

GENERAL CONDITIONS C/H 2026

General conditions for inland C/H tariff 2026 Montenegro – valid from 1.1.2026

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 DESCRIPTON / 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. Rates for high value cargo, alcohol, tobacco, cigarettes and scrap/waste are agreed individually.
5. IMO/ADR/WASTE cargo must be announced to carrier prior to placing a Booking.
6. Export rates via Rijeka 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.
7. Multistop fee is 50 eur/cnt and is applied for every stop outside of the loading/unloading address (e.g. custom clearing at the

different address etc.). Difference between (customs or any other) stop and loading/unloading address is max 50 km. Multistop fee above mentioned distance is then calculated on individual basis.

8. Seal is provided by the carrier for all export bookings/loadings.
9. Domestic and international truck delivery rates include free time for loading/unloading and customs clearance of 6 hours since arrival to the delivery/loading place. After free time, waiting time charge is 150/300 EUR per day for DRY/REEF equipment. The customer is obliged to acknowledge the waiting time on transport documents provided by the driver (CMR).
10. Trucking 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.
11. Surcharge for in-vain trips is calculated individually as per real occurred costs.
12. Surcharge for transportation of dangerous goods equals to 100 EUR on trucking transport rate per container. All IMO cargo can be transported by road, exceptions are IMO 1. and IMO 7. Transport of this cargo to be checked individually.
13. 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.
14. 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. Out-of-gauge (OOG) and overweight cargo (TRK above VGM 26 ton) to be checked and quoted individually.
15. 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

16. Driver does not participate actively on stuffing/destuffing of the container.
17. Sealing and proper container door closing (including tarpaulin on OPEN TOP containers) is responsibility of shipper as per B/L Terms for Carriage.
18. Regular weight limits in Montenegro for domestic transport are as follows:

Container type and size	Max Gross (net + tare) in tons
	TRK
40 DC / OT	26
40 HC / HOT	26
45 DC	26
20 DC	26
40 REEF	26
20 REEF	26

TRK rates for VGM weights (cargo + tare) up to 28 ton are available as tariff and overweight surcharge is incorporated in selling rate. VGM rates over 28 ton to be quoted on individual basis.

19. 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.
20. 45' boxes are accepted for an international/domestic transport by truck (direct truck mode).
21. 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.
22. 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 150 EUR/cntr.
23. For load port Rijeka: Export customs documents must be provided immediately after stuffing to HR.export@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 HR.export@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

24. 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.

Surcharges table

Surcharge code	Surcharge name	Rate
DDC	Destination Dangerous Cargo Service (Inland Haulage)	100 EUR on TRK cost per container
ODC	Origin Dangerous Cargo Service (Inland Haulage)	100 EUR on TRK cost per container
WTO	Waiting Time Origin	6 hours free; afterwards 200/300 EUR per day for DRY/REEF
WTD	Waiting Time Destination	6 hours free; afterwards 200/300 EUR per day for DRY/REEF
MSI	Multi Stop Service Imports	50 EUR – up to 50 km
MSE	Multi Stop Service Exports	50 EUR – up to 50 km
ICE	Inland Cancellation Fee Export	270 eur/cnt; Please see Intermodal conditions for more info
ICI	Inland Cancellation Fee Import	270 eur/cnt; Please see Intermodal conditions for more info
EPS	Equipment Positioning Service – Export (SD)	200T- 175 EUR , 400T - 350 EUR, 45HDY- 525 EUR, FR - individual calculation based on actual costs
OSC/DSC	Origin Specialised Chassis/Destination Specialised Chassis	Tilt chassis surcharge – 150 EUR/cntr

Disclaimer

PCD (Price Calculation Date) - it is the date from which Maersk determine the applicable tariff, contract rate or surcharges, which need to be applied to a shipment. For NON-FMC shipments, the PCD is the 'scheduled departure date /ETD' of the first water leg at the time of Booking Confirmation. For FMC shipments, the PCD is the last container GATE-IN date of the shipment.