

MAERSK CANADA LOCAL ACCESSORIAL CHARGES & FEES

Local Term	Description	Application (USD)	Notes
Container Empty Reposition	It is a VAS, applied when the carrier allows the drop off empty container at a different location from the one stated on B/L as place of Delivery. It applies only to MH containers and only for import cargo. It can also be a penalty surcharge (in case the customer dropped off the empty container to a different location without consulting the carrier first). It covers the unit empty positioning cost.	IHE / Per Container	subject to the IHE cost to return to a local terminal or depot
Container Empty Reposition	It is a VAS, applied when the carrier allows the pick up of the empty container at a different location from the one stated on B/L as place of Receipt. It applies only to MH containers and only for export cargo. It can also be a penalty surcharge (in case the customer picked up the empty container at a different location without consulting the carrier first). It covers the unit empty positioning cost.	IHI / Per Container	subject to the IHI cost to return to a local terminal or depot
Consignment	It covers the cost of inland transportation (via truck, rail or barge) from the terminal to customer's premises or to an inland CY (container yard) location, in the cases that the customer asked for the inland transportation when the container was on water (or at any point before the gate-out move). It applies to conversion of CY bookings to SD.	Per Container	The IHE or IHI rate would apply based on the location. - CK upselling
Dangerous Goods	It covers the additional cost involved to move dangerous cargo from an inland location to the terminal. The additional cost usually involves special license or permits or the use of specialized vendors with certain specifications	\$175 / Per Container	
Dangerous Goods	It covers the additional cost involved to move dangerous cargo from the terminal to an inland location. The additional cost usually involves special license or permits or the use of specialized vendors with certain specifications. In case of manual import shipments, please use IAI to recover the extra cost.	\$175 / Per Container	
Order Cancellation	It is a penalty fee and it covers the cost of the futile trip on the export move. The fee applies only in case the futile trip was due to customer's responsibility (e.g. Cargo was not ready). Different countries have different rules on till when we can accept cancellation requests	\$150 / Per Container	Applicable to any cancellation within 72hrs of the pickup date
Order Cancellation	It is a penalty fee and it covers the cost of the futile trip on the import move. The fee applies only in case the futile trip was due to customer's responsibility. Different countries have different rules on till when we can accept cancellation requests	\$150 / Per Container	Applicable to any cancellation within 72hrs of the pickup date
Consignment	It covers the service fee for changing the final inland destination (upon customer's request) when the container is on water, provided the discharge port remains the same. Any potential increase in the intermodal cost should be covered via IHI and/or IAI	IHI/ IHE / Per Container	Admin Fee
Overweight Tri-Axle	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	Line Haul ON - QC \$600 CB - \$600 / Per Container	See Maersk weight tool/matrix for breakdown
Overweight Tri-Axle	It is a VAS offered for overweight cargo. It covers the supply of tri-axle chassis for the import inland move. Tri-axle chassis allow to load more cargo in the container that would be otherwise legally accepted at the destination country	Line Haul ON - QC \$600 CB - \$600 / Per Container	See Maersk weight tool/matrix for breakdown
Specialized Chassis	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	\$2000 / Per Container	For extreme overweight
Specialized Chassis	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.	\$2000 / Per Container	For extreme overweight
Multi Stop	It covers the service of stopping to additional places to load additional cargo during a carrier haulage export move (from the initial stuffing point to the terminal). The surcharge covers only the administrative fee, while the potential additional transportation cost should be covered via IAE surcharge	\$150 / Per Occurrence	* If the location is within 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location (Zone 1 & 2 of Toronto and Montreal) . **Off-route mileage if outside 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location will be \$3.00/ KM for every additional KM x2.
Multi Stop	It covers the service of stopping to additional places to unload additional cargo during a carrier haulage import move (from the terminal to the final stripping point). The surcharge covers only the administrative fee, while the potential additional transportation cost should be covered via IAI surcharge	\$150 / Per Occurrence	* If the location is within 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location (Zone 1 & 2 of Toronto and Montreal) . **Off-route mileage if outside 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location will be \$3.00/ KM for every additional KM x2.
Waiting Time	It is a penalty fee applied when the truck has to remain in customer's premises for more time than the agreed free time to stuff and load the container. The agreed free time differs from area to area and it is based on the procured cost and on the common market practice	\$125 / Per hour	Waiting time is calculated at 15 min intervals. 2 HR FREE at pickup.
Waiting Time	It is a penalty fee applied when the truck has to remain in customer's premises for more time than the agreed free time to unload and strip the container. The agreed free time differs from area to area and it is based on the procured cost and on the common market practice	\$125 / Per hour	Waiting time is calculated at 15 min intervals. 2 HR FREE at delivery.
Genset	It covers the supply of a genset (or any other cooling device) for the export inland move of reefer containers. The genset (and any other cooling service) provides a constant power supply to regulate the temperature of the reefer container. It is mandatory to provide a genset for reefer cargo if the inland transit time is more than 6 hours	\$200 / in transit local / Per day storage	Genset is included in the IHI or IHE/ Reefer Yard Storage is the same per day includes monitoring
Genset	It covers the supply of a genset (or any other cooling device) for the import inland move of reefer containers. The genset (and any other cooling service) provides a constant power supply to regulate the temperature of the reefer container. It is mandatory to provide a genset for reefer cargo if the inland transit time is more than 6 hours	\$200 / in transit local/ Per day storage	Genset is included in the IHI or IHE/ Reefer Yard Storage is the same per day includes monitoring
Overweight	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.	PRR E VNR \$600 / MON \$390 / Per Container	See Maersk weight tool/matrix for breakdown
Overweight	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.	PRR E VNR \$600 / MON \$390 / Per Container	See Maersk weight tool/matrix for breakdown
In bond	It covers the administrative cost to arrange the transfer of a container to a bonded warehouse. The actual transportation cost from/to terminal to/from the bonded warehouse should be covered via IHE/IHI	\$150 / Per Occurrence	Domestic Canada, US and Mexico In bond move / will apply to all Alcohol loads
Admin Fee	It covers the additional administrative and operational cost to move a container across country borders. It applies to both MH and CH cargo	Per Occurrence	Canada, US and Mexico In bond move cross border / inspection fee
Lift On Lift Off	It is a pass through charge which covers the container lift-on /lift-off the trailer or chassis at the port or at inland container yard for export moves.	\$35 / Per Container / Lift	At the depot or carriers yard
Lift On Lift Off	It is a pass through charge which covers the container lift-on /lift-off the trailer or chassis at the port or at inland container yard for import moves.	\$35 / Per Container / Lift	At the depot or carriers yard

