

**Value Added Services
Satellite Logistics Group, Inc. ("SLG")**

Value Added Services document and all provisions contained within are subject to periodic revisions and/or restructuring upon provision of reasonable notice.

ARBITRARY CHARGES (No. 10-010)

Arbitrary charge per U.S. export container. Drayage services whereby incremental drayage expense is incurred to secure equipment in accordance with the customer's ocean carrier agreement. Customer's ocean carrier preferences have created incremental drayage expense coincident with the provision of Freight Forwarding services. To offset this incremental operating cost, it is necessary to add an arbitrary charge per container. Arbitrary charges are as follows:

Market	Arbitrary	Origin Equipment Location		Destination Node and Location	
Boston	\$ 275.00	Intermodal equipment depots	Boston, MA	Intermodal Container Yard	Worcester, MA
Chicago	\$ 50.00	Illinois Transport	Chicago, IL	CSX	Bedford Park, IL
Chicago	\$ 50.00	Integrated Industries	Lawndale, IL	CSX	Bedford Park, IL
Chicago	\$ 50.00	BNSF	Corwith, IL	CSX	Bedford Park, IL
Chicago	\$ 125.00	Chicago Global Gateway	Joliet, IL	CSX	Bedford Park, IL
Chicago	\$ 125.00	ConGlobal	Forest View, IL	CSX	Bedford Park, IL
Chicago	\$ 125.00	Illinois Transport	Wilmington, IL	CSX	Bedford Park, IL
Chicago	\$ 125.00	Integrated Industries	Elwood, IL	CSX	Bedford Park, IL
Chicago	\$ 125.00	Integrated Industries	Harvey, IL	Canadian National	Harvey, IL
Chicago	\$ 150.00	Illinois Transport	Chicago, IL	Canadian National	Harvey, IL
Chicago	\$ 350.00	Illinois Transport	Wilmington, IL	Norfolk Southern	Harvey, IL
Chicago	\$ 150.00	Illinois Transport	Chicago, IL	Norfolk Southern	Landers Yard, Chicago, IL
Chicago	\$ 225.00	Hamilton Container	Chicago, IL	Norfolk Southern	Landers Yard, Chicago, IL
Chicago	\$ 250.00	BNSF	Corwith, IL	Norfolk Southern	Landers Yard, Chicago, IL
Chicago	\$ 350.00	BNSF	Elwood, IL	Norfolk Southern	Landers Yard, Chicago, IL
Chicago	\$ 375.00	Canadian Pacific	Schiller Park, IL	Norfolk Southern	Landers Yard, Chicago, IL
Chicago	\$ 375.00	Illinois Transport	Wilmington, IL	Norfolk Southern	Landers Yard, Chicago, IL
Houston	\$ 60.00	WW Rowland Container Yard	Houston, IL	Ports of Houston	Houston, TX
Newark	\$ 100.00	Intermodal Equipment Depots	New York, New Jersey	Global Terminals, NY, NJ	New York, New Jersey

Boston: The Massachusetts Port Authority (MASSPORT) has instituted a use of terminal fee of \$58.00 for containers over twenty-six feet in overall length moving through the Conley Marine Terminal (South Boston) by any rail carrier, trucker or shipper. The Conley Terminal usage fee shall be invoiced at the current rate of \$58.00 per container plus \$2.50 per container for processing and administration.

Oakland: To alleviate severe congestion, the Oakland International Container Terminal (OICT) will be extending gates with the assistance of the Port of Oakland's Transition Assistance Plan (TAP). In order to operate the four extended gates weekly, OICT is implementing a \$30 per container transaction fee for all LOADED import and export containers for both the day and night shifts. This extended gate transaction fee shall be invoiced at the current OICT fee plus \$2.50 per container for processing and administration.

BARCODING KEGS (No. 10-020)

To maintain data integrity, all kegs within the KegID program must be barcoded. Upon receiving, DC's will affix KegID metal barcodes at a rate of \$1.50 per keg to units that are missing or have damaged barcodes. This fee covers the physical unique barcoded sticker, the application of the sticker, and the appropriate setup and association within the KegID system.

