

GENERAL TERMS

- 1) MINIMUM BILL OF LADING CHARGES: 1. \$1000.00 NON-HAZ; 2. \$1500.00 HAZARDOUS (CLASS 1 OR 7 NOT INCLUDED); 3. \$2500.00 HAZARDOUS (CLASS 1 AND 7)
- 2) SHIPPERS ARE RESPONSIBLE TO PROVIDE THE FOLLOWING INFORMATION AT LEAST 48 HRS PRIOR TO THEIR CARGO BEING LOADED ON BOARD THE VESSEL:
A PRECISE AND ACCURATE DESCRIPTION OF THE CARGO; CARGO WEIGHT AND VOLUME; THE NUMBERS AND QUANTITIES OF THE LOWEST EXTERNAL PACKAGING UNIT; SHIPPERS COMPLETE NAME/ADDRESS OR ID NUMBER ASSIGNED BY U.S. / CANADIAN CUSTOMS; COMPLETE NAME AND ADDRESS OF THE CONSIGNEES OR OWNERS OR OWNER'S REPRESENTATIVES OR ID NUMBER; HAZ MAT INFORMATION (IMO GOODS DECLARATION); CONTAINER NUMBERS; SEAL NUMBERS. INCORRECT, INSUFFICIENT, FRAUDULENT OR DELAYED INFORMATION SENT TO CARRIER MAY RESULT IN PENALTIES, FINES, AND PROSECUTION FROM US CUSTOMS FOR WHICH SHIPPER AND/OR THEIR AGENTS IN PORT OF LOADING WILL BE HELD FULLY RESPONSIBLE.
- 3) FOR US BOUND CARGO - ALL SHIPPERS WILL BE REQUIRED TO PROVIDE AN ACCEPTED COPY OF THE ISF FILING FORMS: 72 HOURS BEFORE LOADING FOR CONTAINERIZED CARGO; 48 HOURS BEFORE LOADING FOR BREAK-BULK CARGO. ALL NON-COMPLIANT SHIPMENTS MAY BE SUBJECT TO DELAYS, FINES, NO-LOAD DISPOSITIONS AS WELL AS DEAD FREIGHT AND CHARGES FOR VESSEL DETENTION / DAMAGES.
- 4) MASTER B/L AND EXPORT DECLARATIONS ARE DUE IN OUR OFFICE NOT LATER THAN 24 HRS PRIOR TO VESSEL ARRIVAL OTHERWISE LATE DOCUMENT FEE OF \$75.00 PER B/L SET WILL APPLY .
- 5) CANCELLATION CLAUSE: ANY BOOKING CANCELED SEVEN (7) DAYS OR LESS BEFORE CUT-OFF DATE WILL BE CHARGED HUNDRED PERCENT (100%) OF TOTAL FREIGHT.
FOR CANCELLATIONS FOURTEEN (14) DAYS OR LESS PRIOR TO CUT-OFF 40% DEAD FREIGHT WILL BE CHARGED
SHIPPER'S FAILURE TO DELIVER THE CARGO TO THE TERMINAL BY THE CUT-OFF DATE MAY RESULT IN CANCELLATION OR ROLLING OF THE BOOKING.
- 6) WHARFAGE/THC/STORAGE CHARGES AT THE PORT OF LOADING/DISCHARGE ARE FOR SHIPPER/RECEIVER A/C AS PER RESPECTIVE PORT AUTHORITY TARIFF UNLESS OTHERWISE SPECIFIED.
- 7) IN US/CANADIAN PORTS DOCK RECEIPT MUST ACCOMPANY CARGO UPON DELIVERY TO PIER.
- 8) GENERAL STORAGE CHARGES IN PORTS AND FREE TIME AS PER PORT TARRIFS UNLESS OTHERWISE AGREED BETWEEN SHIPPER/CONSIGNEE AND TERMINAL.
- 9) RATES AND SPACE CONFIRMATION ARE BASED ON THE INFORMATION AND PACKING LISTS PROVIDED. ANY CHANGES (INCREASE OR DECREASE) TO OVERALL VOLUME, PIECE COUNT, PIECE DIMENSIONS MIGHT RESULT IN CHANGES TO THE RATE AND WOULD REQUIRE RATE RECONFIRMATION AND CARRIER APPROVAL FOR HANDLING/LOADING.
- 10) APPOINTMENT REQUIRED FOR ALL BREAKBULK PIECES
- 11) ALL TERMS NOT LISTED AS PER FMC TARIFF 001
- 12) CONSIGNEE TO PROVIDE LABOUR AND ALL NECESSARY EQUIPMENT SUCH AS BUT NOT LIMITED TO MAFIS/TRAILERS AND TRUCKS TO RECEIVE CARGO DIRECTLY FROM UNDER HOOK. ANY DELAYS OR EXTRA EXPENSES WHICH CAN ARISE (INCLUDING BUT NOT LIMITED TO STANDBY, DOCKAGE, VESSEL DETENTION, ORDERING OF MOBILE CRANES OR REACH STACKERS ETC.) DUE TO IMPOSSIBILITY OF CONSIGNEE TO RECEIVE CARGO AS SOON AS IT BECOMES AVAILABLE WILL BE FOR SHIPPER'S ACCOUNT. VESSEL DETENTION OF USD 19500 PDPR WILL BE ASSESSED IN SUCH INSTANCES.
- 13) HEAVY LIFT SURCHARCH IN BALTIMORE OF \$2,100/UNIT FOR ALL UNITS OVER 40MT ; HEAVY LIFT SURCHARGE IN MONTREAL OF \$2,400/UNIT FOR SINGLE UNIT PER SHIPMENT AND \$1,700/UNIT FOR MULTIPLE UNITES PER SHIPMENT FOR ALL UNITS REQUIRING USE OF SHORE CRANES FOR TRANSFER FROM PLACE OF REST TO UNDER HOOK, ALONGSIDE