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Scale Ticket	It covers the service to move the container to a weight station, as well as the VGM weighing service on the export side in order to confirm the actual container weight	\$100 / Per Container / Per Occurrence	Admin fee plus IHE or IHI will apply
After Hours	It is a VAS and it covers the additional cost involved in the export inland move, when we perform the service outside normal working hours (including weekends and public holidays)	\$250 / Per Occurrence	6pm to 6am or Agreed upon terms
After Hours	It is a VAS and it covers the additional cost involved in the import inland move, when we perform the service outside normal working hours (including weekends and public holidays)	\$250 / Per Occurrence	6pm to 6am or Agreed upon terms
Drop and Pick	It is a VAS, applied when the trucker leaves the container (and the chassis when relevant) at the customer premises and (s)he collects the stuffed container later the same day or the day after. It should cover the cost of the second trucking trip only and applies for export moves.	IHE / Per Day	**2 Calendar Days free included if the location is within 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location (Zone 1 & 2 If Toronto and Montreal) . Double the IHE rate if outside 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location.
Drop and Pick	It is a VAS, applied when the trucker leaves the container (and the chassis when relevant) at the customer premises and (s)he collects the empty container later the same day or the day after. It should cover the cost of the second trucking trip only and applies for import moves	IHI/IHE / Per Day	**2 Calendar Days free included if the location is within 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location (Zone 1 & 2 If Toronto and Montreal) . Double the IHE rate if outside 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location.
Team Drivers	It is a VAS covering the cost to use an additional driver for the inland export move, in order to reduce the transit time of long haul trucking corridors (in many countries there are regulations in place regarding the maximum amount of hours the drivers are allowed to drive)	Request rate / Per Occurrence	
Team Drivers	It is a VAS covering the cost to use an additional driver for the inland import move, in order to reduce the transit time of long haul trucking corridors (in many countries there are regulations in place regarding the maximum amount of hours the drivers are allowed to drive)	Request rate / Per Occurrence	
Miscellaneous	It covers any additional ad hoc costs that might occur during the export inland move that are not covered in our surcharge portfolio	Request rate / Per Occurrence	Container Cleaning
Miscellaneous	It covers any additional ad hoc costs that might occur during the import inland move that are not covered in our surcharge portfolio.	Request rate / Per Occurrence	Container Cleaning
Congestion	It covers any additional costs involved to secure inland capacity for inland export moves when we have capacity constraints in the market and/or capacity disruptions (e.g. potentially we need to use more expensive vendors to cover the additional demand)	\$150 / Per Container	
Congestion	It covers any additional costs involved to secure inland capacity for inland import moves when we have capacity constraints in the market and/or capacity disruptions (e.g. potentially we need to use more expensive vendors to cover the additional demand)	\$150 / Per Container	
Admin Fee	The service of Carrier paying the Pier Pass cost to the terminal on behalf of customer	\$180 / Per Occurrence	Can be used for late gate
Carrier Yard Storage	It covers the cost to position equipment at inland container yards or depots (subject to applicable yard/depot storage) in order to be able to perform the EXPORT inland moves. It applies only to CH cargo	DRY \$95 / REEFER \$200 / Per Day	**2 Calendar Days (DRY)/*0 Calendar Days (REEFER) included if the location is within 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location (Zone 1 & 2 If Toronto and Montreal) . Double the IHE rate if outside 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location.
Carrier Yard Storage	It covers the cost to position equipment at inland container yards or depots (subject to applicable yard/depot storage) in order to be able to perform the IMPORT inland moves. It applies only to CH cargo	DRY \$95 / REEFER \$200 / Per Day	**2 Calendar Days (DRY)/*0 Calendar Days (REEFER) included if the location is within 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location (Zone 1 & 2 If Toronto and Montreal) . Double the IHE rate if outside 30 KM's of a Maersk Depot or Satellite Depot or agreed upon location.
Pre-Pull Loaded	When at the request of the customer, Carrier pre-pulls a full container from the CY terminal to the Inland Carrier's yard to avoid terminal storage on export end	\$180/\$250 / Per Container	\$180 Canada/\$250 BC USD
Pre-Pull Loaded	When at the request of the customer, Carrier pre-pulls a full container from the CY terminal to the Inland Carrier's yard to avoid terminal storage on import end	\$180/\$250 / Per Container	\$180 Canada/\$250 BC USD
Dead-Run	Fee for a trucker making a futile trip/ Dry run on export end. Due to container hold in terminal or warehouse unavailability	75% OF IHE / Per Container	In addition to Base IHE
Dead-Run	Fee for a trucker making a futile trip/ Dry run on Import end. Due to container hold in terminal or warehouse unavailability	75% OF IHI / Per Container	In addition to Base IHI
Port Fee	This is a pass through charge, paid on behalf of the customer, covering the port token fee required for haulage vendors to gain access to the port when the inland transportation is on CH at export end.	Per Container	Applicable to all Canadian Ports
Port Fee	This is a pass through charge, paid on behalf of the customer, covering the port token fee required for haulage vendors to gain access to the port when the inland transportation is on CH at import end.	Per Container	Applicable to all Canadian Ports
Rail Reservation	Charge covers the cost of handling at a dry port in an inland location	TBA / Per Container	applicable to Import or Export booking Cancellation
Flat Bed Chassis	Charge covers the service of providing a flatbed chassis to the customer for the export haulage move.	Request rate / Per Container	AS NEEDED TO SERVICE BASED ON THE CUSTOMER REQUEST
Flat Bed Chassis	Charge covers the service of providing a flatbed chassis to the customer for the import haulage move.	Request rate / Per Container	AS NEEDED TO SERVICE BASED ON THE CUSTOMER REQUEST
Flat Bed Chassis	Charge covers the service of providing low flatbed / low deck chassis to the customer for the export haulage move.	Request rate / Per Container	AS NEEDED TO SERVICE BASED ON THE CUSTOMER REQUEST
Flat Bed Chassis	Charge covers the service of providing low flatbed / low deck chassis to the customer for the import haulage move.	Request rate / Per Container	AS NEEDED TO SERVICE BASED ON THE CUSTOMER REQUEST