CHASSIS UTILIZATION (No. 10-030)

\$85 chassis fee per U.S. export container. Scope of services: a) U.S. export ocean freight forwarding services inclusive of U.S. domestic drayage operations, whereby the beneficial cargo owner has not incorporated chassis provisioning within their ocean carrier's service agreement or; b) U.S. ocean export NVOCC services for certain non-consolidation shippers, and chassis charges are applicable. Should chassis expense exceed this \$85 fee as a result of conditions or delay beyond the reasonable control, chassis expense shall be assessed at actual cost.

CUSTOMER PICK-UP (No. 10-040)

A per shipment charge in the amount of \$50 will be assessed when the customer picks up the shipment at a network Distribution Center. This same charge shall be applied in the event customer's carrier fails to arrive at the appointed pickup time and date. Should customer or their designated provider fail to pick-up within 10 days following shipment or load tender, keg storage provisions shall apply.

DEMURRAGE AND DETENTION (No. 10-050)

When through no fault of the carrier or shipper, demurrage (ocean container) or detention (intermodal or over-the-road) charges are assessed, such charges shall be invoiced at actual cost in accordance with the carrier's Rules Tariff. Demurrage charges resulting from NVOCC export consolidation movements which occur through no fault of carrier or shipper shall be assessed at \$0.15 per keg per chargeable day. The application of demurrage charges associated with international ocean movements shall include but are not limited to charges resulting from rolled bookings, inclement weather, port-related computer failures, mechanical failures at the piers, port congestion, and labor-related slowdowns. Detention associated with domestic over-the-road or intermodal transportation shall be subject to a 2-hour free time allowance based upon scheduled pickup or delivery time and date.

FUEL SURCHARGE UPDATING (No. 10-060)

A fuel surcharge on all transportation related activities will be calculated based on a percentage basis determined by the weekly cost of diesel fuel published weekly by the Department of Energy, <http://www.eia.gov/betroleum/gasdiesel/> and is updated each Monday at 5:00 p.m. Eastern Time and shall become effective for those shipments originating the next day starting at 12:01 a.m. Tuesday. The application of the Fuel Service Charge is based upon actual ship date.

EQUIPMENT ORDERED BUT NOT USED (No. 10-070)

When a shipper requests a vehicle for loading, and carrier dispatches a vehicle for that purpose and shipper does not use vehicle, the customer shall be assessed the carrier's published charge for "equipment ordered but not used". This rate is for all miles traveled from point of dispatch to point of shipper location for each vehicle ordered but not used.

When a shipper requests a vehicle for loading involving "intermodal" transportation, and a vehicle is dispatched for that purpose, and shipper does not use the dispatched vehicle, the carrier's published charge for equipment ordered but not used shall apply. The shipper will also be subject to any related drayage costs, detention charges, and misuse fees.

No charge will apply to loads cancelled eight (8) hours prior to scheduled pickup.

GENERAL RATE INCREASE (GRI) (No. 10-080)

In response to changes in market conditions that result in increased operating costs, a General Rate Increase (GRI) may be assessed. The GRI will be based upon industry trends, indices and/or financial metrics. Any GRI will be announced thirty (30) days prior to the effective date.

INSURANCE – OCEAN MARINE CARGO AND FORCE MAJEURE (No. 10-090)

Ocean marine insurance coverage for loss associated with force majeure exposures including general average may be provided subject to policy terms and conditions. This coverage shall be based on the replacement cost of kegs. The cost of this coverage shall be \$0.10 U.S. per keg. A policy summary will be provided to customers upon written request.

KEG STORAGE (No. 10-100)

In an effort to support network flow and minimize storage expense at network Distribution Centers, customer storage fees shall be assessed as follows:

For kegs, loose pallets, separators or dunnage which is in an "on hold" status, the unit price per month charge to the customer shall be:

- \$0.60 for sizes ½ barrel, 50 Liter, or Firkins
- \$0.25 for sizes 1/6 barrel or 20 Liter
- \$0.30 for sizes ¼ barrels or 30 Liter
- \$0.25 for separators (each)
- \$0.30 for loose pallets or any additional dunnage i.e., bulkheads (each)

Assistance in the management of empty keg returns will be provided to align with brewery warehousing capacity and production needs. If a customer requests keg returns be delayed beyond 10 business days, the kegs will be placed in an "On Hold" status and storage charges will be charged at the rates indicated above. The storage calculation will start upon notice from the customer or start date of the disruption in the flow of kegs, at which time a reasonable attempt will be made to notify the customer.

