

<p>CHARGES ADDITIONAL TO FREIGHT: Art. 26 UCP 600 ICC</p>	<p>Art. 26 UCP 600 ICC: “On Deck”, “Shipper’s Load and Count”, “Said by Shipper to Contain” and Charges Additional to Freight</p> <p>a. A transport document must not indicate that the goods are or will be loaded on deck. A clause on a transport document stating that the goods may be loaded on deck is acceptable.</p> <p>b. A transport document bearing a clause such as “shipper’s load and count” and “said by shipper to contain” is acceptable.</p> <p>c. A transport document may bear a reference, by stamp or otherwise, to charges additional to the freight.</p>
<p>CHARGES ADDITIONAL TO FREIGHT: SOME EXAMPLES</p>	<p>ISBP 821E ICC: An indication of costs additional to freight may be made by express reference to additional costs or by the use of trade terms which refer to costs associated with the loading or unloading of goods, <u>such as*</u>, but not limited to, Free In (FI), Free Out (FO), Free In and Out (FIO) and Free In and Out Stowed (FIOS).</p> <p>Some examples:</p> <ul style="list-style-type: none"> • DDP: Damage Protection Plan (DPP) is an additional insurance of containers, provided by the container leasing companies to their clients. • Free In (FI): cost of loading goods onto a vessel at the port of shipment; • Free Out (FO): cost of unloading cargo from the vessel at the destination; • Free In and Out (FIO): cost of loading and unloading goods onto/from the vessel; • Free In and Out Stowed (FIOS): the freight rate only covers the actual transport. Neither the loading, unloading or stowing of the goods onboard the ship are included in the freight rate; • CUC (or CHF) – Chassis Usage Charge – An additional cost for the use of a chassis to facilitate overland transportation. • EIS – Equipment Imbalance Surcharge – It is a temporary cost charged by shipping lines to compensate the cost of relocating large quantities of empty containers between countries where there is an imbalance of trade; • CYC – Container Yard Charges or CYRC (Container yard receiving charge) – Charges payable to a shipping line either for receiving a full container load at the container terminal, storing it, and delivering it to the ship at the load port or for receiving it from the ship at the discharge port, storing it and delivering it to the consignee; • OWC – On Wheel Charges – Lifting /handling of container onto the vehicle; • THC – Terminal Handling Charges or PHC Port Handling Charges – The amount charged by the shipping company for handling containers at the port or terminal before being loaded on board a vessel; • DTHC - Terminal Handling Charges: the charges raised by the port of arrival or port of discharge to lift the container onto or off the vessel. • CFS – Container Freight Station – The charge assessed for services performed at the origin or destination for loading or unloading of cargo into/from containers at a CFS Container Freight Station; • Stevedoring Charges: Fees for loading and stowing or unloading a ship; • Storage charges/Overtime wages for work accomplished after official time/Container cleaning • Tally Charges: Charges to count something. • Stripping Charges: Stripping is the unloading of various small consignments from a single container <p>ISBP 821E ICC: Reference in a bill of lading to costs which may be levied, for example, as a result of a delay in unloading the goods, or after the goods have been unloaded (<u>demurrage costs</u>) or costs covering the late return of containers (<u>detention costs</u>) is not an indication of costs additional to freight.</p>

This chart is intended to offer a general overview. For further details, please consult the official UCP 600/ISBP publications and ICC Opinions. The content has been prepared with care and to the best of our knowledge; however, no liability is assumed for its timeliness, completeness, or accuracy.

**: Note that the words “such as” which mean that this list is not exhaustive. An issuing bank that wants to exclude UCP 600 Article 26(c) should specify what additional costs are not acceptable. If a documentary credit contains a clause such as “transport document showing costs additional to freight are not acceptable”, the advising bank should revert to the issuing bank requesting or even requiring that it specify what additional charges exactly are not acceptable.*

Source: UCP 600 Transport Documents 2nd Edition By Kim Sindberg

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