en/services/forms/</a>). After filling out the document, it must be sent to <a href="mailto:atendimento@portonave.com.br">atendimento@portonave.com.br</a> for due analysis.</p>

2	Container Handling	
<b>2.1 Container handling</b>	Handling from the storage stack to the vehicle, to gate out the Terminal, charged per container.	<b>BRL 376,00</b>
<b>2.2 Flat rack/open top/open side/platform handling</b>	Handling from the storage stack to the vehicle, to gate out the Terminal, charged per container.	<b>BRL 967,00</b>
<b>2.3 Container weighing in gate in/out</b>	Weighing of container on the gate scales, when entering or leaving the Terminal.	<b>BRL 126,00</b>
<b>2.4 Positioning of containers with dry cargo for inspection (Dry)</b>	Handling of container to the inspection area and then returning it to the area of storage. In case of door opening, it will be necessary to perform the service described in item 2.10.	<b>BRL 1.071,00</b>

<p><b>2.5 Container positioning for weighing in the internal scale</b> Handling of container to the internal scale of the Terminal for carrying out weighing (different from the situation foreseen in item 2.3), including the weighing ticket, and subsequent return to the storage area.</p>	<p><b>BRL 1.071,00</b></p>
<p><b>2.6 Container positioning for chemical procedure</b> Handling of container to the chemical procedure area and subsequent return to the storage area.</p>	<p><b>BRL 1.187,00</b></p>
<p><b>2.7 Container positioning for dangerous/hazardous cargo adhesives inclusion</b> Handling of container for adhesive inclusion and subsequent return to the storage area. For this service, the service foreseen on item 12.26 will not be applied.</p>	<p><b>BRL 1.096,00</b></p>
<p><b>2.8 Non-invasive inspection (Scanner)</b></p>	
<p><b>2.8.1.</b> Per full container. If the container positioning is performed on Portonave's trucks, it will be necessary to perform the service described in item 2.4 for dry cargo or 3.2 for reefer cargo.</p>	<p><b>BRL 929,00</b></p>
<p><b>2.8.2.</b> Per full export containers, cabotage or transshipment, according to the observations in item 12.23. If the container positioning is performed on Portonave's trucks, it will be necessary to perform the service described in item 2.4 for dry cargo or 3.2 for reefer cargo.</p>	<p><b>BRL 318,00</b></p>
<p><b>2.8.3.</b> Per empty container. If the container positioning is performed on Portonave's trucks, it will be necessary to perform the service described in item 2.4 for dry cargo or 3.2 for reefer cargo.</p>	<p><b>BRL 318,00</b></p>
<p><b>2.9 Physical inspection of goods (Dry)</b></p>	
<p><b>2.9.1</b> Unstuffing + stuffing for physical inspection by Brazilian authorities.</p>	<p><b>BRL 3.358,00</b></p>
<p><b>2.9.2</b> Unstuffing + stuffing for exchange operation of the container that stows the cargoes (removal of the cargoes from the original container to another container provided by the interested party). P.S. 1: Service available upon prior operational feasibility analysis. P.S. 2: Return of the empty container under customer's responsibility. P.S. 3: For the delivery of the empty container, via gate in, it will be necessary to perform the service described in items 2.3 and 2.8.3. P.S. 4: For the delivery of the empty container, via gate out, it will be necessary to perform the services described in items 2.1, 2.3 and 2.8.3.</p>	
<p><b>2.9.3</b> Unstuffing + stuffing to remove part of the stowed cargoes in the container, in a situation of partial clearance. Note 1: Service available upon prior operational feasibility analysis. Note 2: The cargo not cleared must remain in the container and the cleared cargo must be removed as breakbulk.</p>	

