

North Europe to Far East Asia

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As Maersk Line strives to continue to offer you a broad portfolio of services, we are announcing an increase in DRY rates in ALL commodities segments, in light of the increasing market demand. Below are the dry rates for a sample list of corridors, commodities and container types where the rate increase is effective. As always, please visit my.maerskline.com for a quote, or your rate sheets or contracts will provide you with full details of your latest rates.

- Commodity: FAK
- Effective start date: 01-04-18
- Effective end date: 30-04-18

Origins to Destinations	20DC	40 DC and 40 High
Rotterdam, NL to China Main Ports	840 USD	1050 USD
Bremerhaven, DE to China Main Ports	840 USD	1050 USD
Gdansk, PL to China Main Ports	840 USD	1050 USD
Le Havre, FR to China Main Ports	840 USD	1050 USD
Aarhus, DK to China Main Ports	960 USD	1200 USD

Origins to Destinations	20DC	40 DC and 40 High
Gothenburg, SE to China Main Ports	840 USD	1400 USD
Drammen, NO to China Main Ports	1240 USD	1550 USD
Felixstowe, UK to China Main Ports	720 USD	900 USD
Riga, LV to China Main Ports	1216 USD	1520 USD

- The above rates are inclusive of Basic Freight Rate (BAS), Bunker Adjustment Factor (SBF), Emergency Risk Surcharge (ERS), Terminal Handling Charge - Origin (OHC) and Export Services (EXP).
- The above rates are subject to Low Sulphur Surcharge (LSS) and Peak Season Surcharge (PSS). Detailed levels of LSS, DHC and PSS can be found at [maerskline.com](https://www.maerskline.com) via [link](#).
- The above rates are also subject to other applicable surcharges, including local charges and contingency charges.
- Other corridors, commodities and container types (including reefers) that are not listed above may also be subject to increases.
- These rates are unaffected by, and do not affect, any tariff notified, published or filed in accordance with local regulatory requirements.
- 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, as applicable.