

A

AES Filing (AES)

The service of electronically filing the international export shipments information on behalf of an US exporter, known as Electronic Export Information (EEI),with the Census Bureau.

Please note this charge applies per entry

Agency Logistic fee Import (ULI)

A port agency fee that covers work within the port facility, including, but not limited to: vessel clearance, filings with customs, survey reports and work with other authorities, terminal fees etc. The fee is paid by the carrier on behalf of the customer and the related fee is passed on to the customer at Destination. This fee is applicable to all shipments.

Agency Logistics Fee Export (ULE)

A port agency fee that covers work within the port facility, including, but not limited to: vessel clearance, filings with customs, survey reports and work with other authorities, terminal fees etc. The fee is paid by the carrier on behalf of the customer and the related fee is passed on to the customer at Origin. This fee is applicable to all shipments.

Algerian Stamp Destination (ASD)

The code applied to reflect the Algerian Tax law service used at the Destination.

Algerian Stamp Origin (ASO)

The code applied to reflect the Algerian Tax law service used at the Origin.

B

Bunker Adjustment Factor (BAF)

This charge covers the fluctuations in global bunker costs, and is invoiced as a separate charge to provide transparency to our customers.

The carrier will automatically apply this charge to all bookings

Bunker Increase Insurance (BII)

This charge covers the cost exposure the carrier has when a ceiling product for the bunker is agreed with a customer during their contract period. It is invoiced as a separate charge.

C

Cancellation Fee (CLL)

This fee is applied to all cancelled bookings. The amount is based on a fixed cancellation fee + any additional costs that have arisen before the container was cancelled. The cancellation fee would also be applied in cases of:

1. Reduced number of containers in a booking
2. Change of Vessel
3. No show
4. Cancellation of Garment On Hanger and other special equipment

Change in Transport mode - Export (CTE)

It is a penalty fee and it covers the administrative cost of changing the mode of transportation for the export inland moves, after the booking is confirmed. Any additional cost involved due to the new transport mode should be covered via IHE and /or IAE.

Change in Transport mode - Import (CTI)

It is a penalty fee and it covers the administrative cost of changing the mode of transportation for the import inland moves, after the booking is confirmed. Any

additional cost involved due to the new transport mode should be covered via IHI and/or IAI.

Change of Inland Destination (CID)

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.

Congestion Fee destination (CFD)

This is a fee applicable when the carrier continues to offer services to a congested port, despite operational difficulties at Destination. The fee covers the additional vessel costs associated with delayed berthing windows. The fee will be applied to cargo that is booked to a congested port.

Congestion Fee Origin (CFO)

This is a fee applicable when the carrier continues to offer services to a congested port, despite operational difficulties at Origin. The fee covers the additional vessel costs associated with delayed berthing windows. The fee will be applied to cargo that is booked to a congested port.

Customs Additional Item Charge - Export (CAE)

Charge for additional workload related to Customs, which is not included in standard price, e.g. Additional HS-codes, Additional Containers, Additional Invoices, etc. Normally involves additional effort required to fill in documentation updates in systems.

Customs Additional Item Charge - Import (CAI)

Charge for additional workload related to Customs, which is not included in standard price, e.g. Additional HS-codes, Additional Containers, Additional Invoices, etc. Normally involves additional effort required to fill in documentation updates in systems.

Customs Deferment Usage - Origin (DUO)

A charge for persons at Origin responsible for paying Duties at Destination that do not have their own Duty Deferment account, we can offer the use of ours for a fee and this fee is placed under Deferment Usage code. This is usually a percentage of the Duty and VAT value outlay combined.

Customs Deferment Usage-Destination (DUD)

A charge we use If the importer of record does not have their own Duty Deferment, we can offer the use of ours for a fee and this fee is placed under Deferment Usage code. This is usually a percentage of the Duty and VAT value outlay combined.

Customs Duty - Destination (CDD)

Government Duty imposed on imports by the customs authority. Paid on behalf of the customer. Excludes customs fines. This is a pass-through charge. It is expected that we charge customer and recover from customer prior to paying Government authorities.

