

Greater China Area Terms and Conditions

Landside Transportation Domestic Trucking Service

Mainland China:

1. Subject to VAT in the case of non-through bill/standalone haulage. The VAT invoice will be issued by DAMCO title for non-through bill haulage. No VAT add-on if adopt Maersk through bill of lading.
2. The quotation covers inland drayage/transportation only. If any pass-through charges will be at cost (e.g. gate charge, parking, etc.), and customer is liable for payment.
3. This offer is subject to confirmation within 30 calendar days, thereafter Maersk reserves the right to alter the quotation based on market development.
4. Subject to empty and laden pickup/return at the same port.
5. The standard waiting time that comes to tariff is 3 hours counting from arrival, additional surcharge will incur if waiting time exceeds.
6. EMR shall be responsible by the customer for import shipment.
7. Subject to overweight surcharge in a different area for different container type/size, which is specified in "GCA Inland Delivery Surcharge List" for each port.
8. The tariff does not take the consequences for any extra charge caused by force majeure such as typhoon, storm, severe traffic jam or roads serious damage, etc.
9. All services are subject to MAERSK/DAMCO Standard Trading Terms and Conditions, available at <https://terms.maersk.com/STC> and upon request.

马士基中国大陆拖车服务报价条款:

1. 此报价在非全程单运输模式下价格未含增值税。请注意若使用非全程单运输模式，此报价必须开具丹马士抬头的增值税专用发票。采用马士基全程单运输模式不收取增值税。
2. 此报价仅涵盖内陆拖车的运输费。所有在运输过程中产生的额外费用，如查验费、打单费、停车费、高速费等，实报实销。
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4. 此报价为提空柜与还重柜均在相同码头的运费。
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6. 此报价不含进口修洗箱费用。
7. 此价格不包含超重附加费。按照不同类型/尺寸的集装箱在各地的收费标准收取。详情请查阅附加费表格。
8. 此份价格不承担因不可抗力因素而造成的额外费用，如台风、暴雨、或公路被严重毁坏等异常交通状况。
9. 所有服务都遵照马士基或者丹马士标准贸易条款，相关条例可在 <http://www.maersk.com> 或 <http://www.damco.com/> 查询。

Greater China Area Terms and Conditions

Hong Kong China:

1. Subject to VAT 6% if pay at Mainland China in the case of non-through bill/standalone haulage. The VAT invoice will be issued by DAMCO title for non-through bill haulage. No VAT add-on if adopt Maersk through bill of lading.
2. The quotation covers inland drayage/transportation only. If any pass-through charges will be at cost (e.g. gate charge, parking, etc.), and customer is liable for payment.
3. This offer is subject to confirmation within 7 calendar days, thereafter Maersk reserves the right to alter the quotation based on market development.
4. Subject to empty and laden pickup/return at the same port.
5. The standard waiting time that comes to tariff is 2 hours counting from arrival, additional surcharge will incur if waiting time exceeds.
6. EMR shall be responsible by the customer.
7. Subject to overweight surcharge in a different area for different container type/size, which is specified in "GCA Inland Delivery Surcharge List" for each port.
8. The tariff does not take the consequences for any extra charge caused by force majeure such as typhoon, storm, severe traffic jam or roads serious damage, etc.
9. All services are subject to MAERSK/DAMCO Standard Trading Terms and Conditions, available at <https://terms.maersk.com/STC> and upon request.

马士基中国香港拖车服务报价条款:

1. 此报价如在中国内地支付且为非全程单运输模式下价格未含 6% 增值税。请注意若使用非全程单运输模式，此报价必须开具丹马士抬头的增值税专用发票。采用马士基全程单运输模式不收取增值税。
2. 此报价仅涵盖内陆拖车的运输费。所有在运输过程中产生的额外费用，如查验费、打单费、停车费、高速费等，实报实销。
3. 此报价有效若客户在 7 天内确认；超出 7 日后马士基保留根据市场情况调整报价的权利。
4. 此报价为提空柜与还重柜均在相同码头的运费。
5. 此价格的正常装货时间为到达装货点后 2 小时，若超过相关规定的装货时间，额外超时费会产生。
6. 此报价不含进口修洗箱费用。
7. 此价格不包含超重附加费。按照不同类型/尺寸的集装箱在各地的收费标准收取。详情请查阅附加费表格。
8. 此份价格不承担因不可抗力因素而造成的额外费用，如台风、暴雨、或公路被严重毁坏等异常交通状况。
9. 所有服务都遵照马士基或者丹马士标准贸易条款，相关条例可在 <http://www.maersk.com> 或 <http://www.damco.com/> 查询。

Greater China Area Terms and Conditions

Landside Transportation East China LGS Barge Service

East China LGS Barge Service

1. Rate subject to VAT and VAT invoice is issued by Damco.
2. The quotation only covers barge transportation surcharges, including cross pick up from local terminal.
3. The rate does not include ad-hoc charges like detention and demurrage fee, Customs declaration/clearance charge, inspection charge, EIR.
4. The tariff does not take the consequences for any extra charge caused by force majeure such as typhoon, storm, severe traffic congestion, etc.
5. The tariff is for general dry cargo within container payload.
6. All services comply with Maersk or DAMCO standard trading terms and conditions, which can be found at <http://www.maersk.com> or <http://www.damco.com/>.

