

## SLOVENIA – Export DnD & Storage Tariff

**Country:** Slovenia

**Direction:** Export

**Effective Date:** 1<sup>st</sup> Jan 2017

**Expiry Date:** 31<sup>st</sup> December 2022

**Free time:** Calendar days (Public holidays are counted as standard calendar days)

**Currency:** EUR

**Invoiced:** Per container, per calendar days, per container type & size

**Application:** The free time & charges applied will be those in place on the origin price calculation (PCD)

**FREE TIME:** "Free Time" is the period agreed between the Carrier and the Merchant for which Demurrage & Detention and Terminal Storage shall not be paid by the Merchant.

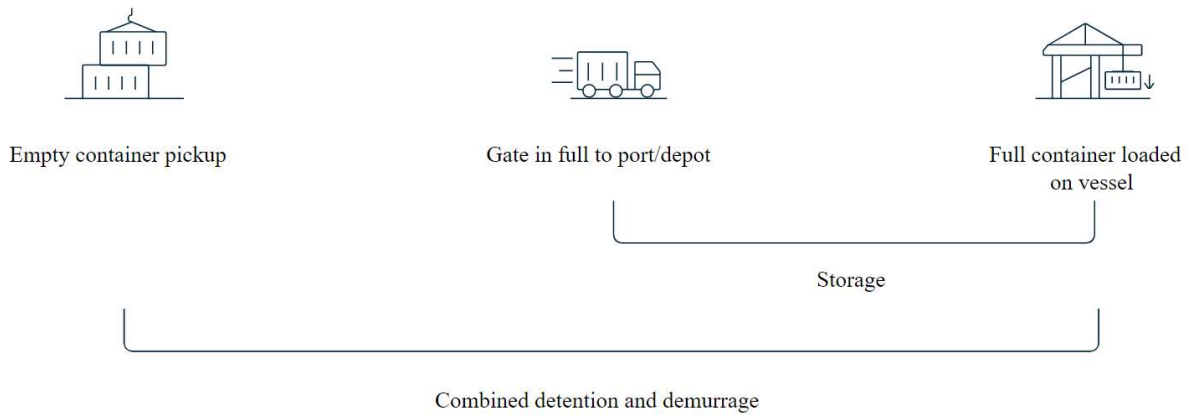
**COMBINED D&D:** Compensation payable when the Merchant holds Carrier's Container beyond the agreed amount of Free Time for the combined period of inside and outside the terminal, port, or depot. (invoiced as DETENTION)

**TERMINAL STORAGE:** Compensation for utilizing the port, terminal, or depot facilities beyond the agreed amount of Free Time. (invoiced as DEMURRAGE)

Name	Start	End
<b>Combined D&amp;D</b>	Commences on and includes the day that the empty container is gated out from the agreed terminal, port, or depot.	Ends on the day that the full container is loaded onboard a vessel.
<b>Terminal Storage</b>	Commences on and includes the day that the full container is gate-in at the first load port.	Ends on the day that the full container is loaded on board a vessel.

### Useful links:

- For Maersk SPOT DnD Tariff, please click [here](#)
- [D&D Calculator](#), to know more about it, please click [here](#)
- Terms for Detention and Demurrage, please click [here](#)



### Export terminal storage (Dry and Open & Flat) - From Gate in full day to Load day included

Days	20' DRY	40' DRY	Days	20' Open & Flat	40' Open & Flat
0-7	0	0	0-12	10	20
8-12	5	10	13-20	20	40
13-20	10	20	21-30	40	80
21-30	20	40	31+	80	160
31+	40	80			

Export terminal storage (REEF) - From Gate in full day to Load day included

Days	20' REEF	40' REEF
0-5	0	0
6-12	40	45
13-20	45	55
21-30	55	75
31+	75	115

Export terminal storage (Dangerous) - From Gate in full day to Load day included

Days	20 IMO DRY (2.1;3; 4.2; 4.3; 5.1; 9)	40 IMO DRY(2.1;3; 4.2; 4.3; 5.1; 9)	20 IMO DRY (2.2; 4.1)	40 IMO DRY (2.2; 4.1)
0-5	7.5	15	6.25	12.5
6-10	15	30	12.5	25
11-20	30	60	25	50
21+	52.5	105	43.75	87.5

Export terminal storage (Dangerous) - From Gate in full day to Load day included

Days	20 IMO DRY (2.3; 5.2; 6.1)	40 IMO DRY (2.3; 5.2; 6.1)	20 IMO DRY (6.2; 8)	40 IMO dry (6.2; 8)
0-5	12.5	25	8.75	17.5
6-10	25	50	17.5	35
11-20	50	100	35	70
21+	87.5	175	61.25	122.5

Export combined demurrage & detention - From empty pick up day to Load day included

Days	20' Dry and IMO	40' Dry and IMO	Days	20' REEF and Dang REEF	40' REEF and Dang REEF
0-14	0	0	0-7	0	0
15-30	25	50	8-14	40	60
31+	40	80	15+	70	100

Export combined demurrage & detention (Open&Flat) - From Empty Pick Up day to Load day included

Days	20' Open&Flat	40' Open&Flat
0-10	0	0
11-20	40	60
21+	70	100

Reefer Terminal Storage includes plug-in/electricity charges.

Reefer container with IMO follows Reefer.

Non-operating reefer (NOR) is considered as Dry Container.

Shipper's own containers (SOC) are not subject to Combined D&D and are subject to Terminal Storage.

Shipper's Own Container is considered as equivalent to corresponding container type and cargo type.

Examples: A Tank with Dry cargo follows terms of Dry equipment, while a Tank with IMO cargo follows terms of IMO.