Customs Duty - Origin (CDO)

Government Duty imposed on goods that is payable by customer at Origin. Paid on behalf of the customer. Excludes customs fines. This is a pass-through charge. It is expected that we charge customer and recover from customer prior to paying Government authorities.

Customs Port Costs - Destination (CPD)

A charge that we pay on behalf of the importers to the port authorities. This is a pass-through charge. It is expected that we charge customer and recover from customer prior to paying Government authorities.

Customs Port Costs - Origin (CPO)

A charge that we pay on behalf of the exporters to the port authorities. This is a pass-through charge. It is expected that we charge customer and recover from customer prior to paying Government authorities.

Customs Tax or VAT - Destination (CTD)

Government Tax / VAT imposed on import of cargo by the customs authority of a country. Paid on behalf of the customer. This is a pass-through charge. It is expected that we charge customer and recover from customer prior to paying Government authorities.

Customs Tax or VAT - Origin (CTO)

Government Tax / VAT imposed on goods that is payable by customer at Origin. Paid on behalf of the customer. This is a pass-through charge. It is expected that we charge customer and recover from customer prior to paying Government authorities.

D

Destination Dangerous Cargo Service Inland Haulage (DDC)

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 specialised vendors with certain specifications. In case of manual import shipments, please use IAI to recover the extra cost.

Destination Discharge Fee (FDH)

The code applied to reflect the DISCHARGE cost separately from the handling charge (FRO) in the invoice for ""freight collect"" in Egypt.

Destination Genset Charge (DGC)

The service of providing a Genset for a refrigerated container moving under CY delivery service.

Destination Low Water (DLW)

It covers the extra operational cost involved for barge moves when the water level is low on the import side.

Waiver Certificate Issuance (WAV)

Waiver certificates or Cargo Tracking Notes (CTN) are compulsory for the maritime export to a number of African countries. The waivers must be filed before the cargo arrives at its port of discharge. Based on customers request Maersk and Safmarine (NWC) can provide these documents based as a 3rd party Value Added Service.

Document Stamp Tax Export (DSE)

The code applied to reflect the Document Stamp Tax at the Export end

Document Stamp Tax Import (DSI)

The code applied to reflect the Document Stamp Tax at the Import end

Documentation Fee Origin (ODF)

This service covers the creation and processing of all standard transport documents (e.g. Bill of Lading).

Documentation Fee Destination (DDF)

This service covers the creation and processing of all standard transport documents (Delivery Order).

Dry Port Surcharge – Export (DPS)

It covers the positioning cost of empty containers to the ICDs (inland container depots), in addition to the difference in the THC surcharges between the ocean terminal and the dry port.

E

Electronic Data Interchange Fee (EDI)

This fee is generated when the carrier arranges submission of electronic data, on behalf of the customer, to ports / Customs or other Government entities.

Emergency Bunker Fee (EBS)

This fee is used in extraordinary circumstances, where unforeseen changes in bunker prices cannot be covered by the carriers standard Bunker Adjustment factor charges.

This fee is applicable to all shipments on applicable trades at the time of booking.

Emergency Risk Surcharge (ERS)

This fee covers additional costs faced by the carrier when moving cargo in dangerous regions including those that are threatened by hazards, violence or piracy. The charge covers extra bunker cost (due to longer routing and/or faster sailing), insurance coverage, and additional security measures. The fee will be applied to bookings that are from, to or transited through the affected areas.

Environmental Fuel Fee (EFF)

The surcharge will cover the cost increase in VLSFO fuel price and applied to Short Term contracts (validity up to 92 days) and Spot bookings. It is reviewed monthly and applied as a separate surcharge.

Equipment Positioning Service (POS)

It is specially used for Saudi. It covers extra cost at destination, e.g. container moves in terminals, to position empty equipment from an Imports surplus location to an exports deficit location to meet ocean customers' need.

Equipment Positioning Service - Export (POE)

It covers the cost to position equipment at inland container yards or depots in order to be able to perform the EXPORT inland moves. It applies only to CH cargo.

Equipment Positioning Service - Import (POI)

It covers the cost to position equipment at inland container yards or depots in order to be able to perform the IMPORT inland moves. It applies only to CH cargo.