This storage calculation will result in a customer storage invoice for those kegs on hand the 1st day of the month following the disruption in the flow of kegs. Recurrent charges shall be assessed for those kegs on hand the 1st day of each subsequent month until the disruption in the flow of kegs is alleviated.

In the event of a work stoppage, slow down, strike, lock out, or any other labor dispute, mechanical failure at the port, or general port congestion that results in the disruption of outbound shipping, the per keg storage fee shall be assessed based on the rates cited above.

INFORMATION TECHNOLOGY – MAINTENANCE AND SUPPORT (No. 10-110)

Upon request, technology related services will be provided including but not limited to customized reporting and integrations at the rate of \$175 per hour. For projects more complex in nature, a quote will be provided including time, materials, and travel based upon scope and complexity of the project. If a custom application is delivered, this may be subject to an annual maintenance fee based upon a percent of the total cost of the project.

LESS THAN TRUCKLOAD SERVICES (No. 10-120)

In the event Less-Than-Truckload (LTL) services are requested, this service shall be provided based upon specific LTL pricing either on a per keg or shipment basis subject to the LTL fuel surcharge schedule. When such service is requested it is required the shipper specify Satellite Logistics Group, Inc. as the "Bill To" party on the bill of lading tendered to the carrier. In addition, the bill of lading shall reference NMFC Class 65 in the description of articles section.

Material Handling Note: each pallet must be clearly labeled with the shipper and consignee name and address.

NOTIFICATION PRIOR TO LTL DELIVERY (No. 10-130)

A per shipment charge in the amount of \$50 will be assessed when the delivering carrier is requested to provide notice either verbally or written prior to LTL delivery. This includes an approximate delivery time and/or date for delivery appointment.

OCEAN SERVICES COORDINATION FEE (No. 10-140)

When ocean coordination or freight forwarding services are provided utilizing the customer's designated ocean freight forwarder or ocean carrier, an ocean services coordination or freight forwarder fee of \$125 per container shall be assessed.

OCEAN CARRIER SELECTION (No. 10-150)

When the customer selects an ocean carrier as a result of their freight forwarder agreement or ocean carrier preference, related incremental charges such as tolls, drayage expense, export usage fees, port congestion surcharges, vessel delays and/or schedule changes, or the like shall be invoiced to the customer in addition to standard service charges.

PICKUP AND DELIVERY SERVICES - HOURS OF OPERATION (No. 10-160)

Pickup and delivery service at customer or wholesaler locations shall be provided within normal business hours. Excluding holidays, normal business hours shall consist of the hours of 8:00 AM to 5:00 PM local time Monday through Friday.

PIERPASS (TRAFFIC MITIGATION FEE) – PORTS OF LOS ANGELES AND LONG BEACH (No. 10-170)

PierPass is a not-for-profit company created by marine terminal operators at the ports of Los Angeles and Long Beach in 2005 to address multi-terminal issues such as congestion, security and air quality. Under the program, all international container terminals in the two ports established five new shifts per week. As an incentive to use the new Off Peak shifts and to cover the added cost of the shifts, a Traffic Mitigation Fee (TMF) is required for most cargo movement during peak hours (Monday through Friday, 3 a.m. to 6 p.m.). In response to available scheduling offered by marine terminal operators, PierPass fees shall be assessed to the customer at actual cost (currently \$140.98 per container) plus drayage provider administrative expense per 40 foot container). For additional information, please go to <http://www.pierpass.org>.

