

Booking No.: 268858045

Print Date: 2026-04-01 07:06 UTC

订舱人: EXPRESS CARGO LINE CHINA CO LTD	交接方式: CY/CY
联系人: Ten Xu	收货地: Busan,Korea, South
订舱人参考号:	交货地: Itapoa,Santa Catarina,Brazil
合约号:	Customer Commodity: SPOT - MMA
合约客户: EXPRESS CARGO LINE CHINA CO LTD	受理订舱分公司: Maersk China Shipping (Shenzhen)
Named Account Customer:	Commodity Description: Steel & other metal Coils, Sheets, Pipes, Bars,

Maersk Spot

We request you to review the specific parameters, viz. Service Contract, Price Owner, Named account customer and Commodity description. In case there are any changes required to these parameters, please send us a request before any containers(s) are picked

Thank you for placing your booking with Maersk A/S, as Carrier

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您的MMA (金属制品类货物)订单已放舱, 请知悉:

1. 每票MMA订舱均需提供装箱照片及装箱清单, 并由我司批复才可报关进港。

2. MMA 判断标准, 符合1)和2)任意一条则为MMA:

1) Metal Coils的单件重量超过2吨;

2) Metal Pipes/Bars/Tubes/Plates/Sheets/wire单件重量超过2吨; 或单个拖盘上总重超过2吨或堆叠在一起的总重超过2吨的金属货物。

3. 不允许对角加载;

4. 不允许任何类型的Metal Coils堆叠;

5. 北美内陆不接受Metal Coils;

6. Reefer/NOR柜型不接受MMA货物; Metal Coils 不接受45Dry; Metal Plates只接受20Dry;

具体装箱要求, 请参看马士基发送的标题为Verification before Gate-in COIL /

MMA的邮件, 和官网<https://www.maersk.com/local-information/china/important-information - Business>

Guide下的“金属制品装箱操作指南”及“货物运输最佳实践指南”

1. 请您预留充足的时间安排装箱、加固, 并按时提交合格完整照片/保函至我司审核

2.

如果照片不合格或者未经允许提前入港产生的费用及损失由客户自行承担。请注意货主对提供信息的完整性与装箱合格性负有绝对的责任, 如果因为货物信息不真实完整导致的任何操作问题, 我司不负任何责任。

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Price Calculation Date: 2026-03-31

The rates and other applicable charges on your shipment will be invoiced based on Price Calculation Date (PCD)

For Non-FMC shipments, PCD is the Estimated Time of Departure (ETD) of the first vessel in the latest booking confirmation issued upon customer request.

For FMC shipments, PCD is the date on which Maersk Line A/S or one of its authorised agent(s) takes possession of the last container listed on the transport document.

Note: FMC regulated trades are shipments exiting or entering a port in the United States, Guam, US Virgin Islands, American Samoa or Puerto Rico (US).

集装箱信息

数量	尺寸/箱型/ 高度 (英尺.英寸是否可折叠)	替代箱型	货物总重量	包装数量/种类	货物体积
1	40 DRY 9 6		27000.000 KGS	1 Piece(s)	

预期运输计划

出发	到达	运输方式	船名	航次	预计出发日期	预计到达日期
Busan new port terminal	YANGSHAN SGH	MVS	GUSTAV MAERSK(HK)	614E	2026-04-09	2026-04-12

The Merchant(s) warrant and represent that this shipment and/or Goods will comply at all times with European Union, United States and United Nations sanctions and export control laws (Sanctions Laws), and that this shipment and/or Goods does not involve, whether directly or indirectly, any entity or person identified, or owned or controlled by any such entity or person identified, on the U.S. Treasury Departments Office of Foreign Asset Control (OFAC) list of Specially Designated Nationals and Blocked Persons, or any other similar list maintained by the European Union, or as promulgated by the United Nations Security Council (Designated Person). Without limiting the foregoing in any way whatsoever, the Merchant(s) warrant and represent that this shipment and/or Goods in no way

This document is subject to following:

This booking and carriage are subject to the Maersk Terms and Conditions of Carriage which are available upon request from the carrier or his representatives and are furthermore accessible on the Maersk website "<<http://www.maersk.com>>" under "Terms and conditions" or the same can be checked in "<https://terms.maersk.com/>"

- The shipment is subject to tariff rates unless a correct and applicable service contract number is available

- The carrier's right to substitute the named and/or performing vessel(s) with another vessel or vessels at any time.