<p><b>2.9.4</b> For all subitems of item 2.9, it will be necessary to perform the services described in items 2.4 and 2.10.</p>	
<p><b>2.10 Breaking of seal and inclusion of a new seal</b> Removal and sealing whenever there is a need to open the door of the container. This item also applies to containers that discharge without the seal, situation where a seal will be included, regardless of the interested party's request. It also applies to containers that discharge with illegible and/or damaged seal. If there is a need to move (position) the container to change the seal, item 2.4 applies.</p>	<p><b>BRL 126,00</b></p>
<p><b>2.11 Renaming of vessel or Port – Export</b> Per container, including the container handling onto the truck and data adjustments in the system, whenever needed. This item considers situations of container not shipped and change of destination/vessel at the request of the customer (directly or through a legal representative), the shipper or the shipping line.</p>	<p><b>BRL 750,00</b></p>
<p><b>2.12 Renaming of vessel or port - Import, Return of import or transshipment</b> Per container, including the container handling onto the truck and data adjustment in the system. Service charged for vessel or port renaming in cases that a container discharge as an import and later loads or in cases that the container is discharged as a transshipment and subsequent change its category to its clearance in the Terminal. Situations where the containers are discharged at the Terminal with transshipment instructions, and the customer subsequently chooses to nationalize the goods at the Terminal, the customer will be responsible for paying for the services provided to nationalize the goods at the Terminal, according to the conditions detailed in this table.</p>	<p><b>BRL 1.049,00</b></p>
<p><b>2.13.1 Customs Transit clearance movement – Import – Standard Container</b> Per container. Service includes handling, operational planning, cargo movement and segregation, risk management, registration of companies or people, permanence of vehicles for removal, documents clearance, removal of the container from the stacking area and positioning in the vehicle under the Customs Transit Declaration regime. Items 2.1 (Container Handling) and 2.3 (Container weighing in gate in/out) already included. In addition to these items, it will be necessary to perform the service described in item 1.1. In the case of DTA's or DTT's coming from other bonded warehouses (in which it is necessary to complete transit at the Terminal for subsequent nationalization), this service will be applied.</p>	<p><b>BRL 2.221,00</b></p>
<p><b>2.13.1.1 Customs Transit clearance movement – Import – Flat Rack, Open Top, Open Side or Platform Container</b> Per container. Service includes handling, operational planning, cargo movement and segregation, risk management, registration of companies or people, permanence of vehicles for removal, documents clearance, removal of the container from the stacking area and positioning in the vehicle under the Customs Transit Declaration regime. Items 2.2 (Flat Rack/Open Top/Open Side/Platform Handling) and 2.3 (Container weighing in gate in/out) already included. In addition to these items, it will be necessary to perform the service described in item 1.1. In the case of DTA's or DTT's coming from</p>	<p><b>BRL 2.811,00</b></p>

<p>other bonded warehouses (in which it is necessary to complete transit at the Terminal for subsequent nationalization), this service will be applied.</p>	
<p><b>2.13.2 Customs Transit clearance movement - Export - Standard container, Flat Rack, Open Top, Open Side or Platform</b></p> <p>Per container. Service includes handling, operational planning, cargo movement and segregation, risk management, registration of companies or people, permanence of vehicles for removal, documents clearance, removal of the container from the stacking area and positioning in the vehicle under the Customs Transit Declaration regime. Items 2.15 (DAT (transit-export tracking document) and 2.3 (Container weighing in gate in/out) already included. In addition to these items, it will be necessary to perform the service described in item 1.2 (there is no storage free time period for such service).</p>	<p><b>BRL 2.698,00</b></p>
<p><b>2.14.1 Container Segregation and Delivery Service under DTC regime (Container Transit Declaration) – Standard Container</b></p> <p>Per container. Service includes handling, operational planning, cargo movement and segregation, risk management, registration of companies or people, permanence of vehicles for removal, documents clearance, removal of the container from the stacking area and positioning it on the vehicle in a Container Transit Declaration regime. Items 2.1 (Container Handling) and 2.3 (Container weighing in gate in/out) already included. In addition to these items, it will be necessary to perform and charge the service described in item 1.1. <b>(Suspended pursuant to Antaq Resolution 84/2022) ** note remark 12.37.</b></p>	<p><b>BRL 986,00</b></p>
<p><b>2.14.1.1 Container Segregation and Delivery Service under DTC regime (Container Transit Declaration) – Flat Rack, Open Top, Open Side or Platform Container</b></p> <p>Per container. Service includes handling, operational planning, cargo movement and segregation, risk management, registration of companies or people, permanence of vehicles for removal, documents clearance and removal of the container from the stacking area and positioning it on the vehicle in a Container Transit Declaration regime. Items 2.2 (Flat Rack/Open Top/Open Side/Platform Handling) and 2.3 (Container weighing in gate in/out) already included. In addition to these items, it will be necessary to perform and charge the service described in item 1.1. <b>(Suspended pursuant to Antaq Resolution 84/2022) ** note remark 12.37.</b></p>	<p><b>BRL 1.577,00</b></p>
<p><b>2.15 Cancellation of exports, removal from the Terminal and DAT (transit-export tracking document) or MGW Excess (Maximum Gross Weight)</b></p> <p>Handling from the storage stack to the vehicle, to gate out the Terminal, charged to the exporter, per container. The storage free time period does not apply to this service, described in item 1.2. The responsible for paying for the services described in item 2.15 will be the exporter, even when the aforementioned request comes from the shipping line. For cancellation of export and removal from the Terminal or DAT, the storage free time period, described in item 1.2, does not apply. For MGW Excess (weigh, Maximum Gross Weight), items 2.3 and 2.8.2 from this table also apply.</p>	<p><b>BRL 854,00</b></p>
<p><b>2.16 Sample collection</b></p> <p>Per container. This item includes the removal of samples requested by Brazilian</p>	<p><b>BRL 220,00</b></p>