REDELIVERY (No. 10-180)

When a shipment is tendered for delivery and through no fault of the carrier the shipment cannot be delivered, a redelivery charge of \$250.00 per container or trailer-load plus any additional charges for out of route mileage shall be applied. This includes redelivery at the port as a result of a "rolled booking".

REPATRIATION (No. 10-190)

1. When kegs are collected from a wholesaler or other location not part of the brewer's defined wholesaler or distribution network, subject kegs shall be returned to the original brewer (keg owner) subject to a repatriation fee of \$7.50 per keg for intra-United States shipments or international shipments when shipper does not offer NVOCC services, and \$15.00 per keg for international shipments when NVOCC services are provided, plus the applicable fuel surcharge. It is the responsibility of the brewer to notify shipper of any additions or deletions to their wholesaler network.
2. For those kegs that are returned from refurbishing, the per keg pickup, handling and delivery charge plus fuel surcharge shall be as stated above in this Item, plus an additional \$30.00 per keg for recovery of the keg deposit.

VERIFIED GROSS MASS – SOLAS MANDATE (No. 10-200)

Effective July 1, 2016 the International Convention for the Safety of Life at Sea (SOLAS) maritime treaty mandated that member nations follow sanctioned protocols for the weighing of contents loaded on export containers. Should SOLAS related charges apply per the new regulations (e.g. SOLAS compliance initiatives, port pricing adjustments, carrier VGM specific accessorial charges, etc.), customer pricing will be adjusted in response thereto to ensure compliance and the continuous flow of Product.

WAREHOUSE - EXTRA LABOR CHARGES (No. 10-210)

When additional labor is requested for special warehouse projects, the following charges shall apply:

Regular labor for extra services	\$ 35.00 per man hour
Overtime	\$ 52.50 per man hour
Document or bill of lading charge	\$ 6.00 each
Rush receipt/same day/rush orders (incl. contract facility 'will calls')	\$100.00 each
Forklift charge, not including operator	\$ 10.00 per hour
Supervisor	\$ 45.00 per hour
Recouping or rework	\$ 2.50 per case
Extra inventory	\$ 42.00 per man hour

Note:

1. Clerical labor is only charged for special projects.
2. Overtime includes consecutive hours beyond regular day's work calculated in ½ hour increments. Non-consecutive hours, Saturdays, Sundays and holidays are charged subject to a 4-hour minimum. Copy of the holiday schedule is available upon request. Receiving hours are from 8:00 AM to 3:00 PM by appointment. If no appointment is made, every effort will be made to fit the truck into the unloading schedule, but when no appointment has been made the "rush order charge" shall apply. Shipping hours are from 9:00 AM to 4:30 PM.

WAREHOUSE CHARGES FOR SUPPLY CHAIN SERVICES (No. 10-220)

The following charges shall be applied for miscellaneous supply chain services:

Label, applied (Non KegID)	\$ 1.50 per label
Supplies, materials, and other items not listed	Cost plus 20%
COD Collections	\$ 10.00 to 25.00 each
Payment of customer's accounts	Cost plus 20%
Handling minimums	\$ 35.00 in or out
Recurring minimum monthly storage charge	\$500.00
Minimum charge per lot or line item	\$ 5.00 each
Pallets, new or used	\$ 5.00 or going rate
Stretch-wrap	\$ 5.00 per pallet
Digital photographs	\$ 1.50 each
Insurance above legal liability limits	Cost plus 20%
Long distance phone or fax	Cost plus 20%
Demurrage/per diem/detention	Cost plus 20%
Check charge	\$ 25.00 per check
Returned check penalty	\$ 75.00 per check
Sweeping of trailers or containers	\$ 25.00 each
Sweeping of railcars	\$ 50.00 each
Removal of Dunnage from trailers, containers, or railcars	Labor rates above
Disposal of Dunnage from trailers, containers, or railcars	Cost plus 20%

Note:

1. Used 40x48 2 or 4 way softwood pallets are \$5.00 each; special order pallets, including hardwood, kiln dried, pressure treated, new or other pallets are quoted separately.
2. Stretch wrap includes wrap plus labor for one 40x48 pallet.
3. Demurrage, per diem and detention are invoiced at the actual rates charged.