

Greater China Area Terms and Conditions

Landside Transportation Domestic Trucking Service

Mainland China:

1. The quotation is subject to VAT in the case of non-through bill/standalone haulage. The VAT invoice will be issued by DAMCO title for non-through bill haulage. No VAT add-on if adopt Maersk through bill of lading.
2. The quotation covers inland drayage/transportation only. If any pass-through charges will be at cost (e.g. gate charge, parking, etc.), and customer is liable for payment.
3. This quotation is subject to confirmation within 30 calendar days, thereafter Maersk reserves the right to alter the quotation based on market development.
4. This quotation is subject to empty and laden pickup/return at the same port.
5. The standard waiting time that comes to the quotation is 3 hours counting from arrival, additional surcharge will incur if waiting time exceeds.
6. EMR shall be undertaken by the customer for import shipment.
7. The quotation is subject to overweight surcharge in a different area for different container type/size, which is specified in "GCA Inland Delivery Surcharge List" for each port.
8. The quotation does not take the consequences for any extra charge caused by force majeure such as typhoon, storm, severe traffic jam or roads serious damage, etc.
9. Drayage and/or transportation components of Services, if applicable, may be performed with electric, zero emission, or near-zero emission vehicles or equipment (collectively, "EVs") at Maersk discretion. Maersk shall have no obligation to provide any certification of sustainability, carbon emission savings, or renewable energy sourcing in conjunction with any utilization of EVs and makes no warranty or representation as to the same. If customers have related needs, please consult Maersk for the appropriate value-added service quotation. Customer is expressly prohibited from claiming and/or including any utilization of EVs under this Agreement for any internal or external sustainability and/or carbon emissions savings reporting and/or environmental attribute benefits. Customer shall not disclose any utilization of EVs under this Agreement to any third party(ies) and shall not issue any press releases or engage in any other marketing or publicity concerning any EVs utilized for Services under this Agreement without the prior written consent of Maersk.
10. All services are subject to MAERSK's terms of bill of lading or DAMCO Standard Trading Terms and Conditions, Maersk's relevant terms can be found on the backside of Maersk's bill of lading or <https://terms.maersk.com/carriage>, Damco's Standard Trading Conditions can be found on <https://terms.maersk.com/stc>.

马士基中国大陆拖车服务报价条款:

1. 此报价在非全程单运输模式下价格未含增值税。请注意若使用非全程单运输模式，此报价必须开具丹马士抬头的增值税专用发票。采用马士基全程单运输模式不收取增值税。
2. 此报价仅涵盖内陆拖车的运输费。所有在运输过程中产生的额外费用，如查验费、打单费、停车费、高速费等，实报实销。
3. 此报价有效若客户在 30 天内确认；超出 30 日后马士基保留根据市场情况调整报价的权利。
4. 此报价为提空柜与还重柜均在相同码头的运费。
5. 此报价的正常装货时间为到达装货点后 3 小时，若超过相关规定的装货时间，额外超时费会产生。

6. 此报价不含进口修洗箱费用。
7. 此报价不包含超重附加费。按照不同类型/尺寸的集装箱在各地的收费标准收取。详情请查阅附加费表格。
8. 此报价不承担因不可抗力因素而造成的额外费用，如台风、暴雨、或公路被严重毁坏等异常交通状况。
9. 马士基在内陆运输中会根据营运条件决定是否使用电动集装箱卡车或其他零/低排放车辆。如果客户未购买马士基环保运输内陆服务，客人将不会享有环境属性效益的所有权，客户如有相关需要，请咨询马士基获取相应的增值服务报价。马士基不保证是否会使用电动集装箱卡车进行运输，也不会提供相关的可持续性、碳减排报告或可再生能源采购的认证。客人不能将电动集装箱卡车的使用纳入其内部或外部可持续性报告和碳减排报告。除非事前得到马士基的书面同意，客人不应把电动集装箱卡车的使用情况向第三方披露，也不能发布相关的新闻或参加其他形式的营销宣传活动。
10. 所有服务都遵照马士基提单条款或者丹马士标准贸易条款，马士基相关条款可在提单背面或 <https://terms.maersk.com/carriage-chinese> 查询，丹马士标准贸易条款可在 <https://terms.maersk.com/stc-simplifiedchinese> 查询。

