

## GENERAL CONDITIONS C/H 2025

General conditions for inland C/H tariff 2025 Slovenia – valid from 1.1.2025

1. Currency used is EUR.
2. Trucking inland rates include transportation costs and all handlings (gate-out full/empty, gate-in full/empty) on terminal or inland terminal. All other additional services and costs (customs clearance, T1, VGM certificate, OOG cargo, special equipment, reefer equipment, scrap certificates etc.) to be checked and calculated individually. For more information please contact your sales representative.
3. When T1 is made by the carrier, it is important to send details of shipment as follows:

CONTAINER NUMBER:		SENDER/CONSIGNOR:					
INVOICE NUMBER:		RECEIVER/CONSIGNEE:					
NO.	GOODS DESCRIPTION / COMMERCIAL NAME	TARIFF NUMBER (HS CODE)	QUANTITY (COLLI)	GROSS WT (KG)	NET WEIGHT (KG)	CURRENCY	VALUE
1							

Moreover it has been officially confirmed by the Customs Administration that mandatory usage of tariff codes in transit will begin on 21.01.2025. Classification of goods will be based on the **first 6 digits of the HS codes**.

**For incomplete orders, dispatch will not be possible until all required data is received.**

4. T1 rates, when performed by the carrier, are different and depending on cargo value:

	Amount	Unit	Notes
T1	40 €	Per Container	Cargo Value up to 120,000 EUR
	120 €	Per Container	Cargo Value up to 250,000 EUR
	250 €	Per Container	Cargo Value up to 500,000 EUR

5. Rates for high value cargo, alcohol, tobacco, cigarettes and scrap/waste are agreed individually.
6. IMO/ADR/WASTE cargo must be announced to carrier prior to placing a Booking.
7. Export rates via Koper include TCC. Unless the customer wants us to create TCC, Maersk needs to be advised in advance otherwise

the responsibility for any inconvenience caused by duplicity in this process is up to the customer.

TCC is arranged with the data and documentation provided by customer (weight, VGM, quantity, MRN, etc). In case of wrong data received, TCC must be corrected and 50 EUR is charged for every correction/cnt.

8. Multistop fee is calculated individually and is applied for every stop outside of the loading/unloading address (e.g. custom clearing at the different address etc.). For more information please contact your sales representative.
9. Seal is provided by the carrier for all export bookings/loadings.
10. Domestic and international truck delivery rates include free time for loading/unloading and customs clearance of 3 hours since arrival to the delivery/loading place. Waiting time fee is 40 EUR per each started hour. Maximum waiting time is 270 EUR per day. The customer is obliged to acknowledge the waiting time on transport documents provided by the driver (CMR).
11. In case of RCO (rail combined) transport waiting time fee is 50 eur per each commenced hour after expiration of free waiting time – 2 hours. Maximum waiting time is 400 EUR per day. The customer is obliged to acknowledge the waiting time on transport documents provided by the driver (CMR, delivery documents or special form for waiting time).
12. Trucking/RCO transport can be cancelled till 10:00 one working day before loading/delivery for free. After that cancellation fee apply which is 270 EUR per container. If the container has already left the terminal, the late cancellation fee is calculated as per the real occurred costs.
13. Every transport order change on RCO mode is charged 10 EUR per every change requested (change of date, time, place of loading etc).
14. Surcharge for in-vain trips is calculated individually as per real occurred costs.
15. Surcharge for transportation of dangerous goods equals to 120 EUR per container. All IMO cargo can be transported by road/rail, exceptions are IMO 1. and IMO 7. Transport of this cargo to be checked individually.

- 16. Labelling IMO labels is customer responsibility. If labels are not according to the rules or unit is not labelled, transport can be declined. If labelling is ordered to the carrier, it will be quoted and charged separately.
- 17. Rates for special equipment (20 OT, 40 OT, flat racks) are the same as for DRY equipment if cargo is within internal dimensions of container (in-gauge) and not exceeding VGM weight of 26 ton for TRK and VGM weight of 29 ton for RCO mode. Out-of-gauge (OOG) and overweight cargo (TRK above VGM 26 ton; RCO above VGM 29 ton) to be checked and quoted individually.
- 18. Surcharges for late cancelation of special EQU (20 OT, 40 OT, 45 HDRY, flat racks) are applicable in case that export booking with special EQU is cancelled 3 days or later before planned loading date.

Surcharge name = Equipment Positioning Service – Export (SD)

20´OPEN – 175 EUR

40´OPEN – 350 EUR

45´HDRY – 525 EUR

Flat Rack – individual calculation based on actual costs

- 19. Driver does not participate actively on stuffing/destuffing of the container.
- 20. Sealing and proper container door closing (including tarpaulin on OPEN TOP containers) is responsibility of shipper as per B/L Terms for Carriage.
- 21. Weight limits in Slovenia for domestic transport are as follows:

Container type and size	Max Gross (net + tare) in tons	
	RCO	TRK
40 DC / OT	29	26
40 HC / HOT	29	26
45 DC	29	26
20 DC	29	26
40 REEF	not accepted	26
20 REEF	not accepted	26

- 22. The extra costs related to exceeding total allowed weight of truck and chassis or the axle pressure limits (for example as a consequence of unevenly stowed or insufficiently secured cargo) will be claimed up to customer.

23. The 45' boxes are accepted for an international/domestic transport by truck (direct truck mode).
24. Containers are delivered on the regular adjustable chassis with air suspension. The container is always loaded on the chassis in such a position that enables the delivery to the unloading facility.
25. If your delivery facility requires total length of truck and chassis smaller than 13.5 meters, please inform our customer service to secure the special short chassis. This request needs to be checked prior delivery order being sent.
  - a. Container can be unloaded from the chassis only after providing LOI. Any damage of the chassis / truck / container caused during the unloading or loading operation is claimed up to customer.
  - b. Availability of tilt chassis is very limited and needs to be checked prior delivery order being sent. Surcharge name used is Origin Specialised Chassis (OSC)/ Destination Specialised Chassis (DSC) and amount to be charged is 250 EUR/cntr.
26. For load port Koper: Export customs documents must be provided immediately after stuffing to [si.export@maersk.com](mailto:si.export@maersk.com) and [pmlsiops@maersk.com](mailto:pmlsiops@maersk.com) in order to plan container for creating TCC documentation. Any fines/rate changes resulting from missing customs documents will be invoiced to booking party. Any non-standard export customs documents, e.g. T1 must be sent to [si.export@maersk.com](mailto:si.export@maersk.com) and [pmlsiops@maersk.com](mailto:pmlsiops@maersk.com) with highlighted information in subject and body of the email that such document is included. E.g.

*„Important – T1 included for cntr. ABC, bkg. XYZ“. In case specific information on document type is not provided, Maersk cannot ensure proper closure of such customs document prior loading*

27. Customer is responsible to secure a delivery / loading place that enables manipulation with truck and chassis. The containers will be delivered / positioning arranged till the last point on paved road. Driver can refuse to arrange positioning if he evaluates the condition does not comply with above describe conditions. In such case customer is responsible for all extra costs related to wasted trip.