

Overweight Matrix												
Equipment Type	Equipment Weight Limit (lbs)											
	20' DRY Standard	20' Refrigerated	20 ISO Tank	40' DRY Standard	40' DRY High Cube	40' Refrigerated High Cube	45' DRY Standard	Charge Code	MOT			
Cross Border BC to and from WA	42,001-54,000	\$375 40,001-52,000	\$375 43,001-45,000	\$375 47,001-57,000	\$375 47,001-57,000	\$375 42,001-56,000	\$375 47,001-57,000	\$375 TRU/TRE	TRUCK			
Cross Border ON/QC to and from NJ/NY	42,001-54,000	\$375 40,001-52,000	\$375 43,001-45,000	\$375 47,001-57,000	\$375 47,001-57,000	\$375 42,001-56,000	\$375 47,001-57,000	\$375 TRU/TRE	TRUCK			
Cross Border ON/QC to and from PA	42,001-54,000	\$375 40,001-52,000	\$375 43,001-45,000	\$375 47,001-57,000	\$375 47,001-57,000	\$375 42,001-56,000	\$375 47,001-57,000	\$375 TRU/TRE	TRUCK			
ON To/From QC	52,001-54,000	\$375 40,001-54,000	\$375 43,001-45,000	\$375 58,001-60,000	\$375 58,001-60,000	\$375 55,001-58,000	\$375 55,001-58,000	\$375 TRU/TRE	TRUCK			
QC Spring Thaw (seasonal)	42,001-52,000	\$375 40,001-52,000	\$375 41,001-43,000	\$375 44,001-58,000	\$375 44,001-58,000	\$375 44,001-55,000	\$375 44,001-55,000	\$375 TRU/TRE	TRUCK			
Local/Regional (within Canada)	<60,000	\$0 <60,000	\$0 <60,000	\$0 <60,000	\$0 <60,000	\$0 <60,000	\$0 <60,000	\$0 TRU/TRE	TRUCK			
Domestic Canada via Vancouver	47,900-52,900	\$600 47,900-52,900	\$600 43,001-45,000	\$600 59,500-65,000	\$600 59,500-65,000	\$600 59,500-65,000	\$600 59,500-65,000	\$600 HWI/HWE	RAIL			
Domestic Canada via Prince Rupert	47,900-52,900	\$600 47,900-52,900	\$600 43,001-45,000	\$600 59,500-65,000	\$600 59,500-65,000	\$600 59,500-65,000	\$600 59,500-65,000	\$600 HWI/HWE	RAIL			
Domestic Canada via Montreal	47,900-52,900	\$390 47,900-52,900	\$390 43,001-45,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 HWI/HWE	RAIL			
Crossborder via Philadelphia, PA	47,900-52,900	\$390 47,900-52,900	\$390 43,001-45,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 HWI/HWE	RAIL			
Crossborder via Newark, NJ	47,900-52,900	\$390 47,900-52,900	\$390 43,001-45,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 59,500-65,000	\$390 HWI/HWE	RAIL			
Cross Border ON/QC to and from NJ/NY	54,001 - 59,000	\$2,200 52,001 - 59,000	\$2,500 45,000-59,000	\$2,200 57,001-69,000	\$2,200 57,001-69,000	\$2,200 56,001-69,000	\$2,500 57,001-69,000	\$2,200 OSC/DSC	TRUCK			
Cross Border ON/QC to and from PA	54,001 - 59,000	\$2,200 52,001 - 59,000	\$2,500 45,000-59,000	\$2,200 57,001-69,000	\$2,200 57,001-69,000	\$2,200 56,001-69,000	\$2,500 57,001-69,000	\$2,200 OSC/DSC	TRUCK			

All charges are in USD

All weights for Canadian bookings are determined based on the Cargo Gross Weight, which includes pallets and packaging, minus the container tare weight.

Rail - Cross Border - must adhere to both VGM weight (whilst moving in the US via CSX) and Cargo Gross weight (whilst moving in Canada via CN)

SD (Store Door) booking that move via rail - Cross border, can not exceed domestic Canada truck limits

Cross-border Reefer Booking: Truck and Road via Philadelphia port is supported. Truck via Newark is supported, there is no Rail option via NJ/ NY Ports, loaded based on Truck weight limits if routed via Newark.

Bookings with \*Cargo Gross Weight may be accepted depending on quad chassis availability at an additional cost

Weight limits are subject to change based on location and availability

All weight limits are based on In Gauge container bookings.

Links:

<https://www.maersk.com/local-information/north-america/canada/import>

<https://www.maersk.com/local-information/north-america/canada/local-solutions/inland-services>

<https://www.maersk.com/logistics-explained/shipping-documentation/2023/08/27/vgm-in-shipping-everything-you-need-to-know>

<https://www.maersk.com/logistics-explained/shipping-documentation/2024/09/16/gross-tare-net-weight>

\*Cargo Gross weight (including pallets and packaging, etc), less the container tare weight

Charge code Name	Charge Code	Application	Application	Description
Triaxle Chassis Export	TRE	Per container	HWE and TRE can be billed per booking	It is a VAS offered for overweight cargo. It covers the supply of tri-axle chassis for the export inland move. Tri-axle chassis allow to load more cargo in the container that would be otherwise legally accepted at the origin country
Triaxle Chassis Import	TRI	Per container	HWI and TRI can be billed per booking	It is a VAS offered for overweight cargo. It covers the supply of tri-axle chassis (except for tri-axle) for the import inland move. Special chassis includes but not limited to: 4 point lock fixed trailer; Sliding bogie trailer; Multi-function trailer; Slope frame ISO tank; Tipping trailer; Side loading trailer; low-bed-chassis. Special chassis allow to load more cargo in the container that would be otherwise legally accepted at the destination country
Origin Specialised Chassis	OSC	Per container	HWE and OSC can be billed per booking	It is a VAS offered for overweight cargo. It covers the supply of special chassis (except for tri-axle) for the export inland move. Special chassis includes but not limited to: 4 point lock fixed trailer; Sliding bogie trailer; Multi-function trailer; Slope frame ISO tank; Tipping trailer; Side loading trailer; low-bed-chassis. Special chassis allow to load more cargo in the container that would be otherwise legally accepted at the origin country.
Destination Specialised Chassis	DSC	Per container	HWI and DSC can be billed per booking	It is a VAS offered for overweight cargo. It covers the supply of special chassis (except for tri-axle) for the import inland move. Special chassis includes but not limited to: 4 point lock fixed trailer; Sliding bogie trailer; Multi-function trailer; Slope frame ISO tank; Tipping trailer; Side loading trailer; low-bed-chassis. Special chassis allow to load more cargo in the container that would be otherwise legally accepted at destination country.
Heavy Weight Surcharge - Export	HWE	Per container	HWE can be billed with TRE or OSC per booking	This service covers the additional operational expenses incurred at Origin for handling heavy cargo that weighs more than the standard limit for a shipment. The carrier can provide this service as long as the cargo does not weigh more than the legal safety limit. This service is applicable to heavy weight shipments that are within legal limits allowed for transport. These limits may vary among the countries.
Heavy Weight Surcharge - Import	HWI	Per container	HWE can be billed with TRI or OSC per booking	This service covers the additional operational expenses incurred at Destination for handling heavy cargo that weighs more than the standard limit for a shipment. The carrier can provide this service as long as the cargo does not weigh more than the legal safety limit. This service is applicable to heavy weight shipments that are within legal limits allowed for transport. These limits may vary among the countries.