

Country: Serbia & Bosnia and Hercegovina

Direction: Import

Effective Date: 15/8/2019

Expiry Date: Until further notice

Free time: Calendar days (Public holidays are counted as standard calendar days)

Currency: EUR

Invoiced: Per container, per calendar days, per container type & size

Application: The free time & charges applied will be those in place on the origin price calculation (PCD)

Freetime: "Free Time" is the period agreed between the Carrier and the Merchant for which Demurrage & Detention and Terminal Storage shall not be paid by the Merchant.

Combined D&D: Compensation payable when the Merchant holds Carrier's Container beyond the agreed amount of Free Time for the combined period of inside and outside the terminal, port, or depot. (invoiced as Detention)

Terminal Storage: Compensation for utilizing the port, terminal, or depot facilities beyond the agreed amount of Free Time.

Name	Start	End
Combined D&D	Commences on and includes the day that the container is discharged from a vessel or gated-in at inland terminal.	Ends on the day that the empty container is gated-in at the terminal, port or depot agreed with the carrier.
Terminal Storage	Commences on and includes the day that the full container is discharged from a vessel or gated-in at inland terminal.	Ends on the day that the full container is gated-out from the terminal, port or depot.

Useful links

- For Maersk SPOT DnD Tariff, please click [here](#)
- [D&D Calculator](#), to know more about it, please click [here](#)
- Terms for Detention and Demurrage, please click [here](#)



Dry and IMO Containers

Days	20'	40' & 45'
1-14	Free	Free
15-20	25 EUR	50 EUR
21+	40 EUR	80 EUR

Special Equipment (Open Top / Flat Rack) - Effective 15th July 2020

Days	20' Flat & Open top	40' Flat & Open top
1-14	Free	Free
15+	50 EUR	100 EUR

Serbia Inland Terminals: Sremska Mitrovica, Belgrade

Bosnia and Hercegovina inland Terminals: Banja Luka, Sarajevo

Import Terminal Storage

Storage at discharge port is applicable in case of long stay at terminal (exceeding free days granted) not imputable to the carrier. Reefer and Special are not accepted on rail.

- Reefer container with IMO follows Reefer.
- Non-operating reefer (NOR) is considered as Dry Container.
- Shipper's own containers (SOC) are not subject to Combined D&D.
- Shipper's Own Container is considered as equivalent to corresponding container type and cargo type. Examples: A Tank with Dry cargo follows terms of Dry equipment, while a Tank with IMO cargo follows terms of IMO.