- Arrival, berthing, departure and transit times are estimated and given without guarantee and subject to change without prior notice

- All dates/times are given as reasonable estimates only and subject to change without prior notice.

Shipments destined for or carried/transhipped via the USA:

- This document is given subject to the customer providing the correct cargo description in accordance with U.S. law, including U.S. Customs requirements as described in Customs Rules and Regulations, 19 CFR Parts 4, 113 and 178 of October 31, 2002

violates the Carriers policy on shipments involving, but not limited to, Russia which can be found at [https://www.maersk.com/news/articles/2022/02/24/russia-ukraine-situation-update] and that the shipment and/or Goods do not involve any products that incorporate Russian origin steel or iron inputs, whether or not the shipment and/or Goods are processed and/or transhipped in any third country. If, in the Carriers reasonable opinion, this shipment and/or Goods are in violation of the Carriers policy on Russia, Sanctions Laws or involves any Designated Person, the shipment will be returned to the origin at the Carriers sole and unfettered discretion, and the Merchant(s) shall indemnify and hold harmless the Carrier, its servants and agents, for any breach of this clause. The Merchant(s) agree that the Carrier may stop the shipment and/or Goods in transit or withhold release of the shipment and/or Goods pending any investigation into compliance with this clause by the Merchant(s).

This booking confirmation is subject to compliance with Maersk policy on shipments to Russia (available on maersk.com) and UN, EU and US sanction and export control laws, including US and EU sanctions laws applicable to Russia (Sanctions). By proceeding, shipper represents that this booking in no way is in violation of Maersk policy on shipments to Russia, that the shipment does not involve, nor shall it involve, in either context directly or indirectly, in any way any entity or person subject to Sanctions, including any entity or person subject to Sanctions relating to Russia and that this booking does not involve any items prohibited by Sanctions for import to Russia. If this shipment is in violation of Maersk policy on shipments to Russia, any entity or person involved in this booking is an entity or person subject to Sanctions or any items in this booking are prohibited for import to Russia by Sanctions, the shipment will be returned to origin without exception, and shipper is responsible for all cost and risk for such return. Shipper agrees that Carrier may withhold release of cargo pending investigation to determine if the booking is in violation of Sanctions.

All obligations of the Carrier in relation to the Carriage, including loading a container and issuing a bill of lading, are subject at all times to all parties under the definition of Merchant being acceptable to the Carrier. The Merchant shall be liable for and indemnify the Carrier against all claims, liabilities, losses, damages, costs, delays, attorney fees and/or expenses, and additional Freight incurred as a result of the Merchant nominating a party not acceptable to the Carrier.

Whether or not a party is acceptable to the Carrier can be verified on https://www.maersk.com/user/account/customer-search

Terminals are subject to change without prior notice.

出发	到达	运输方式	船名	航次	预计出发日期	预计到达日期
Co.ltd YANGSHAN SGH GUANDONG TERMINAL	GUANDONG TERMINAL Itapoa Terminais Portuarios SA	MVS	SAN LORENZO MAERSK(DK)	616W	2026-04-18	2026-05-26

提箱还箱指引

Type	Location	Release Date	From	To	Return Date	Time	Load Ref.
Empty Container Depot	Busan new port terminal Co.ltd Busan new port terminal Co.ltd 372 Sinhangan-ro Busan	2026-04-02	00:00				
Return Equip Delivery Terminal	Busan new port terminal Co.ltd Busan new port terminal Co.ltd 372 Sinhangan-ro Busan				2026-04-06	18:00	

Description	Quantity	Additional Info
Freetime Extension 14 days		

为避免混淆, 现解释我司相关订舱文件区别如下。本文件种类请参见右上角英文标题。

BOOKING CONFIRMATION - 订舱确认单, 兹证明我公司已确认客户订舱。

BOOKING AMENDMENT - 订舱确认单更改件, 兹证明原订舱确认单的内容已作修改。

BOOKING ACKNOWLEDGEMENT - 订舱单回执, 谨证明我司已收到客户的订舱单, 但订舱尚未确认, 相关信息请以订舱确认单为准。

BOOKING CANCELLATION - 订舱取消单, 兹证明客户订舱单已被取消。

Customer is liable for the supply of complete and accurate cargo declaration. From 1st Dec 2017 onwards (vessel proforma ETD), a penalty charge per announced policy will be levied to the responsive customer when there is misdescription or misdeclaration is found on their Hazardous cargo.

