

General conditions for inland C/H tariff 2020 Hungary – update valid from 1.1.2021

1. Currency used is EUR.
2. On import, rates include issuance of transit customs documents (T1) for cargo with value up to 400.000 EUR. For cargo with value higher than 400.000 EUR, additional 150 EUR per T1 will be charged.
3. Rates for high value cargo (higher than 700.000 EUR), alcohol, tobacco and cigarettes are agreed individually.
4. Export rates include BHT / TCC. Unless the customer wants us to create BHT / TCC / ZAP, Maersk needs to be advised in advance otherwise the responsibility for any inconvenience caused by duplicity in this process is up to the customer.
5. Seal is not provided for any export loadings.
6. Truck delivery rates include free time for loading/unloading and customs clearance of 4 hours since arrival to the first delivery place. Time needed for driving between defined stops is not included in the free time. Waiting time fee is 30 EUR per each started hour. The customer is obliged to acknowledge the waiting time on transport documents provided by the driver (special form for waiting time).
7. Waiting time for an international trucking delivery (direct truck mode) is calculated with the same principal. Maximum waiting time is 480 EUR per 24 hours. 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).
8. For trucking related deadlines and cancellation fees, please see separate advisory „Truck booking deadline advisory“.
9. Surcharge for transportation of dangerous goods equals to 25 EUR per box.
 - In Carriers Haulage from Budapest Mahart Terminal (Budapest CY) to Bremerhaven we accept: IMO 2, 3, 6.1, 8, and 9 Classes with I. or II. Package Group
 - In Carriers Haulage from Budapest Metrans Terminal (Budapest CY) to Koper we accept: IMO 2.2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8, 9 Classes with II. or III. Package Group
 - In Carriers Haulage from any SD location we accept: IMO 2.1, 2.2, 3, 6.1, 8, and 9 classes with I., II. and III. Package Group
10. Rates for special equipment (20 OT, 40 OT, flat racks, tilt chassis) are calculated individually.
11. Driver does not participate actively on stuffing/destuffing of the container.
12. Sealing and proper container door closing (including tarpaulin on OPEN TOP containers) is responsibility of shipper as per B/L Terms for Carriage.



13. Weight limits in Hungary for domestic trucking are as follow:

Container type and size	Max Netto
40 DC / OT	25
40 HC / HOT	25
45 DC	25
20 DC	22,5
40 REEF	24
20 REEF	22

Table 1: Weight limits for domestic trucking

- 14.** Loading more cargo weight as is described above (max to 26 tons) is subject to chassis availability and rate need to be agreed individually.
- 15.** Cargo weight limits for an international trucking delivery (direct truck mode) are as follow:
- Koper corridor – 22 tons for all types of boxes
 - Bremerhaven corridor – 22 tons for all types of boxes
- 16.** 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.
- 17.** Maximal height of the cargo loaded in 40 OT is up to height of 40 HC box. Other types of OOG transport are not accepted.
- 18.** The 45' boxes are not accepted for an international transport by truck (direct truck mode).
- 19.** 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.
- 20.** 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.
- 21.** 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.
- 22.** 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



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above describe conditions. In such case customer is responsible for all extra costs related to wasted trip.

23. All above are valid in 2021.