Export Intermodal Fuel Fee (EFS)

It covers the extra fuel cost involved in the inland export moves, if the fuel price increases by a pre-defined amount based on the agreed index. It applies only to long-term contracts

Export Landside Haulage (ELH)

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.

Export Service (EXP)

The Export Service covers standard charges at origin that is not part of OHC and the charge will be applicable for all shipments. •Below items are included in EXP: oPort Dueso Agency Fees oFirst Seal oAny other local service that is not included in OHC but applicable to all shipments

F

3rd Party Fine Export (FIO)

3rd Party Fine Export charge to cover for all fines issues by any 3rd party, and paid by the carrier on behalf of the customer. Scenarios could be, but not limited to; customs' fine, police fines, fines issued by the port for mis-declaration etc. FIO – covers when the above service offered at Export.

3rd Party Fine Import (FID)

3rd Party Fine Import charge to cover for all fines issues by any 3rd party, and paid by the carrier on behalf of the customer. Scenarios could be, but not limited to; customs' fine, police fines, fines issued by the port for mis-declaration etc. Scenarios could be, but not limited to; customs' fine, police fines, fines issued by the port for mis-declaration etc. FID - covers when the above service offered at Import.

Fixed Bunker Insurance (FBI)

This charge covers the cost exposure the carrier has when a fixed bunker element is agreed with a customer during their contract period. It is invoiced as a separate charge.

Free In Service (FRI)

This service covers the cost of the handling of a container at the origin ports or terminals. This service is applicable to shipments originating from Algeria, Egypt, Morocco and Tunisia.

Free Out Service (FRO)

This service covers the cost of the handling of a container at the destination ports or terminals. This service is applicable to shipments destined to Algeria, Egypt, Morocco and Tunisia.

Freight Tax Service Export (FTE)

A pass through Service of paying government imposed freight taxes, on customer's behalf, to the relevant port authority and then collecting the charges from the customer. This is mainly applicable for shipments to African countries and allows the customer to pay 1 invoice instead of multiple. The service is applicable when cargo is shipped to countries where freight tax is applicable at Origin.

Freight Tax Service Import (FTI)

A pass through Service of paying government imposed freight taxes, on customer's behalf, to the relevant port authority and then collecting the charges from the customer. This is mainly applicable for shipments to African countries and allows the customer to pay 1 invoice instead of multiple. The service is applicable when cargo is shipped to countries where freight tax is applicable at Destination.

Futile Trip Export (FUO)

Fee for a trucker making a futile trip/ Dry run on export end. Due to container hold in terminal or warehouse unavailability.

Futile Trip Import (FUD)

Fee for a trucker making a futile trip/ Dry run on Import end. Due to container hold in terminal or warehouse unavailability.

G

Government and Port Tax Export (GTE)

The carrier pays tax on behalf of the customer to the local authorities the related cost is charged to the customer at Origin. This charge is controlled by the local regulations and will be added to the booking in the relevant ports according to the market practice.

Government and Port Tax Import (GTI)

The carrier pays tax on behalf of the customer to the local authorities the related cost is charged to the customer at Destination. This charge is controlled by the

local regulations and will be added to the booking in the relevant ports according to the market practice.

Gulf Emergency Risk Surcharge (GRS)

This fee covers additional costs faced by the carrier when moving cargo in Gulf area due to increased tension. The charge covers the extra bunker cost due to speed up needs, insurance coverage and any additional security measures.

H

High Value Pharmaceuticals (HVP)

Charge that covers the additional risk that carrying high value pharma brings associated and the operational investment required. Shipping Pharmaceuticals require extra cargo care, which is delivered utilizing our internal Pharmaceutical expertise. We have in place a Quality Management System, Reefer Specialists and Remote Container Management. Our QMS outlines the approach we take to shipping Healthcare and Life Science products. Our Reefer Specialists can consult our customers and advise best practices throughout the supply chain. RCM provides constant monitoring and has allowed us to establish a 24/7 hyper-care team ensuring that we detect all temperature deviations and potential wrong set temperature within hours.

High Water Surcharge (HWC)

It covers the extra operational cost involved for barge moves when the water level is high.