马士基华东陆改水驳船服务报价条款：

1. 此报价未含增值税，开具丹马士抬头的增值税专用发票。
2. 此报价为驳船费用，涵盖了当地码头的异地提箱费。
3. 此报价不涵盖除驳船费以外运输途中产生的额外费用，例如滞箱费滞港费，海关申报/清关费，检查费，EIR打单费等。
4. 此份价格不承担因不可抗力因素而造成的额外费用，如台风、暴雨、或水路严重拥堵等异常交通状况。
5. 此运价适用于集装箱有效载荷内的普通干货。
6. 所有服务都遵照马士基或者丹马士标准贸易条款，相关条例可在 <http://www.maersk.com> 或 <http://www.damco.com/> 查询。

Greater China Area Terms and Conditions

Landside Transportation Sea-Rail Service

China Sea-Rail Service

1. Rate subject to VAT in the case of non-through bill/standalone haulage. The VAT invoice will be issued by DAMCO title for non-through bill/standalone haulage.
2. Rate is only applicable to general container type and general cargo. It does not apply to special goods such as hanging clothes boxes (GOH), dangerous cargo (DG cargo), reefer containers, bonded cargo, etc. For hazardous chemicals that are not included in dangerous goods, dry cargo in ocean leg, need to check the acceptance case by case.
3. Rate subject to the cargo insurance premiums and cargo handling charges. Unless such costs are specifically stated in the quotation.
4. Rate subject to the import and export declaration charge, customs inspection, demurrage/detention, quarantine inspection, and port storage, etc that will be charged at cost. The customer is responsible for providing correct customs clearance documents, and the customer shall bear the responsibilities and expenses arising from the customs clearance problems caused by inconsistent documents.
5. Rate subjects to to-door service. For the mentioned inland trucking rate that subjects to extra charges due to customer procedure or cargo problem. Such as over-night fee, waiting fee, container return fee, trucking cancellation fee, and so on. The additional charges could be referred to TRK ADHOC Tariff.
6. Rate subject to additional costs because of force majeure factors, such as carrier container shortage, typhoons, heavy rain, severe traffic jams, or severe damage to roads/railways, may be borne by customers.
7. The customer who first uses rail transportation must provide the container loading diagram to the station for approval, whether the loading balance requirements of rail transportation are met.
8. Rail transportation requires even numbers of 20'DRY containers for matching. When a single container arrives, it needs to wait until it is matched with another 20'DRY container. If the matching fails, the transportation mode might need to be changed and the additional cost will be borne by the principal.
9. The container weight shall not exceed payload. The difference of the gross weight between two 20'DRY containers loading on the same chassis shall not be greater than 3 tons (the gross weight of the container shall be measured based on the actual weighing figures in the rail station).
10. The maximum cargo weight (payload) of a 20'DRY is 21.5 tons while the gross weight should not exceed 24 tons/20'DRY. 20'DRY over-weight container's cargo weight maximum is 26tons while the gross weight should not exceed 30tons/20'DRY over-weight container. 40'DRY cargo weight maximum 26 tons and the gross weight should not exceed 30tons/40'DRY. The total net weight of two 20' containers loaded in the same chassis shall not exceed 55 tons.
11. Offset loading means that the projection of the total center of gravity of the cargo after loading should be located at the intersection of the longitudinal and transverse centerlines of the truck. When it deviates, the lateral deviation should not exceed 100 mm; When there is an unbalanced load

on Rail, the unbalanced containers need to be dealt with and additional costs might occur.

