

# Freight Surcharges 2024

Cuxhaven-Immingham v.v.

All prices are one way exclusive of VAT.	Amount
MGO BAF - monthly adjusted*	Monthly variable
Port Community Systems Fee	EUR 4.75
Hazardous Cargo per unit (excluding class 1 or class 7)	EUR 59
Plug-in onboard vessel	Included in SF
Manual Booking Fee per booking	EUR 25
Presenting/Printing Customs Document	EUR 13
Correction to export booking	EUR 25
Correction to import booking	EUR 42
Guiding cargo-units to customs office, subject to available staff on site	EUR 60
Opening of T1 Document with customs in Cuxhaven	EUR 85
Release or closing of T1/T2 for onwards transport with customs in Cuxhaven	EUR 25
Maximum 1 Co-driver per unit - per direction (available on request) only accepted if owning a driving license and working for same company as 1st driver	EUR 310
No-Show Fee**	50% of SF
Late Cancellation Fee**	50% of SF

\* For more information, please visit our webpage: <https://www.dfds.com/en/freight-shipping/baf-surcharges>

\*\* Applicable only for accompanied units

For further information about contact details, sailing schedules, prices and bookings or enquiries, please visit our website.

<https://www.dfds.com/en/freight-shipping/routes-and-schedules/cuxhaven-immingham>

## IMO1 Surcharges

+ Hazardous Surcharge			+Permits/Docs	
1.1/1.2/1.3	1.4	1.4s	1.1/1.2	1.3/1.4/1.4s
EUR 2.050	EUR 480	EUR 59	EUR 430	EUR 265

**Limits of Hazardous good class 1 relating to NEQ per departure**

	Class 1.1	Class 1.2	Class 1.3	Class 1.4
Excluding A, B and F	500 kgs	500 kgs	3500 kgs	Unrestricted
A,B and F	167 kgs	167 kgs	1167 kgs	Unrestricted

The highest class defines the maximum NEQ. E.G. 10kg 1.1A + 90kg 1.2 is treated as 100kg 1.1A. Acceptance of IMO1 cargo for shipping subject to approval of booking department and ferry. Hazardous cargo of all classes, except from class 1 cargo, is not allowed to remain at the terminal area in Cuxhaven longer than 24 hours. Class 1 cargo has to be collected immediately after arrival.

**Width surcharges >2.60 mtr.**

Percentage	Width from (m)	Width to (m)
10%	2.61	2.85
20%	2.86	3.10
30%	3.11	3.35
40%	3.36	3.60
50%	3.61	3.85
60%	3.86	4.10
70%	4.11	4.35
80%	4.36	4.60
90%	4.61	4.85
100%	4.86	5.10
110%	5.11	5.35
120%	5.36	5.60
130%	5.61	5.85
140%	5.86	6.10
150%	6.11	6.35

High & Heavy vehicles (truck + cargo) over all width > 3m / over all height > 5m / over all length > 19m have to enter the terminal via Hermann-Honnef-Straße, 27472 Cuxhaven. This address needs to be the delivery address in your road permission. As soon as you wish to enter the terminal, please call security on +49 4721 748 241.

## Additional Key Terms

Minimum of 30 cm ground clearance is required for mobile units. Machinery must be clean, functioning and drivable.

There must be enough lashing points on the vehicle/cargo to properly secure the vehicle/cargo on board if there are not enough lashing points, the ship has the right to refuse the vehicle/cargo. DFDS reserves the right to debit extra cost involved for extra lashing equipment on board if needed.

All units booked for shipment need to be labelled clearly and visibly before delivery to the terminal gates. If this is not the case, the labelling will be carried out by terminal staff and any costs arising from this will be charged.

Work and activities which need to be carried out by the terminal staff, e.g. transshipment of cargo must be reported to the terminal and officially ordered by 10am the day before the operation. Any request submitted afterwards cannot be guaranteed to be carried out in time.

Any persons travelling must undertake the necessary immigration requirements; any costs incurred will be re-charged to our customers.

Class 7 cargo is accepted only after special permission given by DFDS.

For units delivered to the Cuxhaven Terminal for short storage without shipping standard standage rates apply from the 1st day on.

To always ensure the safe operation of the ship, the captain reserves the right to refuse freight/cargo at any time due to bad weather conditions, such as storms and heavy seas. Furthermore, we would like to inform you that DFDS, in accordance with the applying rules of the North Sea Freight Conditions of Carriage (NSFCC), is not liable for any consequential loss which could arise from this.

Loaded and Empty Trailer must have customs seal.

Road/rail vehicles sent to the terminal for collection of containers must be equipped with holding down twist locks, pin locks or equivalent. Vehicles arriving without having the correct conditions for a safe handling may be refused by terminal staff.

Concerning transshipment of off-/onshore tower sections from delivery vehicle onto Mafi-trailer, the shipper has to provide suitable transport frames to the Carrier/Terminal in advance, otherwise the transshipment and related onward shipping cannot be fulfilled.

We are unable to accept units that need to be lifted until we have seen a drawing/diagram which highlights both the lifting and securing points. We also need to see the current certification for the lifting points. DFDS must approve the securing arrangement before we are able to accept these units.

Lifting in Cuxhaven is based on regular working hours Monday to Friday 07:00 to 19:00. Extra costs occur for lifting out off above noted working hours.

Works and activities which require a crane on the terminal in Immingham must be notified to DFDS Immingham at least 5 days prior to the planned shipping date, otherwise the transshipment cannot be ensured on the required date. A transshipment on Thursdays is not possible and therefore needs to be considered in the daily planning.

Rates for Immingham for normal time work (08:00-16:00 non-public holiday weekdays, 06:00-14:00 Saturday), overtime available all other times (24/7 by arrangement).

Parking on port terminal is not allowed for self-drivers. Storage costs may be applicable if self-drive unit will leave trailer etc. on the terminal.

As it is not allowed for drivers to rest on terminals it is mandatory that cargo is customs cleared upon ferry arrival Immingham & Cuxhaven. If cargo not cleared driver have to leave the terminal without the cargo carrying unit.

DFDS reserves the right to adjust tariffs to compensate for costs beyond the control of the company.

All carriage and any other services provided by DFDS are exclusively subject to the terms and conditions contained in North Sea Freight Conditions of Carriage 2017 (NSFCC) and NSOCC Green Card. You can find a copy of these terms and conditions at our website, using the following link: <https://www.dfds.com/en/legal>