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Side Loader	Charge covers the service of providing a side loader chassis to the customer for the export haulage move.	Request rate / Per container	Ontario only
Side Loader	Charge covers the service of providing a side loader chassis to the customer for the import haulage move.	Request rate / Per container	Ontario only
Consignment	It covers the cost of inland transportation (via truck, rail or barge) from customer's premises or an inland CY to the terminal, in the cases that the customer asked for the inland transportation not as part of the original ocean booking request. It applies to conversion of CY bookings to SD.	Per Container	The IHE or IHI rate would apply based on the location. - CX upselling
Security Escort	Charge covers the service of providing a security service on Exports inland move	Request rate / Per Container	Base rate plus a per km charge
Security Escort	Charge covers the service of providing a security service on imports inland move	Request rate / Per Container	Base rate plus a per km charge
Chassis Detention	Charge covers the additional days of trailer hire, in a de-coupling/drop-and-collect scenario, in which the trailer is left at customer premises for an export scenario	\$65 / Per Day	20/40/53' on chassis. *2 Calendar Days free included. Stuffing or Destuff not included
Chassis Detention	Charge covers the additional days of trailer hire, in a de-coupling/drop-and-collect scenario, in which the trailer is left at customer premises for an import scenario	\$65 / Per Day	20/40/53' on chassis. *2 Calendar Days free included. Stuffing or Destuff not included
Terminal Surcharge	It covers additional lift-on/lift-off at the port, the creation and processing of documents, and additional administrative costs when we don't perform the export carrier haulage move.	POSSIBLE APPLICATION TO Single carrier (CY) / No	Canada offers a Multi Carrier CY service
Terminal Surcharge	It covers additional lift-on/lift-off at the port, the creation and processing of documents, and additional administrative costs when we don't perform the import carrier haulage move.	POSSIBLE APPLICATION TO Single carrier (CY) / No	Canada offers a Multi Carrier CY service
Flat Bed Chassis	This charge covers the service of providing a step deck trailer to the customer for the Export haulage move. A step deck trailer helps to carry cargo that is too tall to go on other types of trailers.	\$2000 / Per Container	For extreme overweight
Flat Bed Chassis	This charge covers the service of providing a step deck trailer to the customer for the Import haulage move. A step deck trailer helps to carry cargo that is too tall to go on other types of trailers.	Request rate / Per Container	