Greater China Area Terms and Conditions

Hong Kong China:

1. The quotation is subject to VAT if pay at Mainland China in the case of non-through bill/standalone haulage. The VAT invoice will be issued by DAMCO title for non-through bill haulage. No VAT add-on if adopt Maersk through bill of lading.
2. The quotation covers inland drayage/transportation only. If any pass-through charges will be at cost (e.g. gate charge, parking, etc.), and customer is liable for payment.
3. The quotation is subject to confirmation within 7 calendar days, thereafter Maersk reserves the right to alter the quotation based on market development.
4. The quotation is subject to empty and laden pickup/return at the same port.
5. EIR/eCN for export shipment or DO exchange for import subject to customer's need which will be quoted based on actual requirement.
6. The quotation only valid for the area/location where allow container entry and accessibility, customer shall be responsible for the loading availability of area/location, 100% of trucking quotation will be charged if truck arrive but the building/warehouse cannot allow the container entering.
7. Apply for cargo weight not exceeding 21 tons per 20'/40'/40'HQ.
8. Above quotation applies for operation from Mon – Sat 8:00-18:00, surcharge will be applied if handle on Sunday or public holiday which subject to capacity availability.
9. Above quotation does not include unloading/loading, which shall be responsible by customer.
10. For import shipment, if unloading finish after depot working hour and empty can't be return at same day, trucking overnight surcharge will be occurred.
11. The standard waiting time that comes to the quotation is 2 hours counting from arrival, additional surcharge will incur if waiting time exceeds.
12. EMR shall be undertaken by the customer.
13. The quotation is subject to overweight surcharge in a different area for different container type/size, which is specified in "GCA Inland Delivery Surcharge List" for each port.
14. The quotation does not take the consequences for any extra charge caused by force majeure such as typhoon, storm, severe traffic jam or roads serious damage, etc.

15. Drayage and/or transportation components of Services, if applicable, may be performed with electric, zero emission, or near-zero emission vehicles or equipment (collectively, "EVs") at Maersk discretion. Maersk shall have no obligation to provide any certification of sustainability, carbon emission savings, or renewable energy sourcing in conjunction with any utilization of EVs and makes no warranty or representation as to the same. If customers have related needs, please consult Maersk for the appropriate value-added service quotation. Customer is expressly prohibited from claiming and/or including any utilization of EVs under this Agreement for any internal or external sustainability and/or carbon emissions savings reporting and/or environmental attribute benefits. Customer shall not disclose any utilization of EVs under this Agreement to any third party(ies) and shall not issue any press releases or engage in any other marketing or publicity concerning any EVs utilized for Services under this Agreement without the prior written consent of Maersk.
16. All services are subject to MAERSK's terms of bill of lading or/ DAMCO Standard Trading Terms and Conditions, Maersk's relevant terms which can be found on the backside of Maersk's bill of lading or <https://terms.maersk.com/carriage>, Damco's Standard Trading Conditions can be found on the linkage <https://terms.maersk.com/stc>.