<p>Authorities. For this service, it will be necessary to carry out the services described in items 2.4 (Dry) or 3.2 (Reefer). This item is limited to the removal of samples that are close to the container's door. Situation other than this will require the services described in items 2.9 (Dry) or 3.3 (Reefer).</p>	
<p><b>2.17 VGM Certificate issuance</b> Per container. Issuance of the certificate for declaring the gross weight of the container. Portonave will provide the certificate and the contractor is responsible for sending the information to the shipping line.</p>	<b>BRL 135,00</b>
<p><b>2.18 Container positioning for emergency repair</b> Handling to the repair area and then returning it to the storage area. The positioning foreseen in this item will be used for Dry/Reefer containers. Observations in item 12.19.</p>	<b>BRL 1.071,00</b>
<p><b>2.19 Post-deadline export replanning</b> Regarding the need for replanning and additional movement of export units canceled after the deadline stipulated by the shipowner. Additionally, item 2.11 will apply and, if the cargo is removed from the Terminal, item 2.15.</p>	<b>BRL 537,00</b>

<b>3</b>	<b>Reefer Containers</b>	
<b>3.1 Energy Supply and Monitoring</b>	From the 1 <sup>st</sup> day to the 14th day (per day)	<b>BRL 267,00</b>
	From the 15th day onwards (per day)	<b>BRL 336,00</b>
	Remark: This service refers to the monitoring and/or consumption of energy per full container per day or fraction. The maintenance of the refrigerated container and auxiliary equipment is a responsibility of its respective owners. Thus, any losses resulting from technical deficiencies in the maintenance of equipment is the sole responsibility of the exporter/importer.	
<p><b>3.2 Container positioning for reefer container inspection</b> Handling of container to the inspection area and then returning it to the area of storage. In case of door opening, it will be necessary to perform the service described in item 2.10.</p>		<b>BRL 1.071,00</b>
<p><b>3.3 Physical inspection of goods (Reefer)</b> Unstuffing + Stuffing for physical inspection by Brazilian authorities. It will be necessary to perform and charge the services foreseen in items 3.2 and 2.10.</p>		<b>BRL 3.844,00</b>
<p><b>3.4 Set point adjustment</b> Adjustments on reefer container temperature set point, upon request. The Container Positioning for reefer container inspection (item 3.2) is not included, which will be charged additionally, if a temperature change becomes necessary.</p>		<b>BRL 111,00</b>
<p><b>3.5 Bonded cold warehouse usage fee for inspection</b> Per container. In addition to this item, it will be necessary to carry out and charge the services described in items 3.2 and 2.10. Physical inspection of the goods is not included (item 3.3.).</p>		<b>BRL 866,00</b>

<b>3.6 Positioning for Genset attachment</b> Per genset unit. Service available upon prior operational feasibility analysis.	<b>BRL 1.288,00</b>
<b>3.7 Reefer crossdocking</b> Unstuffing, total or partial, of cargo already cleared, for loading in the vehicle and immediate gate out from the Terminal. P.S. 1: Service available only with prior operational feasibility analysis. P.S. 2: Empty container delivery under customer's responsibility. P.S. 3: For the delivery of the empty container, via gate out, it will be necessary to carry out the services described in items 2.1, 2.3 and 2.8.3.	<b>BRL 2.885,00</b>

<b>4</b>	<b>Cold Storage Warehouse</b>
<b>4.1 Cold Storage Warehouse Services</b> The values of the cold warehouse services shall be negotiated in advance with the Commercial Department.	

