

MEDITERRANEAN SHIPPING COMPANY

S.A, Geneva (BE)

Noorderlaan 127A

Antwerpen, B-2030



Arrival Notice

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Antwerp, 18/07/2024

DSV AIR & SEA SAS

ZAC Chesnes le loup 130 Rue Santoyon

Saint-Quentin-Fallavier, Isere 38070

France

Electronic custom clearance

Your ref.					
Our ref.	MSC MARIELLA, FL419W, Feyza Sari, feyza.sari@msc.com				
Consignee	DSV AIR & SEA SAS				
Vessel	Voyage	Port of Loading	Final Destination	ETA	Lloyds nr.
M/S MSC MARIELLA	FL419W	NINGBO	ANTWERP	22/07/2024	9934747
Bill of Lading	Art. No.	Agent Code	Port Entry Nr.	Discharge Quay No.	Comm. depart. date
MEDUOX618632	Express BL 20	MSCBEL	282007	Deurganck Terminal MPET - West 1742	10/05/2024
For availability of containers/cargo, please contact Deurganck Terminal MPET					

40HC	CAAU6893677					
	Item: 1	990	Carton(s)	ELECTRIC FRYER	7249	kgs.
40HC	MEDU8732464					
	Item: 3	1035	Carton(s)	TOASTER	8492	kgs.
40HC	MSDU6915817					
	Item: 4	1278	Carton(s)	TOASTER FILTER COFFEE MAKER ELECTRIC FRYER	8585	kgs.
40HC	TCLU5557424					
	Item: 3	1367	Carton(s)	TOASTER	9764	kgs.
40HC	TCLU9750935					
	Item: 2	1024	Carton(s)	FILTER COFFEE MAKER TOASTER	6972	kgs.

MSC Belgium N.V.

As agent for: Mediterranean Shipping Company, 12-14 Chemin Rieu, CH-1208 Genève

Tel.: +32 (3) 543 22 00

Fax: +32 (3) 543 25 50

BE213-info@msc.com

www.msc.com

VAT BE

Douane nr.:

MSC Treasury Ltd. Bank account:

Belfius

464 255 361

2.296

GKCCBEBB

RPR Antwerpen

Lic. Vervoercommissiionair nr. 2521 001

BE65 0688 97 10 1796



Arrival Notice

PLEASE NOTE CONTAINERS WILL ONLY BE RELEASED AGAINST PINCODE

The maximum weight of a truck, chassis and container is limited to 44 tons on Belgian roads.

All fines that follow through non-compliance of this legislation will be for account of the receiver.

Demurrage free time starts as from day of discharge & costs are involved until empty redelivery date of the container(s).

Storage free time starts as from day of discharge & costs are involved until pick-up date of the container(s).

Tariffs Demurrage Import General:

(New Tariff & Free time - as from BL

EFFECTIVE/APPLICABILITY DATE 18/06/2024)

FREE TIME

Dry containers: 7 calendar days as from discharge
Specials: OT 7 calendar days as from day of discharge /
FR 6 calendar days as from day of discharge
Reefers: 3 working days as from day of discharge

AFTER FREE TIME (per cal. day/per container)

1. Non Hazardous cargo:

first 5d: 20'DV 85€ - 40'DV 95€ - 40'HC 95€ - 45'HC 110€
- 20'OT/FR 95€ - 40' OT/FR 105€
from 6d: 20'DV 110€ - 40'DV 140€ - 40'HC 140€ - 45'HC
161€ - 20'OT/FR 120€ - 40' OT/FR 170€

2. Hazardous cargo:

first 5d: 20'DV 95€ - 40'DV 105€ - 40'HC 105€ - 45'HC
143€ - 20'OT/FR 124€ - 40' OT/FR 137€
from 6d: 20'DV 120€ - 40'DV 170€ - 40'HC 170€ - 45'HC
209€ - 20'OT/FR 156€ - 40' OT/FR 221€

3. Reefer containers

Non Hazardous:

first 3d: 20' 100€ - 40'HR 130€
from 4d: 20' 130€ - 40'HR 160€

Hazardous:

first 3d: 20' 130€ - 40'HR 169€
from 4d: 20' 169€ - 40'HR 208€

Deviating free time and tariffs can be applicable in case of return of empty equipment outside Belgium.