ILD - IMO label removal Destination (ILD)

This surcharge is when you need IMO stickers to be added or removed from the containers at the destination terminals during the time of import. It also covers the operational procedures required to complete the task.

IMO class 1-9 (IMO)

The services a carrier needs to perform to ensure the proper transportation of dangerous cargo (as classified by the International Maritime Organization - IMO) such as arranging for the appropriate vessel stowage, permissions from authorities, and compliance to country restrictions. This is applicable for all shipments where the cargo is declared as "Dangerous Cargo" as defined by the International Maritime Organization (IMO). The amount will vary depending on the type of Dangerous Cargo.

IMO label add or removal Origin (ILO)

The surcharge covers the extra service of adding/removing IMO stickers to containers in the terminals at export end. The charge also covers the operational procedures needed to perform the task.

Import Intermodal Fuel Fee (IFS)

It covers the extra fuel cost involved in the inland import moves, if the fuel price increases by a pre-defined amount based on the agreed index. It applies only to long-term contracts

Import Landside Haulage (ILH)

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.

Import Service (IMP)

The Import Service covers standard charges at destination that is not part of DHC and the charge will be applicable for all shipments. •Below items are included in IMP: oPort Dueso Agency Fees oFirst Seal oAny other local service that is not included in DHC but applicable to all shipments.

Inland Cancellation Fee Export (ICE)

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 cancelation requests.

Inland Cancellation Fee Import (ICI)

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 cancelation requests.

Inland Haulage Export (IHE)

It covers the cost of inland transportation (via truck, rail or barge) from customer's premises or from an inland CY (container yard) location to the terminal.

Inland Haulage Import (IHI)

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.

Inland Inspection Fee (IFF)

It covers the tax cost (or any other related cost) imposed by the Customs authorities or the terminal authorities for cargo moving to inland locations (bonded or non-bonding)

Inland overweight Export (IOE)

This charge is applicable to all the inland cargo with overweight moving by rail or truck.

Inland overweight Import (IOI)

This charge is applicable to all the inland cargo with overweight moving by rail or truck.

Inland Peak Season Surcharge - Export (IPE)

It covers the additional cost involved to secure inland capacity for the inland export moves when we have capacity constraints in the market (e.g. potentially we need to use more expensive vendors to cover the additional demand).

Inland Peak Season Surcharge - Import (IPI)

It covers the additional cost to secure inland capacity for the inland import moves when we have capacity constraints in the market (e.g. potentially we need to use more expensive vendors to cover the additional demand).

Inlands Campaign Destination (ICD)

It is a manual discount applied on the import inland tariff rate for specific shipments (target customers pre-defined by the intermodal product manager). It gives pricing flexibility to intermodal product managers in order to optimize the flows or the utilization of fixed assets on the short-term (max validity 2 weeks).

Inlands Campaign Origin (ICO)

It is a manual discount applied on the export inland tariff rate for specific shipments (target customers pre-defined by the intermodal product manager). It gives pricing flexibility to intermodal product managers in order to optimize the flows or the utilization of fixed assets on the short-term (max validity 2 weeks).

L

Late Documentation Fee - Export (LDE)

This fee is to cover additional administration costs when the customer submits relevant Shipping Instructions (SI) and/or mandatory Bill of Lading (B/L)/Transport Documentation (TPdoc) after the specified cut-off time for the shipment. This fee is applied upon receipt of late SI/documents.

Late Documentation Fee - Import (LDI)

This fee is to cover additional administration costs when the customer submits relevant Shipping Instructions (SI) and/or mandatory Bill of Lading (B/L)/Transport

Documentation (TPdoc) after the specified cut-off time for the shipment. This fee is applied upon receipt of late SI/documents.

Late Payment Fee (LPF)

Late payment fee will be applicable when payment has not been remitted within 7 days from the invoice due date, or later than otherwise agreed payment terms.

Low Sulphur Surcharge (LSS)

The Low Sulphur Surcharge covers the expenses related to the usage of low-sulphur fuel with a maximum sulphur content of 0.1% used in shipments transported completely or partially across the Sulphur Emission Control Areas.