马士基中国香港拖车服务报价条款：

1. 此报价如在中国内地支付且为非全程单运输模式下价格未含增值税。请注意若使用非全程单运输模式，此报价必须开具丹马士抬头的增值税专用发票。采用马士基全程单运输模式不收取增值税。
2. 此报价仅涵盖内陆拖车的运输费。所有在运输过程中产生的额外费用，如查验费、打单费、停车费、高速费等，实报实销。
3. 此报价有效若客户在 7 天内确认；超出 7 日后马士基保留根据市场情况调整报价的权利。
4. 此报价为提空柜与还重柜均在相同码头的运费。
5. 出口货物的EIR/eCN 或进口货物的DO换取需视客户需求而定，将根据实际需求报价。
6. 此报价仅在允许集装箱进入的区域/地点有效，客户须对该区域/地点的装载可用性负责。如果卡车到达，但建筑/仓库不允许集装箱进入，则将收取 100%的卡车运费。
7. 此报价仅适用 20' /40' /40' HQ 重量不超过 21 吨/柜。
8. 此报价适用于周一至周六 8:00-18:00。如在星期日或公众假期处理货物，将收取附加费，但须视运力情况而定。
9. 此报价不包括卸货/装货费用，该费用由客户承担。
10. 对于进口货物，如果卸货在仓库工作时间之后完成，且空箱不能在当天运回，则将收取压夜附加费。
11. 此报价的正常装货时间为到达装货点后 2 小时，若超过相关规定的装货时间，额外超时费会产生。
12. 此报价不含进口修洗箱费用。
13. 此报价不包含超重附加费。按照不同类型/尺寸的集装箱在各地的收费标准收取。详情请查阅附加费表格。
14. 此报价不承担因不可抗力因素而造成的额外费用，如台风、暴雨、或公路被严重毁坏等异常交通状况。
15. 马士基在内陆运输中会根据营运条件决定是否使用电动集装箱卡车或其他零/低排放车辆。如果客户未购买马士基环保运输内陆服务，客人将不会享有环境属性效益的所有权，客户如有相关需要，请咨询马士基获取相应的增值服务报价。马士基不保证是否会使用电动集装箱卡车进行运输，也不会提供相关的可持续性、碳减排报告或可再生能源采购的认证。客人不能将电动集装箱卡车的使用纳入其内部或外部可持续性报告和碳减排报告。除非事前得到马士基的书面同意，客人不应把电动集装箱卡车的使用情况向第三方披露，也不能发布相关的新闻或参加其他形式的营销宣传活动。
16. 所有服务都遵照马士基提单条款或者丹马士标准贸易条款，马士基相关条款例可在提单背面或 <https://terms.maersk.com/carriage-chinese> 查询，丹马士标准贸易条款可在 <https://terms.maersk.com/stc-simplifiedchinese> 查询。

Taiwan China:

1. The quotation is subject to TAX 5%. The invoice will be issued by DAMCO title for non-through bill haulage. TAX or not is subject to customs supervision condition if adopt Maersk through bill of lading.
2. The quotation covers inland drayage/transportation only. If any pass-through charges will be at cost (e.g. gate charge, parking, etc.), and customer is liable for payment.
3. The quotation is subject to confirmation within 7 calendar days, thereafter Maersk reserves the right to alter the quotation based on market development.
4. The quotation is subject to empty and laden pickup/return at same port.
5. EMR shall be responsible by customer for import shipment.
6. 1.5 hour free waiting counting from arrival, overtime is TWD1500 per hour per container
7. The quotation applies for cargo weight not exceed Taiwan Road Restriction: dry container no exceed 29,500 KGS (cargo + tare total for 20'/40'/40HQ) and reefer no exceed 28,500 KGS (cargo + tare total)
8. The quotation does not take the consequences for any extra charge caused by force majeure such as: typhoon, storm, severe traffic jam or roads serious damage, etc.
9. Drayage and/or transportation components of Services, if applicable, may be performed with electric, zero emission, or near-zero emission vehicles or equipment (collectively, "EVs") at Maersk discretion. Maersk shall have no obligation to provide any certification of sustainability, carbon emission savings, or renewable energy sourcing in conjunction with any utilization of EVs and makes no warranty or representation as to the same. If customers have related needs, please consult Maersk for the appropriate value-added service quotation. Customer is expressly prohibited from claiming and/or including any utilization of EVs under this Agreement for any internal or external sustainability and/or carbon emissions savings reporting and/or environmental attribute benefits. Customer shall not disclose any utilization of EVs under this Agreement to any third party(ies) and shall not issue any press releases or engage in any other marketing or publicity concerning any EVs utilized for Services under this Agreement without the prior written consent of Maersk.
10. All services are subject to MAERSK's terms of bill of lading or/ DAMCO Standard Trading Terms and Conditions, Maersk's relevant terms which can be found on the backside of Maersk's bill of lading or <https://terms.maersk.com/carriage>, Damco's Standard Trading Conditions can be found on the linkage <https://terms.maersk.com/stc>.

