



GENERAL CONDITIONS FOR INLAND C/H TARIFF POLAND effective 1.07.2025

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INTERMODAL CONDITIONS FOR TRANSPORTS FROM PORTS IN POLAND

1. We offer intermodal services for Maersk Line containers. One-way/SOC/lease return containers needs to be priced on case by case basics.
2. Currency used is PLN and EUR for International transports.
3. In case of shipments via Gdansk we can offer VGM weighting service. In case of Bremerhaven for import T1 is offered and included into rate, for export BHT / TCC is not offered for the time being.
4. Free time for loading/unloading and customs clearance since arrival to the first delivery place is:
 - 4 hours for RCO¹ (rail + truck) as of 13-th of February 2023
 - 8 hours for DT² (domestic, international and REEF trucking)
 - 4 hours free for DT in tri-city area if drop and swap solution is not feasible
 Tri-city area falls under following postal codes: 80-xxx, 81-xxx, 82-xxx, 83-xxx – special terms can be agreed but need information about additional free time prior delivery,

Time needed for driving between defined stops is not included in the free time but transport needs to possible to be done within one day.

Waiting time fee is:

- 50 EUR/hour/container dry cargo and 75 EUR/hour/container refer cargo per each started hour
- We charge per every hour occurred – no 24h limit,

The customer is obliged to acknowledge the waiting time on transport documents provided by the driver (or special form for waiting time).

Please note that if loading/unloading will not start within 2 hours in case of intermodal and 3 hours in case of direct trucking from ordered positioning time Maersk reserves right to call-off truck at customer expense.

5. Transport lead-time/execution:

Import: for **truck availability** and possible delivery dates from ports and inland hubs please follow traffic light system available on e-maersk (<https://e-maersk.eu/>) or approach Customer Experience agents in Poland.

Export: please check with Customer Experience agent in Poland on possible transport execution dates.

RAIL: Maersk does not guarantee space on exact train but performs transport in a manner that will allow to deliver containers to customer premisses on the day requested by customer or in order to reach port before vessel cut-off. Base train schedule for your reference:

<https://www.maersk.com/local-information/europe/poland/local-solutions/inland-services>

Standard delivery hours are: Monday – Friday 6:00-20.00. If delivery required outside this hours or on weekend than rates should be agreed individually.

6. Minimal late cancellation fee (cancellation later than 10 a.m. one working day before loading /unloading for SD shipments) is:
 - 1000 PLN in case of RCO (full IHE/IHI³ after 16:00) – in case container is already on rail wagons or at inland terminal cancelation might not be possible,
 - full IHE/IHI rate in case of DT.

¹ RCO – Rail combined transport = intermodal

² DT – Direct truck transport = all truck

³ IHE – Inland Haulage Export / IHI – Inland Haulage Import

If the container has already left the terminal, the late cancellation fee is calculated as per the real occurred costs. **In case of RCO if container left terminal, is on rail wagon or at inland terminal cancelation might not be possible.**

Same rules apply to customs clearance =import containers that will not be customs cleared/released until 10.00 am one day before delivery day might be treated as cancelled and cancelation fees as per ab above logic would be applied.

In case of bookings from CY Katy or CY Slawkow deadline for free cancellation of bookings bigger than 10FFE is two weeks before vessel departure: example if vessel departures on week 11-th than deadline for free cancellation or reduction by more than 10FFE is end of week 9-th. For booking cancelled after deadline we reserve the right to recover from customer incurred costs which may be even up to full IHE rate.

- 7. Mandatory information that needs to be provided by customer to Maersk to allow to execute transports correctly and in timely manner:**
- Date of delivery (import)/loading (export),
 - Detailed name and address of loading/delivery place (including full name of actual customer not forwarder),
 - Place of VGM no matter if Maersk is responsible for arranging this service,
 - Detailed name and address of location where customs will take place – including name of customs agency.

Lack of any of above information might result in delay in processing of transports orders by Maersk, delayed deliveries and additional costs.

In the case of import deliveries on T1 - Delivery date confirmed by the customer should be consistent with the expiry date of T1.

Failure to comply with the above may result additional costs which will be charged to the customer

- 8. Surcharge for transportation of dangerous goods (IMO) equals to 300 PLN per box (IMO ½ excluded) and for specific trains we cannot move below cargo:**
- On Amber (Kąty Wrocławskie), Baltic (Sławków) and Łódź trains IMO classes 1, 2, 6.2 and 7 are not allowed (only LQ⁴ containers) Specific rules will apply to below trains:
 - Warszawa/Szamotoły train no IMO cargo is allowed, only LQ containers can be moved; In case of PCC trains (Kutno, Kolbuszowa) following classes are not allowed:
 - IMO classes 1, 2, 6.2 and 7 (only LQ containers)
 - UN classes (UN 1086, UN 2901, UN 1222, UN 2618, UN 1380, UN 2870, UN 1295, UN 1185, UN 1259, UN 1838, UN 2474, UN 1744, UN 2513)