对于出口集装箱内危险品货物瞒报及误报的情况, 我司将从2017年 12月1日 (预计开船日) 起按规定收取相应的违约金。

母船截关截港时间的查询方法: 请登录马士基官网<https://www.maersk.com/schedules/#pointToPoint>进行查询

提单相关:

- 1, 请通过电子方式更改提单: 登录我司网站<http://www.maersk.com>或使用 INTTRA/EDI 发送提单更改
- 2, 如有系统问题无法通过电子渠道更改提单, 建议将更改内容发送到我司客服邮箱 cn.east.export@maersk.com, 并且附上错误截屏
- 3, 样单(VC)请登录我司网站<http://www.maersk.com>查询
- 4, 一般情况下船开后才可签单

账单及付款相关:

- 1, 请于头程船开后登录马士基官方网站, 通过MyFinance查阅账单。人民币账单请使用马士基网站的电子付款功能(电子付款可以自动销账并推送电子发票), 美金请及时发邮件申请开票。
- 2, 票结客人请提前安排付费并提供银行水单和发票申请表, 确保在应付费用产生的10个日历日内, 款项进入到马士基账户并且将发票申请表发送至CN.EAST.EXPORT@MAERSK.COM开具发票以便销账。否则, 我们将收取逾期付款手续费。免费付款期结束后, 逾期付款手续费将按逾期天数累加计算。
- 3, 发票开具后2个工作日后才可销账签单。
- 4, 如对账单中费用存有异议, 请登录马士基官方网站, 通过MyFinance提交账单争议, 或直接发送邮件至 disputes@maersk.com。

请注意, 自2019/02/11起, 我们要求所有出口至巴西的订舱必须提供完整和正确的收货人详细信息, 否则您的货物可能会因收货人为禁止名单而导致货物在目的港延迟放行, 或需要承担全部到付费用的相关责任。如果收货人是“To Order”, 请在收货人栏注明。如有任何疑问, 欢迎垂询我司当地客户服务部门。

“如您预定的服务包含海铁联运, 请务必点击以下链接, 并及时联系马士基客服确认相关出运信息”

https://www.maersk.com/~media_sc9/maersk/local-information/files/asia-pacific/china/overview/business-guide/01/sea-rail-conditions.docx

为了保障您的订舱按时操作，如有任何出运计划调整，请在大船离港前8天（ETD-8days）通知马士基更新船期。

GOH:挂衣箱改制后如需取消订舱，请务必通知场站订舱已取消，如有费用产生须由订舱人承担。

请注意：

1) 由2017年1月1日（装船日）开始，出口滞箱费(DnD)将会从提取空箱日（包括当日）开始计算，至重箱装船日（包括当日）结束；滞港费将会从进港日（包括当日）开始计算，至重箱装船日（包括当日）结束。

2) 我们会根据实际情况调整运输模式，可能会与您要求的运输模式不同。

3) 托运人保证会提交准确的货物重量并符合当地政府规定的陆路运输限重，及符合承运人在所有运输过程中所规定的限重。如若违反以上所述限重规定所产生的一切罚金以及额外后果将由托运人承担。

4) MMA的货物（具体品名为金属卷/金属条/金属管/金属板类）开港前(CYOpen)48小时（工作日）请提供装箱照片(邮件正文中请注明:提单号，箱号，货物单件重量，总重，件数，货物生产商名称，目的港，起运港,柜底支撑 木条规格:长/宽/高)于我司，待鉴定合格之后，方可入港。如果照片不合格或者未经允许提前入港产生的所有费用及损失由客户自行承担。另外，北美内陆不接受金属卷。

箱使期请参见www.maersk.com.如此票为自有箱，请务必及时与客服同事联系，提供相关资料。如不及时提交导致货物不能及时上船或在运输过程中延迟，由此产生的问题请自行承担。

下列情况我司将收取相应费用,敬请注意:

1)开船10日(日历日)之内付费;

2)提交样单后要求更改;

3)在截载之后入港或通关;

4)入港后要求更改目的地;

5)晚于样单截止时间提交样单

Please consider that provided deadlines are subject to change, to find the latest updates visit our website <https://maersk.com/>