



# YANG MING LINE INLAND HAULAGE TARIFF

Country:

United Kingdom

Trades:

Asia - North Europe Westbound

USA - North Europe - Eastbound

Mediterranean - North Europe - Northbound

Effective date:

1st January 2021

Expiry Date:

30th April 2021

Last Update:

26th January 2021

Version no

3

All rates are quoted in GBP

Maximum Legal Gross Weight on UK Road Network:

The maximum legal Gross Vehicle Weight on the U.K. Road Network is 44000kgs which includes Truck & Chassis, container tare & cargo.

To comply with this legal requirement, please refer to the below weight limitation table to calculate the maximum permitted gross cargo weight. The gross cargo weight may be adjusted in the event the actual container tare weight is different to that shown above.

In the event of overloaded containers, any additional costs or consequences howsoever incurred will be the responsibility of the booking party

DESCRIPTION	20' DC	20' OT	20' FR	20' RF	40' DC	40' HQ	45'HQ	40' OT	40' FR	40' RQ
	20DC				40DC	40HQ				
Max. Gross Vehicle Weight (Kgs):	44000	44000	44000	44000	44000	44000	44000	44000	44000	44000
Vehicle/Trailer Tare Weight (Kgs):	14000	14000	14000	14000	14000	14000	14000	14000	14000	14000
Container Tare Weight (Kgs):	2370	2400	2800	2920	3970	4170	5100	4030	4900	4630
Gen Set (if reqd) Tare Weight (Kgs):				1000						1000
Maximum Cargo Weight (Kgs):	27630	27600	27200	26080	26030	25830	24900	25970	25100	25370

IMPORTANT NOTES:

1. Heavy Cargo Surcharge:

Cargo Gross Weight equal to or more than 22,000kgs per container ----- 10% Surcharge

2. Hazardous/Dangerous Cargo surcharge

Hazardous/Dangerous Cargo ----10% Surcharge, subject to a minimum of £65.00

3. UK Fuel Surcharge:

All rates, including above surcharges, are inclusive UK Fuel Surcharge.

4. Deliveries within Scotland

- 4.1 Inland Haulage Rates for Final Delivery within Scotland ex Grangemouth are plus TAC & THC as per YM tariff in force at time of shipment
- 4.2 Inland haulage rates for Final Delivery within Scotland ex Greenock routing are plus TAC & THC as per YM tariff . A quotation will be provided on a case by case basis.
- 4.3 Inland haulage rates for destinations within Scotland via Southampton or London Gateway are based on feeder/road option. In the event, delivery by rail /road or all road option is required, a quotation will be provided on a case by case basis.

5. Date & Time of container delivery at place of unloading.

- 5.1 The rates in this tariff are applicable for deliveries arranged between the hours of 06:00hrs & 18:00hrs Monday to Friday only.
- 5.2 Rates for deliveries outside of the times in 5.1 above, will be provided on a case by case basis.
- 5.3 For deliveries Friday 18:01hrs through to 05:59hrs Monday & any Bank Holiday, in addition to the rate quoted as per 5.2 above, an additional 'weekend surcharge' will apply of £155.

6. Rates for other equipment types

- 6.1 For OOG / Abnormal loads, please refer to YMUK for quotation on a case by case basis.
- 6.2 Refridgerated container rates are plus a gen set hire cost (if required) of £185 per day from the date of hire to the off hire date.(inclusive). Please check the number of days hire to be charged case by case.

7. Pre-booked delivery

- 7.1. In the event containers are pre-booked for delivery, but not cleared & landed 2 full working days prior to the booked date of delivery, the delivery booking will be cancelled.

Customers will be asked to re-book the delivery for the next available opportunity which may be considerably later than the original booked date.

7.2 Customers may avoid pre-booked deliveries being cancelled by either providing amended booking details ahead of this deadline (2 full working days prior to date of delivery)

or by giving a written guarantee of acceptance of a cancellation fee amounting to the full tariff rate for the delivery or £400 whichever is greater, plus lifting & storage charges if/as incurred.