<b>5</b>	<b>Appointments Conditions</b>	
<b>5.1 Special conditions for import appointments</b> Container gate out at a different time than the scheduled, including additional house keepings for container availability outside the schedule. Service available upon consultation and operational feasibility.	<b>BRL 613,00</b>	
<b>5.2 Special conditions for export appointments</b> Container delivery at a different time than the scheduled. Service available upon consultation and operational feasibility.	<b>BRL 292,00</b>	
<b>5.3. Failure to comply with appointment, exclusion, reschedule or non-conclusion of the container handling - No Show</b> Non-attendance, exclusion or rescheduling within the programmed operational window and failure to complete the container handling in the scheduled window.	<b>BRL 393,00</b>	
<b>5.4 Container delivery with anticipated gate-in – Export</b> Container delivery before the gate opening. Service available upon operational feasibility.	<b>BRL 292,00</b>	

<b>6</b>	<b>Container and/or export documents reception after the Deadline</b>	
<b>6.1 Container and/or export documents reception after the Deadline</b> Per container. Reception of container and/or export documents after the deadline. This service will only be performed after the shipping line's approval.	<b>BRL 325,00</b>	

7	Containment Truck Usage	
<b>7.1 Containment trailer daily fee</b> Daily container trailer charge for leaking container, including the cargo analysis by a technical team in safety and a technical team in environment with training in HAZMAT methodology and in handling hazardous cargo, three daily surveys to monitor the cargo carried out by a specialized company. This service does not replace the storage service, which will be charged concurrently, as described in item 1.		BRL 3.329,00
<b>7.2 Provision of containment trailer</b> Provision of containment trailer for storage of container with leakage, including cleaning and disposal after use, by a specialized team, of the waste deposited on the trailer. In addition to this item, it will be necessary to perform the services described in items 2.4 or 3.2. Additional values will be charged according to the expenses generated by the type of occurrence		BRL 4.164,00

8	Unaccompanied Baggage (Moving)	
<b>8.1 Unstuffing + Stuffing of unaccompanied baggage</b> Unstuffing + Stuffing in order to Brazilian authorities to perform a physical inspection on unaccompanied baggage (moving), including in this service the container positioning on the scanner, positioning for weighing and provision of photographic report. For the execution of this service, it will be necessary to perform the services described in items 2.4 and 2.10.		BRL 11.709,00

9	Auctioned Cargo	
<b>9.1 Auctioned cargo delivery</b> Per ton. This service is applied when Brazilian Customs auction the cargo and Portonave carries out the delivery. There is a franchise period of 30 (thirty) days of storage, counted from the date of completion of the purchase of the cargo. In case the cargo exceeds the referred franchise of 30 (thirty) days, the import storage will be charged according to the item 1.1. For this specific case, the charge does not take place retroactively, that is, it starts at the 31st day of storage considering the rates from the 1 <sup>st</sup> period. Minimum amount to provide this service will be BRL 221.00.		BRL 221,00

10	Container Washing Service	
<b>10.1 Container washing service</b> Includes labor and products for simple container washing. This service is provided outside the bonded area, and under prior consultation with the Commercial Department.		BRL 308,00

