

Country: Italy

Direction: Export

Effective Date: 1/1/2017

Expiry Date: 31/12/2022

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. (invoiced as Demurrage)

Name	Start	End
Combined D&D	Commences on and includes the day that the empty container is gated out from the agreed terminal, port or depot.	Ends on the day that the full container is loaded on board a vessel.
Terminal Storage	Commences on and includes the day that the full container is gate-in at the first load port.	Ends on the day that the full container is loaded on board a vessel.

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](#)

Export Terminal Storage (DRY and Special)

From Gate in full day to Load day included

Port	Days	20' EURO per DAY	40' EURO per DAY
Genoa; Genoa Vado Ligure	0 to 9	0	0
	10 to 14	15	30
	15 to 21	20	40
	22 onward	30	60
Leghorn	0 to 7	0	0
	8 to 14	15	30
	15 to 21	20	40
	22 onward	30	60
Civitavecchia	0 to 7	0	0
	8 to 21	15	30
	22 onward	30	60
La Spezia	0 to 7	0	0
	8 to 12	15	30
	13 to 21	25	40
	22 onward	30	60
Naples Flavio Gioia	0 to 7	0	0
	8 to 21	15	30
	22 onward	30	60
Salerno	0 to 7	0	0
	8 to 21	15	30
	22 onward	30	60
Gioia Tauro	0 to 7	0	0
	8 to 14	15	30
	15 to 21	25	45
	22 onward	30	60

Catania	0 to 7	0	0
	8 to 21	15	30
	22 onward	30	60
Ancona	0 to 14	0	0
	15 to 21	15	30
	22 onward	30	60
Ravenna	0 to 7	0	0
	8 to 14	15	30
	15 to 21	20	45
	22 onward	30	60
Trieste	0 to 7	0	0
	8 to 21	10	20
	21 onward	30	60
Venice	0 to 7	0	0
	8 to 14	8	16
	15 to 21	10	20
	22 onward	30	60

Export Combined Demurrage&Detention (Dry and Special)

From Empty pick day to Load day included

Port	Days	20' EURO per DAY	40' EURO per DAY
All ports	0 to 12	0	0
	13 to 15	30	40
	16 onward	60	80

Export Terminal Storage (REEFER/Dangerous)

From Gate in full day to Load day included

Port	Days	20' EURO per DAY	40' EURO per DAY
All ports (except Genoa, Genoa Vado Ligure, Napoli, Salerno)	0 to 3	0	0
	4 onward	100	150
Genoa GPT	0 to 5	0	0
	6 onward	100	150
Genoa Vado Ligure	0 to 5	0	0
	6 onward	100	150
Genoa VTE (ONLY REEFER)	0 to 5	0	0
	6 onward	100	150
Genoa VTE Dangerous	IMO Storage fees are invoiced by terminal directly to Customers	IMO Storage fees are invoiced by terminal directly to Customers	IMO Storage fees are invoiced by terminal directly to Customers
Napoli (ONLY REEFER)	0 to 4	0	0
	5 onward	100	150
Napoli Dangerous	IMO Storage fees at Naples are invoiced by terminal Soteco directly to Customers	IMO Storage fees at Naples are invoiced by terminal Soteco directly to Customers	IMO Storage fees at Naples are invoiced by terminal Soteco directly to Customers

Port	Days	20' EURO per DAY	40' EURO per DAY
Salerno (ONLY REEFER)	0 to 4	0	0
	5 onward	100	150
Salerno Dangerous	IMO Storage fees are invoiced by terminal Soteco directly to Customers	IMO Storage fees are invoiced by terminal Soteco directly to Customers	IMO Storage fees are invoiced by terminal Soteco directly to Customers

Export combined demurrage & detention (REEFER/Dangerous)

From Empty pick day to Load day included

Port	Days	20' EURO per DAY	40' EURO per DAY
All ports (except Genoa, Vado, Napoli, Catania)	0-6	0	0
	7- onward	100	150
Genoa / Vado Ligure	0 to 8	0	0
	9 onward	100	150
Napoli / Catania	8 onward	100	150

- Reefer Terminal Storage includes plug-in/electricity charges.
- 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 and are subject to Terminal Storage.
- 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.