Low Value Pharmaceuticals (LVP)

Charge that covers the operational investment required to ship Pharmaceuticals. Shipping Pharmaceuticals require extra cargo care, which is delivered utilizing our internal Pharmaceutical expertise. We have in place a Quality Management System, Reefer Specialists and Remote Container Management. Our QMS outlines the approach we take to shipping Healthcare and Life Science products. Our Reefer Specialists can consult our customers and advise best practices throughout the supply chain. RCM provides constant monitoring and has allowed us to establish a 24/7 hyper-care team ensuring that we detect all temperature deviations and potential wrong set temperature within hours.

Low Water Surcharge (LWC)

Charge applied to recover higher operation costs to be paid to inland operators due to low water levels in rivers.

M

Manual transmission for Verified Gross Mass (GWM)

It is a behavioural surcharge (penalty fee) in order to drive customers to send VGM (Verified Gross Mass) info through EDI or e-channels, instead of manual sources.

Merchant Haulage Export (MHE)

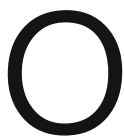
It covers the administration cost involved to coordinate with 3rd parties when we don't perform the export carrier haulage move. It applies only to MH cargo.

Merchant Haulage Import (MHI)

It covers the administration cost involved to coordinate with 3rd parties when we don't perform the import carrier haulage move. It applies only to MH cargo.

Mis declaration fee- Origin (MID)

This is a penalty charge imposed for the Shipper for Mis declaration of cargo as Non-Dangerous instead of Dangerous cargo or for Mis-declaration of dimensions in Out of Gauge cargo.



Online Payment Charges (OPC)

This charge code covers cost of invoices payment through online payment solution which is available through online banking platform or mobile app, that support real-time payments to Maersk. This solution aims to simplify and improve payment application process thereby offering an easy, faster and accurate invoice management experience and this is applicable only for Import of Saudi Arabia.

Origin Dangerous Cargo Service Inland Haulage (ODC)

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 specialised vendors with certain specifications.

Origin Low Water (OLW)

It covers the extra operational cost involved for barge moves when the water level is low on the export side.

P

Panama Canal Charge (PCC)

Pass through charge to cover the additional costs levied by the Panama Canal Authorities.

Payer Amendment Fee - Destination (PAD)

Charge applicable for change of collect payer after the ETA of the final vessel

Peak Season Surcharge (PSS)

This is a seasonal fee applied during high volume shipping periods in certain trades. The fee is applicable to all shipments that move in these trades during the high volume periods.

Pending Advance Manifest Requisites (PAM)

This service covers additional costs borne by the carrier due to shipper's failure to submit the Shipping Instructions (Master and HBL) at origin as per deadlines specified on booking confirmation. Additional costs include out of pocket operational expenses incurred by carrier such as re-nomination, shifting, port storage or administrative charges, etc. Any consequential expenses incurred. are not covered under PAM and those costs will have to be invoiced separately as allowed per tariff or contract.

Positioning Equipment Service -Origin (PEO)

It covers the extra cost at Origin, e.g. container moves in terminals, to position equipment into a certain deficit area or evacuate equipment out from a certain surplus area, in order to meet ocean customers' need to have empty containers available

Port Additional Port Dues - Export (PAE)

A pass through service that covers miscellaneous port expenses paid by the carrier and then billed to the customer. The carrier is familiar with the port authorities requirements, which can save the customer both time and inconvenience, if they should arrange payment themselves. This service applies to all shipments as part of standard procedures.

Port Additional Port Dues - Import (PAI)

A pass through service that covers miscellaneous port expenses paid by the carrier and then billed to the customer. The carrier is familiar with the port authorities requirements, which can save the customer both time and inconvenience if they should arrange payment themselves. This service applies to all shipments as part of standard procedures.

Port Security Service - Import (PSI)

A service to maintain port security compliant to the International Ship and Port Facility Security Code (ISPS Code) which is a comprehensive set of measures to enhance the security of ships and port facilities. The service is applied to destination/import shipment. The ISPS Code is a global initiative and part of SOLAS (the international convention for the Safety of Life at Sea) and constitutes a legal obligation for the contracting parties to follow.

