

Country: Croatia

Direction: Import

Effective Date: 1st May 2021

Expiry Date: 31st March 2022

Free time: Calendar days

Currency: EUR

Invoiced: Per container, per calendar day, per container type

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.

Terminal storage: Compensation for utilizing the port, terminal or depot facilities beyond the agreed amount of Free Time.

Name	Start	End
Combined D&D	Commences on and includes the day that the container is discharged from a vessel or gated-in at inland terminal.	Ends on the day that the empty container is gated-in at the terminal, port or depot agreed with the carrier.
Terminal Storage	Commences on and includes the day that the full container is discharged from a vessel or gated-in at inland terminal.	Ends on the day that the full container is gated-out from the terminal, port or depot.

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](#)



Import Combined Detention & Demurrage

Port(**) /Locations	Days	20' DRY & IMO	40'/45' DRY-HDRY & IMO
All Ports	1 to 7	Free	Free
All Ports	8 to 14	25	50
All Ports	15 onward	45	90

Port(**) /Locations	Days	20' Special (OT-FR)	40' Special (OT-FR)
All Ports	1 to 7	Free	Free
All Ports	8 onward	50	100

Port(**) /Locations	Days	20' Reefer	40' Reefer
All Ports	1 to 5	Free	Free
All Ports	6 to 15	50	100
All Ports	16 onward	100	150

Port(**) /Locations	Days	20' DRY & IMO	40'/45' DRY-HDRY & IMO
Inland Terminals (*)	1 to 14	Free	Free
Inland Terminals (*)	15 to 30	25	50
Inland Terminals (*)	31 onward	40	80

(*) Zagreb

(**) Split: acceptance closed as from 1st January 2022

Import Storage

Port(**) /Locations	Days	20' DRY & Special In-Gauge	40'/45' DRY-HDRY & Special In-Gauge
Ploce and Split	1 to 21	Free	Free
Ploce and Split	22 to 30	3	6
Ploce and Split	31 onward	5	10

Port(**) /Locations	Days	20' IMO DRY	40'/45' IMO DRY-HDRY
Ploce and Split	1 to 30	5	10
Ploce and Split	31 onward	8	8

Port(**) /Locations	Days	20' Special (OT-FR) Out of Gauge	40' Special (OT-FR) Out of Gauge
Ploce and Split	1 to 21	Free	Free
Ploce and Split	22 to 30	6	12
Ploce and Split	31 onward	10	20

Port(**) /Locations	Days	20' Reefer	40' Reefer
Ploce and Split	1 to 5	30	30
Ploce and Split	6 to 14	45	55
Ploce and Split	15 to 20	50	65
Ploce and Split	21 onward	55	75

Port(**) /Locations	Days	20' DRY & Special In-Gauge	40'/45' DRY-HDRY & Special In-Gauge
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Rjeka Storage are invoiced by terminal to customers directly

Port(**) /Locations	Days	20' IMO DRY	40'/45' IMO DRY-HDRY
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Rjeka Storage are invoiced by terminal to customers directly

Port(**) /Locations	Days	20' Special (OT-FR) Out of Gauge	40' Special (OT-FR) Out of Gauge
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Rjeka Storage are invoiced by terminal to customers directly

Port(**) / Locations	Days	20' Reefer	40' Reefer
Rijeka	1 to 5	47	52

Rijeka	6 to 10	52	62
Rijeka	11 to 20	62	82
Rijeka	21 to 30	72	102
Rijeka	31 onward	92	142

Port(**) /Locations	Days	20' DRY & Special In-Gauge	40'/45' DRY-HDRY & Special In-Gauge
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Inland Terminals (*) Storage not applicable

(*) Zagreb

(**) Split: acceptance closed as from 1st January 2022

- 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 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.