

**OOG Quote Reference:** 23/04/2025-7090805

From: Castelvetro D.Mode

To: Lyttelton.

Estimated Transit Time 73 days

Service Mode:SD/CY

**Quote valid until** 23/05/2025 (dd/mm/yyyy)



Shipper U DEL CORONA & SCARDIGLI SRL

**Ocean routing**

From: La Spezia.

Via: Algeciras.

Via: Singapore.

To: Lyttelton.

**Equipment & Dimensions (cm)**

Equipment type 40' OT High Cube Only

Cargo Length (Up to) 450 cm

Cargo Width (Up to) 125 cm

Cargo Height (Up to) 306 cm

Cargo Weight (Up to) 13000 Kg

Commodity: Industrial Machine

**Ocean rate**

OOG BAS: USD 7005

**Surcharges:**

Freight Type Description	PAYMENT	CODE	BASIS	AMOUNT	CURRENCY
Documentation fee - Destination	Destination	DDF	PER_DOC	80	NZD
Documentation Fee Origin	Origin	ODF	PER_DOC	40	EUR
Emission surcharge SPOT and ST Contract	Freight	ESS	PER_CONTAINER	67	USD
Port Additional / Port Dues Import	Destination	PAI	PER_CONTAINER	120	NZD
Destination Handling Charge	Destination	DHC	Per_Container	756	USD

**Logistics & Services:**

FROM	TO	CHARGE DESCRIPTION	CODE	BASIS	AMOUNT	CURRENCY
Castelvetro D.Mode	La Spezia.	Inland Haulage Export	IHE	PER_CONTAINER	1224	EUR

**Notes from Maersk:**

On/Under deck stowage at carriers discretion

Over width each side: 0

\* \* \* Following Terms and Conditions apply to the above rate \* \* \*

Unless otherwise specified herein, this quotation, bookings and carriage are subject to Carrier's Terms for Carriage, including the definitions and the choice of law and jurisdiction, available at:

<https://terms.maersk.com/Carriage>

the additional Service Contract Terms available at:

<https://terms.maersk.com/service>

and the terms for Detention and Demurrage available at:

<https://terms.maersk.com/dnd>

**\*\*If your quote is for a route normally going via Suez but now due to the Red Sea contingency is being routed via Cape of Good Hope, then Transport Disruption Fee (TDS) is applicable. Rate is inclusive of TDS (Transit Disruption Surcharge) in BAS\*\***

For further details on rates and application conditions, please refer to:

<https://www.maersk.com/news/articles/2023/12/21/announcement-of-charges-in-relation-to-red-sea-gulf-of-aden-situation-excl-exp-from-far-east-asia>

<https://www.maersk.com/news/articles/2023/12/21/announcement-of-charges-in-relation-to-red-sea-gulf-of-aden-situation-from-far-east-asia>

**\*\*\*OOG Terms – Applicable to CY/CY Shipments\*\*\***

**\*\* FCL/FCL (stack to stack) e.g. stuffing / un-stuffing costs, lift to/from stack to/from customer's transport, etc. excluded.**

**\*\*If the provided quote reference starts with "BUD-", the rate is indicative and subject to terminal acceptance and applicable additional terminal costs. A firm quote with terminal acceptance is required for a booking**

**\*\* SUBJECT to shipper's confirmation that cargo can be SAFELY loaded and lashed for shipment as Out of Gauge.**

**\*\* SUBJECT to the provision of an independent approved lashing survey report where local regulations / third party requirements are compulsory for pre-acceptance of cargo on board.**

**\*\* Corner castings/lifting points must be accessible at all times.**

**\*\* Quote is subject to cargo lashing meeting the requirements for under or on deck stowage.**

**\*\* Overwidth cargoes extending along its full length that are in excess of 555/1170cm (20'/40') cannot be stowed underdeck due to cell guide restrictions.**