Port Security Service Export (PSE)

A service to maintain port security compliant to the International Ship and Port Facility Security Code (ISPS Code) which is a comprehensive set of measures to enhance the security of ships and port facilities. The service is applicable on origin/export. The ISPS Code is a global initiative and part of SOLA (international Convention for the Safety of Life at Sea) and is a legal obligation for contracting parties to comply with the requirements. Effective from 01-June-2016

Positioning Equipment Service - Destination (PED)

It covers the extra cost at destination, e.g. container moves in terminals, to position equipment into a certain deficit area or evacuate equipment out from a certain surplus area, in order to meet ocean customers' need to have empty containers available

Pre Trip Inspection - Reefer Import (PTI)

This service covers the cost of PTI (Pre Trip Inspection) which is an inspection conducted on an empty reefer container to ensure the correct functioning of the cooling unit,

temperature control and recording devices which also includes checking the container for structural damage, and ensuring that the inside of the container is clean and ready in all respect.

R

Recovery for Handling - Export (RHE)

Surcharge applicable in Saudi Arabia for recovery of handling cost in terminal.

Recovery for Handling - Import (RHI)

Surcharge applicable in Saudi Arabia for recovery of handling cost in terminal.

Reefer Emergency Additional (RFA)

This charge code is totally for internal use in case we cannot use Congestion or PSS for reefer.

River Freight (RFD)

This is the barge freight rate to cover the last leg to Paraguay. This charge is only to be used for Paraguay import.

S

Special Equipment Service (SEP)

The service of providing a non-standard container to the customer. This service is applied based upon the customer's request and is subject to equipment availability. Special equipment types: Flat Rack. Bulk. Open Top. Open Side. Collapsible Flat Rack. Please note:

1) Not applicable to shipper owned equipment. 2) This charge is often included in the price for Out-Of-Gauge cargo or specifically priced as part of the Basic Freight. Therefore this charge may not show as a separate item.

Standard Bunker Adjustment Factor (SBF)

This charge covers the fluctuations in global bunker costs, and is invoiced as a separate charge to provide transparency to our customers.

The carrier will automatically apply this charge to all bookings.

T

Tanzanian Shipping Fee-Export (TSE)

It is a pass through charge on behalf of the Maritime authority

Tanzanian Shipping Fee-Import (TSI)

It is a pass through charge on behalf of the Maritime authority

Terminal Handling Service Destination (DHC)

This service covers the cost of the handling of a container at the destination port or terminal. This service is applicable to all shipments.

Terminal Handling Service Origin (OHC)

This service covers the cost of handling a container at the origin port or terminal. This service is applicable to all shipments.

Token Fee - Export (TKE)

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.

Token Fee - Import (TKI)

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.

U

Unassigned Container Fee -Import (UCI)

This service covers the unassigned containers at the destination port or terminal to ensure that no shipping line is landing a container as either unassigned or assigned and then re-assigning at a later stage.

USDA Inspection Charge (UIC)

This code is used to charge the customer on behalf of the inspecting authority when Cold Treatment (CTS) is involved only imports into US (inclusive of Puerto Rico).

W

Waiting Time Destination (WTD)

It is a penalty fee applied when the truck has to remain in customers' 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.

Waiting Time Origin (WTO)

It is a penalty fee applied when the truck has to remain in customers' 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.

Waiver Certificate Issuance (WAV)

Waiver certificates or Cargo Tracking Notes (CTN) are compulsory for the maritime export to a number of African countries. The waivers must be filed before the cargo arrives at its port of discharge. Based on customers request Maersk (NWC) can provide these documents based as a 3rd party Value Added Service.

Weight Discrepancy Fee (WDF)

This charge is applicable for all shipments/bill of lading with weight discrepancy between VGM weight vs SI weight vs RKEM Payload(Which includes even the container and commodity level Min & Max allowable weight).

Winter Fee (WSC)

The fee is associated with the carrier's increased operational costs for transport during the winter season. Applicable to all shipments.



X-border charge (XBC)

It covers the additional administrative and operational cost to move a container across country borders. It applies to both MH and CH cargo.