PACKAGING TERMS

- 14) CARGO IS TO BE PROPERLY PACKAGED TO WITHSTAND THE FORCES OF BOTH LAND AND SEA TRANSPORTATION.
- 15) ALL PIECES OF YOUR SHIPMENT MUST HAVE VISIBLY MARKED: 1/ BOOKING NUMBER, PIECE NUMBER/ TOTAL QUANTITY, CONSIGNEE'S NAME, DESTINATION; 2/ WEIGHT AND DIMENSIONS OF THE PIECE; 3/ CENTER OF GRAVITY; 4/ LIFTING POINTS; 5/SPECIAL MARKS (E.G. FRAGILE, STORAGE REQUIREMENTS, THIS SIDE UP, ETC.); 6/ LASHING POINTS.
CARRIER IS NOT RESPONSIBLE FOR ANY CHARGES/PENALTIES/DELAYS/DAMAGES DUE TO THIS NOT BEING DONE.

CONTAINER TERMS

- 16) WHEN CONTAINERS ARE LOADED AND SEALED BY SHIPPER OR HIS AGENT, CARRIER WILL NOT BE RESPONSIBLE OR LIABLE, EITHER DIRECTLY OR INDIRECTLY, FOR ANY DAMAGE RESULTING FROM THE IMPROPER STOWAGE, LOADING OR MIXING OF ARTICLES IN THE CONTAINERS, NOR FOR ANY DISCREPANCY OR SHORTAGE IN THE COUNT THEREOF, NOR FOR ANY CONCEALED OR HIDDEN DAMAGE TO THE CARGO. CARGO INSIDE OF CONTAINER TO BE DISTRIBUTED EVENLY, UNLESS OTHERWISE AGREED WITH CARRIER.
- 17) ALL EQUIPMENT RELEASES ARE FOR CONTAINERS ONLY, WE DO NOT SUPPLY CHASSIS.
- 18) SHIPPER/CONSIGNEE SHALL BE RESPONSIBLE FOR THE SAFETY AND SECURITY OF ANY CONTAINER IN ITS POSSESSION, AND FOR ANY DAMAGE OR INJURY TO OR LOSS. ADDITIONALLY SHIPPER/CONSIGNEE WILL BE RESPONSIBLE FOR THE REMOVAL OF ALL BLOCKING, BRACING, STRAPPING, PAPER OR DEBRIS FROM THE CONTAINER, OR FOR ANY SOLID OR LIQUID CONTAMINATION AND FURTHER SHALL BE LIABLE FOR THE COST OF CLEANING AND/OR DEODORIZATION OF THE CONTAINER TO THE SATISFACTION OF THE CARRIER. ACTUAL CLEANING AND/OR DEODORIZATION OF THE CONTAINER MUST BE PERFORMED PRIOR TO RETURN OF THE CONTAINER TO THE CARRIER. ANY AND ALL CHARGES FOR SUCH CLEANING SERVICES SHALL BE FOR THE ACCOUNT OF THE SHIPPER AND/OR CONSIGNEE.
- 19) CONTAINERS DETENTION / DEMURRAGE AT OTHER THAN US OR CANADA PORTS/DESTINATIONS
DEMURRAGE AT POL/POD USD\$ 5.00/20'; USD\$10.00/40' DAY 1 - 3 OF DEMURRAGE
FREE TIME: 2 DAYS*USD\$15.00/20'; USD\$30.00/40' DAY 4 THRU END OF DEMURRAGE
DETENTION AT POD/POL: USD\$5.00/20'; USD\$10.00/40' DAY 1 - 10 OF DETENTION
FREE TIME: 10 DAYS* USD\$ 15.00/20'; USD\$20.00/40* DAY 11 THRU END OF DETENTION
DETENTION AT ORIG/DEST.: USD\$15.00 PER CONTAINER DAY 1 - 5 OF DETENTION
FREE TIME 1 DAY*USD\$35.00 PER CONTAINER DAY 6 THRU END OF DETENTION
FREE TIME CONSISTS OF CALENDAR DAYS (SAT, SUNDAY, LEGAL HOLIDAYS INCLUDED.)
CONTAINERS DETENTION / DEMURRAGE AT US OR CANADA PORTS/DESTINATIONS
DEMURRAGE AT POL/POD USD\$50.00/20'; USD\$50.00/40' DAY 1 - 10 OF DEMURRAGE
FREE TIME: 2 DAYS*USD\$85.0G/20'; USD\$85.00/40' DAY 11 THRU END OF DEMURRAGE
DETENTION AT POD/POL: USD\$50.00/20'; USD\$50.00/40' DAY 1 - 10 OF DETENTION
FREE TIME: 10 DAYS* USD\$85.00/20'; USD\$85.00/40' DAY 11 THRU END OF DETENTION
DETENTION AT ORIG/DEST.: USD\$100.00 PER CONTAINER DAY 1 - 5 OF DETENTION
FREE TIME 1 DAY*USD\$150.00 PER CONTAINER DAY 6 THRU END OF DETENTION
FREE TIME CONSISTS OF CALENDAR DAYS (SAT, SUNDAY, LEGAL HOLIDAYS INCLUDED.)