11	Other Services	
<b>11.1 Labeling</b> It includes the labor to label each item. The label shall be provided by the customer and delivered to the Inspections Department at the time of service request, with the necessary documentation. Service to be performed exclusively by the Portonave staff.		<b>BRL 8,00</b>
<b>11.2 Pallets' dismemberment</b> Per Kg. Removal of wood (chocks, pallets, etc.), weighing, measurement packaging with stretch film and cardboard, also includes the photographic record of the entire operation. Other services may be performed, upon prior consulting with the inspection department. Minimum charge to provide this service will be BRL 17,00.		<b>BRL 17,00</b>
<b>11.3 File cabinet rental</b> Contemplates the availability of a drawer located in the gate building for keeping documents by a 12 (twelve) month period.		<b>BRL 178,00</b>
<b>11.4 ID badge issuance</b> Issuance of one ID badge.		<b>BRL 111,00</b>
<b>11.5 Billing invoice cancellation and/or correction</b> By invoice or event. Comprises the correction of the issued invoice or adjustment of information provided by the customer in the gate in/out ticket. P.S.: For invoices issued, corrections can only be made within the month the service was provided.		<b>BRL 122,00</b>
<b>11.6 Replacement of export invoice XML</b> By invoice or event. Includes replacing the xml of the export invoice received in the system and in the gate in ticket.		<b>BRL 140,00</b>
<b>11.7 Dry crossdocking</b> Unstuffing, total or partial, of cargo already cleared, for loading in the vehicle and immediate gate out from the Terminal. P.S. 1: Service available only with prior operational feasibility analysis. P.S. 2: Empty container delivery under customer's responsibility. P.S. 3: For the delivery of the empty container, via gate out, it will be necessary to carry out the services described in items 2.1, 2.3 and 2.8.3.		<b>BRL 2.521,00</b>
<b>11.8 Daily fee for empties – Cross Docking</b> Per Container. Free time of 1 day after completion of Cross-docking for the removal of empty units. From the 2nd day onwards, there will be a retroactive charge per day/fraction. Portonave is not responsible for demurrage in case of delay in returns.		<b>BRL 71,00</b>
<b>11.9 Provision of photographic record</b> It includes up to 5 (five) photographs, including a photograph of loose cargo located in the Bonded Warehouse.		<b>BRL 105,00</b>



12	General Remarks
	<p><b>12.1.</b> The information for cargo deadlines and the expected time of berthing of the vessels are under the shipping lines' responsibility.</p>
	<p><b>12.2.</b> The costs of any activity prior or subsequently to the cargo storage in Portonave's premises shall be the sole responsibility of the customer.</p>
	<p><b>12.3.</b> Included in the prices established in this list are the prices of the respective taxes on services, in the proportions and formulas of legal calculations.</p>
	<p><b>12.4.</b> In those cases that a container are linked to the DTC – Container Transit Declaration, the services will be charged according to the values described at this table of prices and services and the invoices will be issued to the secondary bonded Terminal which the container will be destined. For the composition of the Customs value that will be the calculation basis for the storage charge, will be considered the invoices value + collect fees present at BL. The conversion of the Customs value to DTC charges will be carried out according to the exchange rate of the date of discharge of the unit in the Terminal, available on Brazilian Central Bank's website, at the link: <a href="http://www4.bcb.gov.br/pec/taxas/port/ptaxnpesq.asp?id=txcotacao">http://www4.bcb.gov.br/pec/taxas/port/ptaxnpesq.asp?id=txcotacao</a>. If the discharge of the unit occurs on weekends or holidays, it is considered the "PTAX venda" of the previous working day to discharge.</p>
	<p><b>12.5.</b> In order to comply with Ordinance n. 36/2023, of the Brazilian Customs in the Port of Itajaí, DTA (Customs Transit Declaration) containers that are out of jurisdiction, where the Customs requires scanning of containers, the services described in item 2.8.1 of this list will be applied.</p>
	<p><b>12.6.</b> Portonave discloses the criteria for rendering services term, which disciplines the general conditions for using the Terminal services. This term is available at <a href="https://www.portonave.com.br/en/services/criteria-for-rendering-services/">https://www.portonave.com.br/en/services/criteria-for-rendering-services/</a>.</p>
	<p><b>12.7.</b> Any situation not covered in this list will be subject to analysis and negotiation between the directly involved parties.</p>
	<p><b>12.8.</b> Any missing, damage and/or claims found after leaving the Terminal should be reported prior to opening the container, so that a joint inspection can be carried out.</p>
	<p><b>12.9.</b> In order to comply with Ordinance n. 100/2018, of the Brazilian Customs in the Port of Itajaí, Isotank containers must pass through the Brazilian Customs scanner. This service will be performed in accordance with the scanner's operating hours. P.S.: Must be scanned when imports (on container gate-out) and when exports (on container gate-in). Item 2.8.1 of this list will be applied as well as other executed services.</p>
	<p><b>12.10.</b> In the case of an import operation, with cargo clearance, turns into an export or a loading cabotage operation (including the situation where the import container discharges at the Terminal, the cargo is cleared without leaving the Terminal and, subsequently, the container/cargo is destined for export or loading cabotage), the storage values will be charged over the CIF value, according to the item 1.1, until the date of request of the yard transfer, also, the item 2.12 will be charged. After that date, the value to be considered for storage will be according to item 1.2 until the date of loading of the container on the vessel (exclusively in this case, there is no free time period), including other services in which the charge will be done according to the amounts foreseen in this list, and should be considered the payment at sight of the expense generated. In those cases where the container was not cleared, it will be applied the minimum charge of the item 1.1. (counting as from the date of discharge until the date of loading, including other required services).</p>
	<p><b>12.11.</b> For the removal of import units and delivery of export units, Portonave's online system (Customer Portal) shall be used to schedule appointments, through the website <a href="http://www.portonave.com.br">www.portonave.com.br</a>.</p>