馬士基中國台灣拖車服務報價條款:

1. 此報價未含 5% 營業稅。請注意若使用非全程單運輸模式，此報價必須開立發票抬頭為丹馬士環球物流股份有限公司的發票。採用馬士基全程單運輸模式將根據海關監管條件由台灣快桅股份有限公司開具發票。
2. 此報價僅涵蓋內陸拖車的運輸費。所有在運輸過程中產生的額外費用，如進場費、停車費等，將實報實銷。
3. 此報價需客戶在 7 天內確認，超出 7 日馬士基保留根據市場情況調整價格的權利。此報價為提空櫃與還重櫃均在相同碼頭的運費。
4. 此報價不含進口修洗箱費用。
5. 此報價的正常裝貨時間為到達裝貨點後的 1.5 小時，若超過相關規定的裝貨時間，需收取額外超時費新臺幣 1500 元/小時/櫃。
6. 此報價僅適用於不超過台灣公路限制：乾貨集裝箱不超過 29,500 KGS (20'/40'/40'HQ 的貨物 + 皮重合計)，冷藏集裝箱不超過 28,500 KGS (貨物 + 皮重合計)。
7. 此報價不承擔因不可抗力因素而造成的額外費用，如颱風、暴雨、或公路被嚴重毀壞等異常交通狀況。

8. 馬士基在內陸運輸中會根據運營條件決定是否使用電動集裝箱卡車或其他零/低排放車輛。如果客戶未購買馬士基環保運輸內陸服務，客人將不會享有環境屬性效益的所有權，客戶如有相關需要，請諮詢馬士基獲取相應的增值服務報價。馬士基不保證是否會使用電動集裝箱卡車進行運輸，也不會提供相關的可持續性、減碳排報告或可再生能源採購的認證。客戶不能將電動集裝箱卡車的使用納入其內部或外部可持續性報告和碳減排報告。除非事先得到馬士基的書面同意，客人不應吧電動集裝箱卡車的使用情況向第三方披露，也不能發佈相關的新聞或參加相關形式的營銷宣傳活動。
9. 所有服務都遵照馬士基提單條款或者丹馬士標準貿易條款，馬士基相關條款例可在提單背面或 <https://terms.maersk.com/carriage-chinese> <http://www.maersk.com> 查詢，丹馬士標準貿易條款可在 <https://terms.maersk.com/stc-traditionalchinese> 查詢。

Greater China Area Terms and Conditions

Landside Transportation Domestic (LGS/WGO) Barge Service

Mainland China

1. The quotation is subject to VAT and VAT invoice is issued by Damco.
2. The quotation only covers barge transportation surcharges, including cross pick up from local terminal.
3. The quotation does not include ad-hoc charges like detention and demurrage fee, i.e. customs declaration/clearance charge, inspection charge, EIR, etc.
4. The quotation does not take the consequences for any extra charge caused by force majeure such as typhoon, storm, severe traffic congestion, etc.
5. The quotation is for general dry cargo within container payload.
6. The quotation does not include extra costs occurred from empty position outside terminals, i.e. additional positioning and relevant trucking cost, etc.
7. If the customer cancels the shipment after the empty container move, the additional expenses will be charged to the customer, which is not included in the barge freight. Empty container fee or roundtrip fee will be charged according to the actual situation.
8. All services are subject to MAERSK's terms of bill of lading or/ DAMCO Standard Trading Terms and Conditions, Maersk's relevant terms which can be found on the backside of Maersk's bill of lading or <https://terms.maersk.com/carriage>, Damco's Standard Trading Conditions can be found on the linkage <https://terms.maersk.com/stc>.

马士基中国大陆陆改水/水闸驳船服务报价条款：

1. 此报价未含增值税，开具丹马士抬头的增值税专用发票。
2. 此报价为驳船费用，涵盖了当地码头的异地提箱费。
3. 此报价不涵盖除驳船费以外运输途中产生的额外费用，例如滞箱费滞港费，海关申报/清关费，检查费，EIR 打单费等。
4. 此份价格不承担因不可抗力因素而造成的额外费用，如台风、暴雨、或水路严重拥堵等异常交通状况。
5. 此运价适用于集装箱有效载荷内的普通干货。
6. 此报价不涵盖因港外调箱需要而造成的额外费用，例如港外调箱费和拖车费，拖车费等
7. 如果客户在已经安排空箱发运的情况下取消发货，都将额外承担驳船运输取消费，按实际情况收取空箱费或者全程费。此费用不包含在正常驳船运费内。
8. 所有服务都遵照马士基提单条款或者丹马士标准贸易条款，马士基相关条款例可在提单背面或 <https://terms.maersk.com/carriage-chinese> 查询，丹马士标准贸易条款可在 <https://terms.maersk.com/stc-simplifiedchinese> 查询。