Plugging:

3 calendar days free as from discharge
thereafter: 50€/day and per unit

Tariffs "STORAGE":

FREE TIME

Dry containers/Reefers:

-Merchant haulage : 5 calendar days as from discharge

-Carrier haulage : 7 calendar days as from discharge

AFTER FREE TIME (per cal. day/per TEU)

-Merchant haulage

day 6-10: 20€

day 11-15: 30€

from day 16: 40€

-Carrier haulage

day 8-10: 20€

day 11-15: 30€

from day 16: 40€

Whenever free time has been extended, tariffication in Tier1 or Tier2 will be diminished with the allowed free time extension. For demurrages and storages deviations from the mentioned standard free times and tariffs will be applicable if expressly agreed upon in advance between the merchant and MSC

OVERDUE STACK SURCHARGE :

As from 10th April 2022 and until further notice, we will implement an Overdue Stack of 150€/ctr on all equipment stored on quay for more than 7 days (day of discharge included)

Tariffs Cleaning:

Steam cleaning/ Removal refuse (debris): 75€

Tariffs repair proven impact damage:

35€/hour labour cost
+ material cost + moves/handling cost
+ invitation for counter survey: 5 working days free

- Discharge of the cargo will constitute due delivery of the cargo. After discharge the cargo will remain on the quay at risk and cost of the cargo, without any responsibility of the shipping agent or the shipping company/carrier.
- For IMO-cargo the discharge declaration to the port authorities will be entered by our services. The declaration for withdrawal of the terminal (on-carriage) is the responsibility of the cargo interests (receivers, forwarders etc.) and must be performed by a liable and certified party, based upon the MSC discharge declaration. The cargo should be removed from the terminal within the legal period.
- Failing these regulations the responsibility and all costs involved will be for the cargo interests account.
- This arrival notice is meant as pre-advice for your easy reference; the content is to our best knowledge and without any prejudice. No responsibility is accepted.
- As agents of MSC we can offer oncarriage possibilities up to warehouse/final destination.
- The cargo interests (receivers, freight forwarders etc) are responsible for the correct clearance of the customs freight list; if the declared information is not accurate they are obliged to inform the shipping agent. All extra costs and fines resulting from a failure to comply with the above, will be for cargo interests' account.
- Each container is subject to payment of a Terminal ISPS-security charge, which is for account of the cargo interests (receiver, freight forwarders etc.)
- Containers need to be returned in clean and undamaged condition.
- Release of containers by the terminal at Belgian ports is by an Electronic Release System (ERS) using a Personal identification Number (PIN) is issued to the Merchant for each shipment. Upon fulfillment of the conditions in clauses 11.1 and 11.2 of the MSC Belgium terms & conditions, a PIN will be provided by MSC Belgium by Secure Container Release to the Merchant or to a party authorized by the Merchant to organize and perform physical delivery of the container(s) on its behalf. By accepting and using this procedure, the Merchant is responsible to keep the PIN under strict control at all times and only to communicate the PIN to the persons and/or companies the Merchant authorizes to organize physical delivery of the containers on its behalf. Any breach of control of the PIN by the Merchant and/or its representatives leading to a misappropriation or misuse of the PIN shall be at the sole responsibility and risk of the Merchant and the Merchant shall keep MSC fully harmless and indemnified accordingly. MSC accepts no responsibility whatsoever in this case. If the Merchant requires a paper Delivery Order instead of a PIN the Merchant should contact MSC Belgium immediately with their request, but MSC accepts no responsibility whatsoever for any delays in delivery of the container(s) caused by the Merchant's request.

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