<p><b>12.12.</b> Regarding the physical inspection of goods (dry and reefer) and unaccompanied baggage (moving), depending on the verified content, once is noticed the impossibility to render the service due to technical/operational unfeasibility, Portonave will notify the requester.</p>
<p><b>12.13.</b> For exceptional cases where the storage of cargoes as breakbulk is required, an additional of 150% will be applied to the storage services established in this prices and services table (1.1), however it will not be applied to the container modality.</p>
<p><b>12.14</b> With an exception for previously negotiated terms, the service of unstuffing + stuffing will be performed exclusively to attend the demands of Brazilian Authorities (MAPA, ANVISA, Brazilian Customs, Brazilian Army, Federal Police, IBAMA, INMETRO, etc.).</p>
<p><b>12.15.</b> Requests for services must be carried out according to the procedures available on the website <a href="http://www.portonave.com.br">www.portonave.com.br</a>.</p>
<p><b>12.16.</b> Portonave does not provide LCL cargo unstuffing services.</p>
<p><b>12.17.</b> In those cases where the cargo is under “Container Transit Declaration” reschedules are free of charges, only if requested in advance.</p>
<p><b>12.18.</b> To comply with safety standards when handling dangerous cargo, the Terminal will apply the IMDG adhesive based on the shipping line’s information that is available in Siscomex Carga for all units that discharge without identification. The price will be charged according to item 2.7.</p>
<p><b>12.19.</b> The Container Positioning service for emergency repair foreseen in item 2.18 shall not be performed for hot work (welding), as well as for cargoes classified as dangerous, considering the handling complexity for these cases.</p>
<p><b>12.20.</b> For the composition of the Customs value that will be the calculation basis for storage charge, it will be considered the invoices value + collect fees present at the BL. The conversion of the Customs value to DTA charges will be carried out according to the exchange rate of the date of discharge/loading of the container in the Terminal, available on Brazilian Central Bank’s website, at the link: <a href="http://www4.bcb.gov.br/pec/taxas/port/ptaxnpsq.asp?id=txcotacao">http://www4.bcb.gov.br/pec/taxas/port/ptaxnpsq.asp?id=txcotacao</a>. If the discharge of the container occurs on weekends or holidays, it will considered the PTAX of the previous working day of the container discharge.</p>
<p><b>12.21.</b> Portonave’s Gate is open from Monday at 7am until Saturday at 11pm, including holidays (except Christmas and New Year). The general rule for the Gate opening to receive containers is three days before the vessel is scheduled to berth (ETB), which can be consulted on our website, except in situations of high occupancy, when there may be physical unavailability of the Terminal. In these cases, as a contingency measure, Portonave reserves the right to change the Gate opening period to guarantee the operational integrity of the Terminal.</p>
<p><b>12.22.</b> The values owed to Portonave due to abandonment, loss or destruction of goods will be charged to the respective owners, in accordance with the information entered into the Siscomex Carga system and documents delivered by e-mail. The values will be informed by a request made to the Commercial Department.</p>
<p><b>12.23.</b> In accordance with the provisions of local Customs Ordinances No. 36/2023 and 54/2024, all export or transshipment cargo must be scanned, as well as full or empty cabotage units. The scanning time will occur in accordance with art. 4 of Ordinance no. ALF-ITJ No. 36/2023. If the scanning service is carried out at a time other than those mentioned in this article, or if the local Customs decides to suspend the scanning requirement contained in the aforementioned ordinance, the charge will be made in accordance with the general rule, provided for in item 2.8.1.</p>
<p><b>12.24.</b> The price charged for the “Storage” service, in item 1 of this table, corresponds to the remuneration (i) for the use of the physical space of Portonave Terminal, as well as (ii) for the custodian of cargo received in the</p>