Greater China Area Terms and Conditions

Landside Transportation Sea-Rail Service

Mainland China Sea-Rail Service

1. The quotation is subject to VAT in the case of non-through bill/standalone haulage. The VAT invoice will be issued by DAMCO title for non-through bill haulage. No VAT add-on if adopt Maersk through bill of lading.
2. The quotation is only applicable to general container type and general cargo. It does not apply to special goods such as hanging clothes boxes (GOH), dangerous cargo (DG cargo), reefer containers, bonded cargo, etc. For hazardous chemicals that are not included in dangerous goods, dry cargo in ocean leg, need to check the acceptance case by case.
3. The quotation is subject to the cargo insurance premiums and cargo handling charges. Unless such costs are specifically stated in the quotation.
4. The quotation is subject to the import and export declaration charge, customs inspection, demurrage/detention, quarantine inspection, and port storage, etc that will be charged at cost. The customer is responsible for providing correct customs clearance documents, and the customer shall bear the responsibilities and expenses arising from the customs clearance problems caused by inconsistent documents.
5. The quotation is subject to to-door service. For the mentioned inland trucking quotation that subjects to extra charges due to customer procedure or cargo problem. Such as over-night fee, waiting fee, container return fee, trucking cancellation fee, and so on. The additional charges could be referred to trucking ad-hoc tariff.
6. The quotation is subject to additional costs because of force majeure factors, such as carrier container shortage, typhoons, heavy rain, severe traffic jams, or severe damage to roads/railways, may be borne by customers.
7. The customer who first uses rail transportation must provide the container loading diagram to the station for approval, whether the loading balance requirements of rail transportation are met.
8. Rail transportation requires even numbers of 20'DRY containers for matching. When a single container arrives, it needs to wait until it is matched with another 20'DRY container. If the matching fails, the transportation mode might need to be changed and the additional cost will be borne by the principal.
9. The container weight shall not exceed payload. The difference of the gross weight between two 20'DRY containers loading on the same chassis shall not be greater than 3 tons (the gross weight of the container shall be measured based on the actual weighing figures in the rail station).
10. The maximum cargo weight (payload) of a 20'DRY is 21.5 tons while the gross weight should not exceed 24 tons/20'DRY. 20'DRY over-weight container's cargo weight maximum is 26 tons while the gross weight should not exceed 30 tons/20'DRY over-weight container. 40'DRY cargo weight maximum 26 tons and the gross weight should not exceed 30 tons/40'DRY. The total net weight of two 20' containers loaded in the same chassis shall not exceed 55 tons.
11. Offset loading means that the projection of the total center of gravity of the cargo after loading should be located at the intersection of the longitudinal and transverse centerlines of the truck. When it deviates, the lateral deviation should not exceed 100 mm; When there is an unbalanced load on Rail, the unbalanced containers need to be dealt with and additional costs might occur.
12. The main box number of the shipping container nameplate shall be the same as the box, and the date of production indicated on the nameplate shall be within 10 years.
13. The name of the goods in the container should be consistent with the manifest. When packing, the

goods should reasonably and weight-equally distributed on the bottom plate of the container. It should not be overloaded, eccentrically loaded, concentrated, or heavy. The centre of gravity of the loaded goods should be placed at the centre of the bottom plate of the container to prevent the goods from moving and rolling in the container, overturning, collapse, etc.

14. Customers need to place the rail booking to MAERSK no later than 3 working days before rail loading day. Please refer to the vessel schedule and Rail schedule to arrange the empty container move and laden transportation. If rail customers need to-door service, the to-door date will be advised while rail booking dispatching.
15. If the customer cancels the shipment after the empty container move, the additional expenses will be charged to the customer, which is not included in the rail freight. Empty container fee or roundtrip fee will be charged according to the actual situation.
16. If there are special delivery requirements, such as the quantity of bulk delivery, time limitation, the excessive unloading time of the factory, all the extra costs will be charged according to the actual situation.
17. The quotation shall be valid within a natural month since the quotation date.
18. All services are subject to MAERSK's terms of bill of lading or/ DAMCO Standard Trading Terms and Conditions, Maersk's relevant terms which can be found on the backside of Maersk's bill of lading or <https://terms.maersk.com/carriage>, Damco's Standard Trading Conditions can be found on the linkage <https://terms.maersk.com/stc>.