9. Weight limits as per below:

| Transport Mode | Port name | Cargo type | Container Size Type | Wt Min | Wt Max |
|---------------------------|--------------------|------------|---------------------|--------|-------------------|
| RCO (rail + truck) | Gdansk | DRY | 40_STD | 0 | 26 |
| | | | 40HDRY | | |
| | | | ALL_20_DRY | | |
| TRK DOMESTIC | Gdansk Szczecin | DRY | 20COFL | 0 | 19 |
| | | | 20OPEN | | 22 |
| | | | 40_STD | | 23.5 ⁵ |
| | | | 40COFL | | 22 |
| | | | 40HDRY | | 23.5 ⁶ |
| | | | 40OPEN | | 23.5 ⁷ |
| | | | 45HDRY | | 22 |
| | | | ALL_20_DRY | | 19 ⁸ |
| | | | REEF | | ALL_20_REF |
| | | ALL_40_REF | | 22 | |

⁴ LQ – limited quantity

⁵ Possible 26 net tons on case by case basics – please check with Maersk representative in Poland.

⁶ Possible 26 net tons on case by case basics – please check with Maersk representative in Poland.

⁷ Possible 26 net tons on case by case basics – please check with Maersk representative in Poland.

⁸ Possible up to 26 tons on case by case basics – please check with Maersk representative in Poland.

Exceeding those limits will increase a risk that transport will not be performed.

- 10.** Alcohol, tobacco and cigarettes requiring SENT/BDO can be transported at additional costs of 200 pln/cntr – final cargo acceptance always to be confirmed upon placing booking.
- 11.** Rates for high value cargo (higher than 300.000 EUR) are agreed individually.
- 12.** Tipper trailers (tilt chassis) are available only in Slawkow area and additional rate is 200 PLN per container, surcharge code DSC (Destination Specialised Chassis).
- 13.** 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) is paid 50% by shipper and 50% by trucking company according to law. After all we will claim 100% additional costs to customer.
- 14.** Special equipment (20 OT, 40 OT, flat racks) can be moved on trucks only, rates are available in inland tariffs. NOR⁴ containers can be moved on trucks only too, same rates as for REEFs is applied due to roundtrip transport.
- 15.** OOG transport can be accepted, rate will be agreed individually.
- 16.** In case of RCO 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. Short chassis is subject to availability, so additional time to find it might be needed.

⁴ NOR – Non - operating reefer. In case of bigger volumes Maersk Line can propose inland service, please reach out to your Sales Representative.

17. Multistop charge for additional kilometres from 1-st of July 2025.

| Distance | Charge |
|----------|----------|
| 0-10 | free |
| 11-25 | € 50.00 |
| 26-40 | € 70.00 |
| 41-60 | € 100.00 |
| 61-80 | € 135.00 |
| 81-100 | € 165.00 |

In case need to make a detour due to conditions that are beyond of our control (road/bridge closure etc..) Maersk reserves the right to charge customer with additional costs occurred.

In case of less than additional 10 km multistop charge is free. It's calculated based on transport mode:

- **RCO:** on roundtrip basis

RCO multistop = route with multistop – route without multistop [km]

a. route with multistop = inland terminal – 1st stop – 2nd stop - ... - inland terminal

b. route without multistop = inland terminal – 1st stop – inland terminal

EXAMPLE: unloading Pyskowice, customs Gliwice, intermodal terminal Slawkow

○ route ET Slawkow – Gliwice – Pyskowice – ET Slawkow = 147 km ○

route ET Slawkow – Pyskowice – ET Slawkow = 143 km ○ Multistop =

147 km – 143 km = 4 km = 0 EUR

- **DT:** on roundtrip basis

Direct Truck multistop = route with multistop – route without multistop [km]

a. route with multistop = port – 1st stop – 2nd stop - ... - port

b. route without multistop = port – 1st stop – port

EXAMPLE: loading Kargowa, customs Zielona Gora, port of loading Gdansk ○

route DCT Gdansk – Kargowa – Zielona Gora – DCT Gdansk = 879 km ○

route DCT Gdansk – Kargowa – DCT Gdansk = 790 km ○ Multistop = 879

km – 790 km = 89 km = 150 EUR

INTERMODAL CONDITIONS FOR BREMERHAVEN/HAMBURG

1. We offer intermodal service for Maersk Line containers. One-way/SOC/lease return containers needs to be priced on case by case basics.
2. Currency used is EUR. Import T1 is offered and included into rate, Z/B - number in Hamburg or BHT in Bremerhaven is not included in rates.
3. Free time for loading/unloading and customs clearance since arrival to the first delivery place is:
 - 4 hours for RCO⁵ (rail + truck)
 - 8 hours for DT⁶ (all truck)

Time needed for driving between defined stops is not included in the free time but transport need to possible to done within one day. Waiting time fee is:

- 50 EUR/hour/container dry cargo and 75 EUR/hour/container refer cargo per each started hour;
- We charge per every hour occurred – no 24h limit,

The customer is obliged to acknowledge the waiting time on transport documents provided by the driver (or special form for waiting time).

Please note that if loading/unloading will not start within 2 hours in case of intermodal and 3 hours in case of direct trucking from ordered positioning time Maersk reserves right to call-off truck at customer expense.