RO-RO CARGO TERMS

- 20) IF THE UNIT IS DRIVABLE, OPERATING INSTRUCTIONS AND KEYS MUST BE SUPPLIED AND VEHICLE TO HAVE ENOUGH GAS TO DRIVE IN/OUT.
- 21) IF THE UNIT IS DRIVABLE, AND CANNOT BE STARTED, WE ARE NOT RESPONSIBLE TO LOAD.
- 22) CARRIER WILL NOT LOAD ANY UNITS WITH VISIBLE TRACES OF LEAKAGE OF OIL OR GAS, WITH INSUFFICIENTLY INFLATED TIRES AND NOT FUNCTIONAL BRAKES
- 23) EMERGENCY PROCEDURE ON START UP HAS TO BE OUTLINED BEFORE DELIVERY OF THE VEHICLE TO POL (TECHNICAL ASSISTANCE/EMERGENCY NUMBERS/ADVANCED PRELOADING TRYOUT, ETC).
- 24) SHIPPER/CONSIGNEE TO PROVIDE TECHNICIAN FOR LOADING/DISCHARGING OF VEHICLES REQUIRING SPECIALIZED HANDLING.
- 25) IF TOWABLE, UNITS MUST HAVE THE APPROPRIATE HOOKUP.

26) VESSEL DELAY, LABOUR STAND-BY, AND ANY OTHER ADDITIONAL CHARGES RESULTING FROM CARGO NOT BEING READY TO LOAD/DISCHARGE WILL BE FOR ACCOUNT OF SHIPPER/CONSIGNEE.

27) VEHICLE(S) AND ORIGINAL TITLE(S) SHOULD BE DELIVERED TO THE PORT OF LOADING FOR CUSTOMS CLEARANCE MINIMUM THREE BUSINESS DAYS PRIOR TO VESSEL ARRIVAL.

28) VEHICLES/TRAILERS NEW OR USED ARE RECEIVED BY CARRIER WITHOUT TECHNICAL INSPECTION AND WITHOUT CHECKING EQUIPMENT AND ACCESSORIES INSIDE OR OUTSIDE AND ANY LOOSE ITEMS INSIDE VEHICLES/TRAILERS; THEREFORE, CARRIER, SHIPOWNER, STEVEDORE AND TERMINAL OPERATORS ARE NOT RESPONSIBLE FOR ANY LOSS OR DAMAGE OF WHATEVER CAUSE AND WITHOUT LIABILITY AS TO CONDITION OF VEHICLES/TRAILERS

29) THE INFORMATION IN THIS DOCUMENT IS CONFIDENTIAL AND MUST NOT BE SHARED WITH A THIRD PARTY.