ZONE GUIDE		
MONTREAL ZONE 1	TORONTO ZONE 1	TORONTO ZONE 2
ANDOU	BOSTON	GEORGETOWN
BAIE D'URFE	BRAHPTON	GOHLEY
COTE SAINT-LUC	CALEDON	HALTON HILLS
DOLLARD-DES-ORMEAUX	CONCORD	KING CITY
DORVAL	DOWNSVIEW	MARCHAM
KIRKLAND	EAST YORK	MILTON
LACHINE	STONICORE	OMVILLE
LASALLE	ALENBURG	RICHMOND HILL
MONTREAL	HAFLE	SCARBOROUGH
MONTREAL EST	HIBBISLAUGA	TORONTO
MONTREAL-NORD	NORTH YORK	UNIONVILLE
MONTREAL-OUEST	PORT CREDIT	WEST HILL
MOUNT ROYAL	REDALE	
PIERREFONDS	THORNHILL	
POINTE-AUX-TREMBLES	VAUGHAN	
POINTE-CLAIRE	WOODBRIE	
RIVIERE DES PRAIRIES		
SAINT-LAURENT		
SAINT-LEONARD		
VILLE D'ANDOU		
VILLE SAINT-PIERRE		

Disclaimers:

- The effective and expiration date of these service fees are as per Carrier's Tariff. All fees are in US Dollars
- Should there be any discrepancies between this document and the Carrier's Tariff, the Tariff shall prevail
- All services are always subject to local regulations and to Carrier's agreement. Carrier reserves the right to reject a request for operational reasons
- Limitations of truck size and weight limit as per laws per province, including overweight permits, please check local guidelines.
- Should you have any questions, please feel free to contact Customer Service @ 1-800-321-8807