4. Transport lead-time/execution for International transports:

Import: for **truck availability** and possible delivery dates from ports and inland hubs please follow traffic light system available on e-maersk (<https://e-maersk.eu/>) or approach Customer Experience agents in Poland.

Export: please check with Customer Experience agent in Poland on possible transport execution dates.

RAIL: Maersk does not guarantee space on exact train but performs transport in a manner that will allow to deliver containers to customer premisses on the day requested by customer or in order to reach port before vessel cut-off. Base train schedule for your reference: <https://www.maersk.com/local-information/europe/poland/local-solutions/inland-services>

Standard delivery hours are: Monday – Friday 6:00-20.00. If delivery required outside this hours or on weekend than rates should be agreed individually.

5. Minimal late cancellation fee (cancellation later than 10 a.m. three working days before loading /unloading) is:
 - 1000 PLN in case of RCO (full IHE/IHI⁷ after 10:00);
 - full IHE/IHI rate in case of DT.

If the container has already left the terminal, the late cancellation fee is calculated as per the real occurred costs. In case of RCO if container left terminal, is on rail wagon or at inland terminal cancelation might not be possible.

⁵ RCO – Rail combined transport

⁶ DT – Direct truck transport

⁷ IHE – Inland Haulage Export / IHI – Inland Haulage Import

Same rules apply to customs clearance =import containers that will not be customs cleared/released three working days before loading/unloading date day might be treated as cancelled and cancelation fees as per ab above logic would be applied.

6. Mandatory information that needs to be provided by customer to Maersk to allow to execute transports correctly and in timely manner:
- Date of delivery (import)/loading (export),
 - Detailed name and address of loading/delivery place (including full name of actual customer not forwarder),
 - Place of VGM no matter if Maersk is responsible for arranging this service,
 - Detailed name and precise address of location where customs will take place – including name of customs agency

Lack of any of above information might result in delay in processing of transports orders by Maersk, delayed deliveries and additional costs.

In the case of import deliveries on T1 - Delivery date confirmed by the customer should be consistent with the expiry date of T1.

Failure to comply with the above may result additional costs which will be charged to the customer

7. Surcharge for transportation of dangerous goods (IMO) equals to 300 PLN per box and for specific trains we cannot move below cargo:
- In case of Metrans trains (Gadki, Katy Wroclawskie, Pruszkow, Dabrowa Gornicza) following classes are not allowed:
- IMO classes 1, 2, 6.2 and 7 (only LQ containers);
- In case of PCC trains (Kutno, Kolbuszowa) following classes are not allowed:
- IMO classes 1, 2, 6.2 and 7 (only LQ containers)
 - UN classes (UN 1086, UN 2901, UN 1222, UN 2618, UN 1380, UN 2870, UN 1295, UN 1185, UN 1259, UN 1838, UN 2474, UN 1744, UN 2513)

8. Weight limits as per below:

| Transport Mode | Port name | Cargo type | Container Size Type | Wt Min | Wt Max |
|--------------------|------------------------|------------|---------------------|--------|--------|
| RCO (rail + truck) | Bremerhaven Hamburg | DRY | 40_STD | 0 | 26 |
| | | | 40HDRY | | |
| | | | ALL_20_DRY | | |
| TRK INTERNATIONAL | Bremerhaven Hamburg | DRY | 40_STD | 0 | 22 |
| | | | 40HDRY | | 22 |
| | | | ALL_20_DRY | | 19 |

Exceeding those limits will increase a risk that transport will not be performed.

9. Alcohol, tobacco and cigarettes requiring SENT can be transported at additional costs of 200 pln/cntr – final cargo acceptance always to be confirmed upon placing booking.
10. Rates for high value cargo (higher than 300.000 EUR) are agreed individually.
11. Tipper trailers (tilt chassis) are available only in Dabrowa Gornicza area and additional rate is 200 PLN per container, surcharge code DSC (Destination Specialised Chassis).
12. 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) is paid 50% by shipper and 50% by trucking company according to law. After all we will claim 100% additional costs to customer.

- 13.** Special equipment (20 OT, 40 OT, flat racks) are not offered. REEFs and NOR⁸ are not offered for time being as well.
- 14.** OOG transport can be accepted on case by case basics.
- 15.** In case of RCO 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. Short chassis is subject to availability, so additional time to find it might be needed.
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- c. route with multistop = inland terminal – 1st stop – 2nd stop - ... - inland terminal
- d. route without multistop = inland terminal – 1st stop – inland terminal

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- o route ET Slawkow – Gliwice – Pyskowice – ET Slawkow = 147 km
- o route ET Slawkow – Pyskowice – ET Slawkow = 143 km
- o Multistop = 147 km – 143 km = 4 km = 0 EUR

- **DT:** on roundtrip basis

Direct Truck multistop = route with multistop – route without multistop [km]

- c. route with multistop = port – 1st stop – 2nd stop - ... - port
- d. route without multistop = port – 1st stop – port

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route DCT Gdansk – Kargowa – DCT Gdansk = 790 km ○ Multistop = 879
km – 790 km = 89 km = 150 EUR