premises of the enclosure, given the status of depositary assumed by the Terminal in the act of Customs' bonding (article 13, item IV, of Decree No. 6.759/2009 and article 628 of Law No. 10.406/2002 – Civil Code).
<b>12.25.</b> In the import and export activities the payment method is at sight.
<b>12.26.</b> Hazardous Cargoes (IMDG) – An additional of 150% shall be applied to all values set forth in this table for cargo classified as hazardous. Procedure available at the link below: <a href="https://www.portonave.com.br/en/procedure/procedure-for-hazardous-cargo-handling/">https://www.portonave.com.br/en/procedure/procedure-for-hazardous-cargo-handling/</a> .
<b>12.27.</b> Cargo with height or width over dimensions – An additional of 150% shall be applied to all values set forth in this table for open top, open side, flat rack or platform containers with over dimensions. If the items 12.26 and 12.27 occur at the same time in the same container, the percentage of 150% (IMDG) and 150% (OOG) will be charged cumulatively.
<b>12.28.</b> For the execution of cargo transshipment from the origin container to the rented/yielded container, all expenses related to the origin container must be already paid prior to the execution of the cargo transshipment. Service available only with prior operational feasibility analysis. It is customer's responsibility to return and deliver the empty container. In this case, items 2.1 and 2.3 applies for standard containers and 2.2 and 2.3 for containers with height or width over dimensions (OOG's).
<b>12.29.</b> For cargo discharged under the AEO/OIC modality, charges will consider items 1.1, 2.1 or 2.2 (and the item 2.3. Items 12.26 and 12.27 must also be considered for these charges, if applicable).
<b>12.30.</b> For cases of imports, where the goods are destined for destruction, the CIF value of the process is considered as the calculation basis in storage.
<b>12.31.</b> For cases where there is more than one unit per DI/BL, the CIF value will be divided equally between them.
<b>12.32.</b> In cases where the imported merchandise is the empty container itself, the storage values must follow the import values (item 1.1), as described in this Table.
<b>12.33.</b> In cases where the vehicle enters the Terminal to collect a container and does not carry out the handling, that is, it ends up leaving empty, the services described in items 2.1, 2.3 and 5.3 will be applied.
<b>12.34.</b> In items 2.13.1, 2.13.1.1 and 2.13.2 where it says "Customs Transit", please consider either DTA (Customs Transit Declaration), or TAPS (Simplified Customs Transit Procedure) or DTT (Customs Transit Declaration Transfer).
<b>12.35</b> The Genset equipment must be supplied properly fueled. The Terminal is not responsible for any machinery problems that may occur with the equipment.
<b>12.36.</b> Pursuant to Article 644 of the Civil Code, PORTONAVE, in its capacity as a depositary, may retain the cargo under its custody as a guarantee for the payment of storage and related port services it has performed, as well as any losses it may have incurred over the time the cargo was entrusted to its responsibility.
<b>12.37.</b> The prices and services are valid for an indefinite period, and may be adjusted with prior notice of 30 (thirty) days.
<b>12.38.</b> This version of the table of prices and services will be published on May 28 <sup>th</sup> , 2024 and applied as from June 28 <sup>th</sup> , 2024 to all customers - considering for import cargoes the date of request for billing and for export

the date of shipment - being the basis of calculation for the services that, at the date of billing, do not have an individual agreement with Portonave.

**12.39.** The Normative Resolution 84/2022 of the National Waterway Transport Agency (ANTAQ) determined, in a precautionary way, the suspension of the SSE charge. In this way, during the validity of this precautionary measure, the provision of priority delivery services for DTC's modality cargoes will be maintained, with the maintenance of the charges of the following items commonly requested by all cargoes: 1.1 storage, 2.1/2.2. container handling and 2.3 weighing.

**Portonave S/A - Terminais Portuários de Navegantes**

Avenida Portuária Vicente Coelho, nº 01 - São Domingos - Navegantes - Santa Catarina - Brasil  
Cep: 88370-904 - Fone: +55 (47) 2104.3300

[www.portonave.com.br](http://www.portonave.com.br)