马士基中国大陆海铁服务报价条款：

1. 此报价在非全程单运输模式下价格未含增值税。请注意若使用非全程单运输模式，此报价必须开具丹马士抬头的增值税专用发票。采用马士基全程单运输模式不收取增值税。
2. 此报价只适用于普通柜型及普通货物，不适用于如开顶箱，挂衣箱，危险品，冷冻柜，保税区货物等特殊货物及柜型，危险化学品（国际危规中不属于危险品）需要确认是否可以承接火车。
3. 此份报价不包括货物保险费和装卸费，除非报价单上特别列明此类相关费用。
4. 此份报价不包括进出口清关费，海关查验费，滞箱费，检验检疫和堆存将按实报实销。客户有责任提供正确的清关文件，如因文件不符导致的清关问题所产生的责任和费用均有客户承担。
5. 此份报价中不包括提送货到门点的拖车费。对于已提及的提送货段到工厂的拖车运费，因客户手续或货物问题造成的押夜费，待时费需，返箱费，运输订单取消费都将额外收取费用，额外费用不包含在拖车运费内，拖车段额外费用参考可见拖车产品附录。
6. 此份报价不包括由于不可抗力因素而造成的额外费用，如船东缺箱、台风、暴雨、严重塞车或公路/铁路被严重毁坏等异常交通状况或需用客户承担。
7. 首次发铁路运输的客人需提供装箱图提交车站审批是否符合铁路运输装载平衡要求。
8. 20 尺海运普通集装箱不能单个进行铁路装运，铁路运输最好是偶数，如果单个集装箱到港，会影响及时转运，如果匹配不上，甚至要更改运输方式，由此产生的额外费用将有委托人承担。
9. 集装箱装车时，不得超过货车标记载重，同车装载 20 英尺集装箱，两箱总重量之差不得大于 2 吨（集装箱总重量以铁路实际称重为准）。
10. 铁路运输中每个 20 尺普柜货物重量不能超过 21.5 吨。加箱皮重不能超过 24 吨。每个 20 尺加重柜货物重量不能超 27.5 吨，加箱皮重不能超过 30 吨。每个 40 尺普柜货物重量不能超过 26 吨，加箱皮重不能超过 30 吨。同车装载的两个 20 尺集装箱总净重不得超过 55 吨。道路运输中单个小柜不超过 10 吨的可以根据实际情况安排一拖二模式。
11. 偏载是指装车后货物总重心的投影应位于货车纵、横中心线的交叉点上，必须偏离时，横向偏离量不得超过 100mm；如铁路运输前发生偏载，则需要处理偏载箱，由此产生的额外费用实报实销。
12. 海运集装箱铭牌的箱主箱号须与箱体一致，铭牌标明的生产日期应该在 10 年以内。

13. 集装箱箱内货物品名应与舱单记载一致。装箱时货物应均衡、稳定、合理地分布在集装箱底板上，不得超载、偏载、集重、偏重，装载后货物的重心投影应位于集装箱底板的中心，防止货物在箱内发生移动、滚动、倾覆、倒塌等情况。
14. 请客户不晚于铁路装车日的前 3 个工作日发送铁路运输委托单给我司客服人员，以方便我司安排。如果客户在已经安排空箱发运的情况下取消发货。请结合参考母船计划和铁路计划以便合理安排空箱调运和重箱运输。如果海铁联运客户需要马士基提供到门服务，请于铁路派单时提前备注到工厂的时间。
15. 如果客户在已经安排空箱发运的情况下取消发货，都将额外承担铁路运输取消费，按实际情况收取空箱费或者全程费。此费用不包含在正常铁路运费内。
16. 如果有特殊送货要求，例如批量送货数量，时效限制，或者工厂卸货时间过长而导致的额外费用都要按实际情况向委托人收取。
17. 价格有效期以报价当日的自然月内为有效期。
18. 所有服务都遵照马士基提单条款或者丹马士标准贸易条款，马士基相关条款例可在提单背面或 <https://terms.maersk.com/carriage-chinese> 查询，丹马士标准贸易条款可在 <https://terms.maersk.com/stc-simplifiedchinese> 查询。