

Announcement of charges in relation to Red Sea / Gulf of Aden situation – excluding exports from Far East Asia

The A.P. Moller – Maersk group (“**Maersk**”) is continuing to monitor developments around the Red Sea / Gulf of Aden and making carefully considered changes to services to ensure the safety of our seafarers, vessels and customers’ cargo.

After pausing vessels in the area over the highly escalated security situation, Maersk announced on Tuesday 19 December 2023 that previously paused vessels would be diverted around the Cape of Good Hope for safety reasons and future services would also be the subject of a security evaluation to determine necessary contingencies. This decision was made in the light of the risks, delays and difficulties associated with transiting the Red Sea / Gulf of Aden at this time.

Diverting vessels around the Cape of Good Hope to mitigate the ongoing risks of sailing through the region is a necessary step in the interest of safety, but it has ultimately brought about increased costs for carriers. As such, Maersk is invoking Clause 20(a) of the Terms for Carriage and Clause 22(a) of the House Bill of Lading (whichever is appropriate to the relevant carriage) in order to recover these costs.

The additional freight and costs of carriage under Clause 20(a) of the Terms for Carriage and Clause 22(a) of the House Bill of Lading are set out in the table below. These additional charges are effective immediately until further notice and will apply to all bookings on the trades in the table below that are subject to diversion. It will be presented as Transit Disruption Surcharge (TDS) on customer invoices.

In addition, due to severe operational disruption, Maersk is announcing an Emergency Contingency Surcharge (ECS) for selected markets, as set out in the table below. Our teams will continue to evaluate the impact of the situation and hope to withdraw surcharges as soon as operationally feasible, however please note that they may also increase depending on the circumstances.

We will reach out to customers directly with more specific information related to your shipments as soon as possible.

We appreciate your trust, loyalty and understanding during such challenging times. Our teams are here to serve you, so if you have any questions, please don’t hesitate to reach out to your local Maersk representative.

Table:

Clause 20

Transit Disruption Surcharge (TDS) Emergency Contingency Surcharge (ECS)

USD per container

Effective immediately
for cargo diverted from Suez

Actual vessel sailing date 1 January
2024* onwards until further notice

Trade lane	20DRY	40DRY	40HREF	20DRY	40DRY	40HREF
Caribbean/Central America to Middle East/Indian Subcont. (B1N - CAM to IME)	200	400	450	500	1.000	1.000
East Africa to Middle East/Indian Subcont (Z3ME - EAF to IME)	200	400	450	-	-	-
East Coast North America to Far East Asia (P3W - USEC to FEA)	200	400	450	-	-	-
East Coast South America to Middle East/Indian Subcont. (X5LM - ECSA to IME)	200	400	450	500	1.000	1.000
Europe to East Africa (Z4S - EUR to EAF)	200	400	450	250	500	500
Europe to East Africa (Z4S - EUR to EAF)	200	400	450	-	-	-
Europe to Indian Ocean Islands (Z5EI - EUR to IOI)	200	400	450	250	500	500
Europe to Oceania (O4S - EUR to OCE)	200	400	450	250	500	500
Indian Ocean Islands to Europe (Z5IE - IOI to EUR)	200	400	450	-	-	-
Mediterranean to Far East Asia (E2E - MED to FEA)	200	400	450	500	1.000	1.000
Mediterranean to Middle East/Indian Subcont. (E4E - MED to IME)	200	400	450	800	1.100	1.600
Middle East/Indian Subcont. to Caribbean/Central America (B1S - IME to CAM)	200	400	450	300	600	1.100
Middle East/Indian Subcont. to East Coast South America (X5ML - IME to ECSA)	200	400	450	300	600	1.100
Middle East/Indian Subcont. to Mediterranean (E4W - IME to MED)	200	400	450	800	1.100	1.600
Middle East/Indian Subcont. to Middle East/Indian Subcont. (F4R - IME to IME)	200	400	450	100	200	400
Middle East/Indian Subcont. to North America (M3W - IME to NAM)	200	400	450	1.300	1.600	2.100
Middle East/Indian Subcont. to North Europe (E3W - IME to NEUR)	200	400	450	800	1.100	1.600
Middle East/Indian Subcont. to West Africa (W2MW - IME to WAF)	200	400	450	550	600	1.100
Middle East/Indian Subcont.to East Africa (Z3ME - IME to EAF)	200	400	450	300	600	1.100
Middle East/Indian Subcont.to South Africa and Islands (S5S - IME to SAI)	200	400	450	300	100	100
North America to Middle East/Indian Subcont. (M3E - NAM to IME)	200	400	450	-	-	-
North Europe to Far East Asia (E1E - NEUR to FEA)	200	400	450	250	500	500
North Europe to Middle East/Indian Subcont. (E3E - NEUR to IME)	200	400	450	800	1.100	1.600
Oceania to Europe & West Africa (O4N - OCE to EUR & AFR)	200	400	450	500	1.000	1.000
South Africa and Islands to Middle East/Indian Subcont. (S5N - SAI to IME)	200	400	450	-	-	-
West Africa to Middle East/Indian Subcont. (W2WM - WAF to IME)	200	400	450	-	-	-
West Coast South America to Middle East/Indian Subcont. (B1N - WCSA to IME)	200	400	450	500	1.000	1.000

* Subject to any required regulatory approvals and notice periods, after which the surcharge will apply.

* ECS effective date for FMC scope is 21 January 2024.