This charge to apply in the event container delivery cannot be affected as a result of the container not being cleared & landed at the time it is required to be booked for collection from the terminal.

7.3 Customers may give an undertaking to guarantee payment of any charges incurred as outlined in 7.2 above to cover all bookings within a specified time period.

**8. Time of delivery**

8.1 . For container deliveries with a booking time 0600 hrs upto 0900hrs (Mon-Fri) & all weekend / Bank Holiday deliveries

8.1.1 The booking time advised is considered as an advisory only of the preferred arrival time. A time of upto 60 minutes before or 60 minutes after the booked time is considered as on time.

8.1.2 In the event Yang Ming have given prior notice of a delivery arrival time of more than one hour outside of the preferred arrival time and this is accepted by the Customer, then arrival within this time is considered to be on time.

If the revised eta is not accepted, clause 8.1.3 will apply

8.1.3 Free time of vehicle detention will commence from the time of arrival. In the event, containers that are en-route or have arrived in accordance with 8.1.1. or 8.1.2 above, are rejected, a cancellation fee amounting to the total round trip costs will apply or £400 whichever is greater

8.2 . For container deliveries with booking time after 0900hrs upto 1800hrs (Mon - Fri)

8.2.1 The booking time advised is considered as an advisory only of the preferred arrival time. A time of upto 60 minutes before or 90 minutes after the booked time is considered as on time.

8.2.2 In the event Yang Ming have given prior notice of a delivery arrival time of more than 90 minutes after the preferred arrival time and this is accepted by the Customer, then arrival within this time is considered to be on time.

If the revised eta is not accepted, clause 8.1.3 will apply

8.2.3 Free time of vehicle detention will commence from the time of arrival. In the event, containers that are en-route or have arrived in accordance with 8.2.1. or 8.2.2 above, are rejected, a cancellation fee amounting to the total round trip costs will apply or £400 whichever is greater

**9. Free time for unloading of containers arrived at Customers premises**

Customers are allowed 3hours free from time of arrival to time of departure to unload containers. Thereafter, vehicle detention is charged at £55.00 per hour or part thereof.

for the first two hours & £110 per hour or part thereof thereafter.

**10.Proof of delivery (POD) charge**

YMUK will provide a copy of the POD with any invoice raised for vehicle detention as per point 9 above. Should customers require a copy of the POD under any other circumstances, a charge of £35.00 will apply.

**Additional notice :**

As a result of ongoing difficulties within the UK Road transport industry which has been extensively publicised within the trade, YM unfortunately must remind customers

that the contract of carriage is determined by the bill of lading. In instances where YM have issued a 'to port' bill of lading only, they are not obligated to arrange onward movement to door.

As a supplementary service Yang Ming (UK) Ltd, as agents for Yang Ming Line may provide a rate for this service as per this tariff. By the acceptance of this supplementary service, **Customers**

***accept full risk for the onward door movement & absolve Yang Ming Line or their UK agency, Yang Ming (UK) Limited from any costs and/or consequences howsoever incurred, resulting from failed, late or cancelled deliveries*** . By engaging in an agreed movement to door, Customers also accept all notes 1-10 above. Please also be aware, Yang Ming (UK) Limited will perform the requested inland movement under their terms & conditions of trading for the time being in force.

Yang Ming or it's UK agency Yang Ming (UK) Limited reserve the right to refuse to accept a booking request for the supplementary port to door service, without reason.

Shipments moved to door under a combined transport bill of lading will be moved under the terms & conditions of the Yang Ming bill of lading, but are also subject to notes 1-10 above.

Yang Ming also remind all customers that the permitted free time of demurrage commences as of the day following the vessel's arrival.

It is possible as a result of vessel discharging operations at the port terminal, or a delay in haulage availability, free time of demurrage will expire prior to the container delivery being performed. In such circumstances

it is regrettable Yang Ming are unable to offer any discount of the demurrage amount incurred which must be paid within Customers agreed payment terms.