12. The main box number of the shipping container nameplate shall be the same as the box, and the date of production indicated on the nameplate shall be within 10 years.
13. The name of the goods in the container should be consistent with the manifest. When packing, the goods should reasonably and weight-equally distributed on the bottom plate of the container. It should not be overloaded, eccentrically loaded, concentrated, or heavy. The centre of gravity of the loaded goods should be placed at the centre of the bottom plate of the container to prevent the goods from moving and rolling in the container, overturning, collapse, etc.
14. Customers need to place the rail booking to MAERSK no later than 3 working days before rail loading day. Please refer to the vessel schedule and Rail schedule to arrange the empty container move and laden transportation. If rail customers need to-door service, the to-door date will be advised while rail booking dispatching.
15. If the customer cancels the shipment after the empty container move, the additional expenses will be charged to the customer, which is not included in the rail freight. Empty container fee or roundtrip fee will be charged according to the actual situation.
16. If there are special delivery requirements, such as the quantity of bulk delivery, time limitation, the excessive unloading time of the factory, all the extra costs will be charged according to the actual situation.
17. The rate shall be valid within a natural month since the quotation date.
18. All services comply with Maersk or DAMCO standard trading terms and conditions, which can be found at <http://www.maersk.com> or <http://www.damco.com/>.

马士基海铁服务报价条款:

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2. 此报价只适用于普通柜型及普通货物，不适用于如开顶箱，挂衣箱，危险品，冷冻柜，保税货物 等特殊货物及柜型，危险化学品（国际危规中不属于危险品）需要确认是否可以承接火车。
3. 此份报价不包括货物保险费和装卸费，除非报价单上特别列明此类相关费用。
4. 此份报价不包括进出口清关费，海关查验费，滞箱费，检验检疫和堆存将按实报实销。客户有责任 提供正确的清关文件，如因文件不符导致的清关问题所产生的责任和费用均有客户承担。
5. 此份报价中不包括提送货上门点的拖车费。对于已提及的提送货段到工厂的拖车运费，因客户手续 或货物问题造成的押夜费，待时费需，返箱费， 运输订单取消费用都将额外收取费用，额外费用不包含在拖车运费内，拖车段额外费用参考可见拖车产品附录。
6. 此份报价不包括由于不可抗力因素而造成的额外费用，如船东缺箱、台风、暴雨、严重塞车或公路/铁路被严重毁坏等异常交通状况或需用客户承担。
7. 首次发铁路运输的客人需提供装箱图提交车站审批是否符合铁路运输装载平衡要求。
8. 20 尺海运普通集装箱不能单个进行铁路装运，铁路运输最好是偶数，如果单个集装箱到港，会影响及时转运，如果匹配不上，甚至要更改运输方式，由此产生的额外费用将有委托人承担。
9. 集装箱装车时，不得超过货车标记载重，同车装载 20 英尺集装箱，两箱总重量之差不得大大于 2 吨（集装箱总重量以铁路实际称重为准）。
10. 铁路运输中每个 20 尺普柜货物重量不能超过 21.5 吨。加箱皮重不能超过 24 吨。每个 20 尺加重柜货物重量不能超 27.5 吨，加箱皮重不能超过 30 吨。每个 40 尺普柜货物重量不能超过 26 吨，加箱皮重不能超过 30 吨。同车装载的两个 20 尺集装箱总净重不得超过 55 吨。道路运输中单个小柜不超过 10 吨的可以根据实际情况安排一拖二模式。
11. 偏载是指装车后货物总重心的投影应位于货车纵、横中心线的交叉点上，必须偏离时，横向偏离量 不

得超过 100mm; 如铁路运输前发生偏载, 则需要处理偏载箱, 由此产生的额外费用实报实销。

12. 海运集装箱铭牌的箱主箱号须与箱体一致, 铭牌标明的生产日期应该在 10 年以内。
13. 集装箱箱内货物品名应与舱单记载一致。装箱时货物应均衡、稳定、合理地分布在集装箱底板上, 不得超载、偏载、集重、偏重, 装载后货物的重心投影应位于集装箱底板的中心, 防止货物在箱内发生移动、滚动、倾覆、倒塌等情况。
14. 请客户不晚于铁路装车日的前 3 个工作日发送铁路运输委托单给我司客服人员, 以方便我司安排。如果客户在已经安排空箱发运的情况下取消发货。请结合参考母船计划和铁路计划以便合理安排空箱调运和重箱运输。如果海铁联运客户需要马士基提供到门服务, 请于铁路派单时提前备注到工厂的时间。
15. 如果客户在已经安排空箱发运的情况下取消发货, 都将额外承担铁路运输取消费, 按实际情况收取空箱费或者全程费。此费用不包含在正常铁路运费内。
16. 如果有特殊送货要求, 例如批量送货数量, 时效限制, 或者工厂卸货时间过长而导致的额外费用都要按实际情况向委托人收取。
17. 价格有效期以报价当日的自然月内为有效期。
18. 所有服务都遵照马士基或者丹马士标准贸易条款, 相关条例可在 <http://www.maersk.com> 或 <http://www.damco.com/> 查询。