

## General conditions for inland C/H tariff 2025 Hungary – update valid from 1.1.2025

1. Currency used is EUR.
2. On import, RCO and DT 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 3 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 40 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. Inland Haulage late cancellation fee is applicable when customer requests change of destination from SD locations in Hungary to port of discharge (Bremerhaven, Koper, Rijeka) after deadline (Koper, Rijeka less than 7 days prior vessel ETA, Bremerhaven less than 5 working days prior vessel ETA) and extra costs for unused train space can be charged.
10. Surcharge for in-vain trips is calculated individually as per real injured costs.
11. Surcharge for transportation of dangerous goods equals to 60 EUR per box in case of Rail Combined mode of transport. In case of Direct truck surcharge is calculated on ad hoc basis.
  - 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 Budapest Mahart Terminal (Budapest CY) to Rijeka we accept: IMO 2.2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8 with all package group and 9 Classes with I. or II. Package Group. Not accepted: Class 6.1 with any subsidiary risk (e.g. 6.1 (x), where x means any number)



- 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

**12.**All transportation of non-hazardous/hazardous waste by Maersk is conducted strictly with prior agreement and is subject to an additional surcharge.

**13.**Rates for special equipment (20 OT, 40 OT, flat racks, tilt chassis) are calculated individually.

The surcharge for K Grade container (General Cargo Clean container) is 90 EUR. The request must be placed at the booking stage.

Surcharges for late cancellation 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

**14.** Driver does not participate actively on stuffing/destuffing of the container.

**15.** Sealing and proper container door closing (including tarpaulin on OPEN TOP containers) is responsibility of shipper as per B/L Terms for Carriage.

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

Container type and size	Max Netto
<b>40 DC / OT</b>	20
<b>40 HC / HOT</b>	20
<b>45 DC</b>	20
<b>20 DC</b>	22
<b>40 REEF</b>	20
<b>20 REEF</b>	22

**Table 1: Weight limits for domestic trucking**

**17.** Loading more cargo weight, as described above (max to 25 tonns), is subject to approval and additional costs, which will be calculated by Maersk on an individual basis. In case there is overweight which is exceeding 2 tons above standard tariff limitation, we reserve right to charge additional 600 EUR per cntr. If such case will occur repeatedly we reserve right to reject such shipment and any related additional costs will be charged to customer directly.



- 18.** 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
- 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.** 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.
- 21.** The 45' boxes are not accepted for an international transport by truck (direct truck mode).
- 22.** 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.
- 23.** 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.
- 24.** 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.
- a. 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 250 EUR/cntr.
  - b. Weighing service is available for 45 eur/cntr. It can be arranged by our local office for SD bookings with Place of receipt in Hungary . If you are interested, please send your order via email with subject: „VGM – weighing order – bkg.” to [hu.export@maersk.com](mailto:hu.export@maersk.com) latest at 11.00 on the working day before stuffing day. In case of late ordering, VGM fee is calculated individually.
  - c. **For load port Bremerhaven:** Any export container which arrives full at our inland terminal is considered as customs cleared for export is planned for departure to the port, also in case export customs documents have not been provided to the carrier. For containers without customs clearance information must be provided latest 1 day prior stuffing to [hu.export@maersk.com](mailto:hu.export@maersk.com) in order to STOP the box for further rail transportation. Once customs clearance done, information to release for further transport needs to be provided as well. Any discrepancies on export customs documents may result in fine.  
**For load port Koper and Rijeka:** Export customs documents must be provided latest till the end of next working day after stuffing to [hu.export@maersk.com](mailto:hu.export@maersk.com) in order to plan container for train departure. 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



**MAERSK**

[hu.export@maersk.com](mailto:hu.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

- 25.** 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.