**\*\* At least 25 cm clear from the end walls is required to allow underdeck stow.**

**\*\* ALL flat rack quotations refer to flat racks with ENDS UP unless otherwise Specified.**

**\*\* Please note that the total per surcharge type (freight, origin & destination) outlined herein are for guidance only and shall in no way prejudice the responsibility of the Merchant for payment of Freight and other charges in accordance with the terms and conditions of the governing Bill of Lading, including, in particular but without limitation, clause 16.7**

**\*\* Unless otherwise specified in the surcharge table above, rate is INCLUSIVE of BAF/SBF and all Tariff THCs unless listed separately (exception only imports and export to/from Brazil where THC will apply as per the governing Tariff), SBF, CAF, SEP, OPA, DPA, RPS, CDD, SER, PCC, STT and sea-feeder empty positioning where applicable, unless otherwise stated in the surcharge table above.**

**\*\*Subject to terminal charges at Male (Maldives). Charge to be paid by Consignee/Shipper to the terminal directly at the time of load/discharge and is not included in this quote**

**\*\* SUBJECT to all other applicable Tariff surcharges AT TIME OF SHIPPING, e.g. including but not limited to EFF, PSS, IMO, CON, ERS, PSE, PSI, LSS, EBS, WSC etc. unless fixed within the quotation validity**

**\*\*\*GENERAL QUOTE TERMS – Applicable to All Shipments\*\*\***

**\*\*This quote cannot be used for sensitive cargo (example - Arms and Ammunition, military cargo of any nature).**

**\*\*This quote cannot be used for any parts / complete military cargo of any nature. Acceptance and freight always should be checked with local sales team.**

**\*\* Military shipments of any kind are subject to approval and complete documentation at the time of booking**

**\*\* If cargo tendered at the terminal does not match the quoted description\dimension Carrier reserves the right to cancel the booking. If carrier nevertheless accepts the cargo, Carrier reserves the right to charge additional freight, handling charges and MID fees (\$ 500) incurred as a result of the cargo's non-conformance with the quoted description\dimension.**

**\*\* Booking requests against this rate quotation are subject to space and equipment availability at such time (and/or at time of shipment). Scheduled routing, if provided in this quotation, is indicative only and the Carrier does not undertake that the Goods shall be carried by the scheduled routing.**

**\*\* The quote provided and Maersk Line's ability to transport this shipment are contingent upon Maersk Line's review of all shipment details prior to confirming the booking (including but not limited to all parties to the transaction, commodity description, container type and cargo weight) and Maersk Line's confirmation that the shipment is in compliance with applicable international regulations.**

**\*\* Subject to DSE and DSI for import/export to/from Senegal**

**\*\* LSS/Low Sulphur Surcharge is applied as per tariff in all shipments from/to and tranship onto Emission Control Areas (ECA)**

**\*\*Notwithstanding anything else to the contrary, the Parties acknowledge the entry into force on 1st January 2020 of the requirement in MARPOL for oceangoing vessels to use fuel with a low sulphur content and in that regard a new bunker clause would be required. A new bunker clause shall therefore be agreed before 1st October 2019. Should the parties not agree to a revised bunker clause, each of the parties may terminate this contract with effect from 1st January 2020.**

- A glossary of the different surcharge codes is available at:

<https://www.maersk.com/en/solutions/shipping/glossaries/surcharge-definition>

**\*\* For trades subject to the US Shipping Act or the China Maritime Regulations, quotations or surcharges that vary from the Maersk Line Tariff shall not be binding on Maersk Line unless included in a service contract or service contract amendment that has been filed with the Federal Maritime Commission (FMC) or the Shanghai Shipping Exchange (SSE), as applicable.**

**\*\*For USA Quotes (import and export):**

- Please note that if your cargo must be moved from a trucker's chassis to a terminal chassis, or vice versa, the terminal may charge you a flip fee which is not included in above quote. Please coordinate with the terminal to determine if these charges apply.

- Please note all cargo exporting from Port of Houston will require a scale ticket with weight of cargo