

GENERAL TERMS

1) MERCHANT MEANS AND INCLUDES THE SHIPPER, CONSIGNEE, RECEIVER, HOLDER OF THE BILL OF LADING, THE OWNER OF THE GOODS, AND THE PERSON OR ENTITY ENTITLED TO THE POSSESSION OF THE GOODS, AND THEIR RESPECTIVE AGENTS, REPRESENTATIVES AND EMPLOYEES; OR ANYONE ACTING ON BEHALF OF ANY PERSONS NAMED HEREIN

2) 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)

3) FOR US BOUND CARGO MERCHANTS 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; MERCHANTS COMPLETE NAME/ADDRESS OR ID NUMBER ASSIGNED BY U.S. CUSTOMS; COMPLETE NAME AND ADDRESS OF THE CONSIGNEES OR OWNERS OR OWNER'S REPRESENTATIVES OR ID NUMBER; HAZ MAT INFORMATION (DANGEROUS 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 MERCHANTS AND/OR THEIR AGENTS IN ST. PETERSBURG WILL BE HELD FULLY RESPONSIBLE.

4) FOR US BOUND CARGO - ALL MERCHANTS 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.

5) MASTER B/L AND EXPORT DECLARATIONS FOR U.S. BASED CARGO 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.

CARRIER WILL ASSESS BILL OF LADING AND SEAWAY BILL PROCESSING FEES AS FOLLOWS:

\$ 50.00 PER B/L FOR EXPORT (EAST-BOUND) CARGO

\$ 35.00 PER B/L FOR IMPORT (WEST-BOUND) CARGO

\$ 35.00 PER SWB FOR EXPORT (EAST-BOUND) CARGO

\$ 20.00 PER SWB FOR IMPORT (WEST-BOUND) CARGO

FOR EACH CORRECTION TO A FINALIZED BILL OF LADING OR SEAWAY BILL

A FEE OF \$50.00 PER CORRECTION WILL BE ASSESSED

A FEE OF \$40 PER CORRECTION WILL APPLY FOR EVERY CORRECTION TO THE FILING UNDER US CUSTOMS 24-HOUR ADVANCE MANIFEST RULE AND US COAST GUARD REQUIREMENTS

6) CANCELLATION CLAUSE:

A BOOKING WITH A VOLUME OF 2000 REVENUE TON AND OVER, OR 50 TEU AND OVER, OR OCEAN FREIGHT OF TOTAL USD 45000 (OR EQUIVALENT IN OTHER CURRENCY) AND OVER, CANCELLED FORTY FIVE (45) DAYS OR LESS BEFORE CUT-OFF DATE WILL BE CHARGED HUNDRED PERCENT (100%) OF TOTAL FREIGHT AND INDUCEMENT PORT FEE IF APPLICABLE, UNLESS AGREED OTHERWISE WITH THE CARRIER. ANY OTHER BOOKING CANCELED SEVEN (7) DAYS OR LESS BEFORE CUT-OFF DATE WILL BE CHARGED HUNDRED PERCENT (100%) OF TOTAL FREIGHT, UNLESS AGREED OTHERWISE WITH THE CARRIER

MERCHANT'S FAILURE TO DELIVER THE CARGO TO THE TERMINAL BY THE CUT-OFF DATE MAY RESULT IN CANCELLATION OR ROLLING OF THE BOOKING.

ADDITIONAL WEST-BOUND CONTAINERS CANCELLATION TERMS:

REDUCING NUMBER OF CONTAINERS IN A BOOKING WILL BE TREATED AS BOOKING CANCELLATION AND CHARGED THE SAME WAY. THE DEAD FREIGHT WILL BE CHARGED FOR CONTAINER REDUCTION, AS WELL AS FOR NO SHOW AS FOLLOWS:

30 DAYS PRIOR TO CUT-OFF – MERCHANT MAY REDUCE INITIALLY BOOKED VOLUME BY 25 % WITHOUT INCURRING DEAD FREIGHT

14 DAYS PRIOR TO CUT-OFF – MERCHANT MAY REDUCE INITIALLY BOOKED VOLUME BY 10 % WITHOUT INCURRING DEAD FREIGHT

7 DAYS PRIOR TO CUT-OFF – MERCHANT MAY NOT REDUCE INITIALLY BOOKED VOLUME AND WILL BE CHARGED 100% OF TOTAL FREIGHT

ALL BOOKING AMENDMENTS, CANCELLATION OR POSTPONEMENT TO THE VESSEL LATER THAN THE FIRST AVAILABLE SAILING WILL BE SUBJECT TO DEAD FREIGHT

DEAD FREIGHT WILL BE INVOICED TO THE BILLING PARTY INDICATED IN THE BOOKING NOTE.

7) WHARFAGE/THC/STORAGE CHARGES AT THE PORT OF LOADING/DISCHARGE ARE FOR MERCHANT A/C AS PER RESPECTIVE PORT AUTHORITY TARIFF UNLESS OTHERWISE SPECIFIED.

8) IN US PORTS DOCK RECEIPT MUST ACCOMPANY CARGO UPON DELIVERY TO PIER.

9) GENERAL STORAGE CHARGES IN PORTS AND FREE TIME AS PER PORT TARRIFS UNLESS OTHERWISE AGREED.

10) RATES AND SPACE CONFIRMATION ARE BASED ON THE INFORMATION AND PACKING LISTS PROVIDED. ANY CHANGES (INCREASE OR DECREASE) TO OVERALL VOLUME, PIECE COUNT, AND CARGO UNIT DIMENSIONS MIGHT RESULT IN CHANGES TO THE RATE AND WOULD REQUIRE RATE RECONFIRMATION AND CARRIER APPROVAL FOR HANDLING/LOADING.

11) APPOINTMENT REQUIRED FOR ALL CARGO DELIVERIES.

12) ALL TERMS NOT LISTED AS PER FMC-004.

13) MERCHANT SHALL COMPLY WITH ALL REGULATIONS OR REQUIREMENTS OF CUSTOMS, PORT AND OTHER AUTHORITIES, AND SHALL BEAR AND PAY ALL DUTIES, TAXES, FINES, IMPOSTS, EXPENSES OR LOSS (INCLUDING WITHOUT PREJUDICE TO THE GENERALITY OF THE FOREGOING FREIGHT FOR ANY ADDITIONAL CARRIAGE UNDERTAKEN) INCURRED OR SUFFERED BY REASON OF ANY FAILURE TO SO COMPLY, OR BY REASON OF ANY ILLEGAL, INCORRECT OR INSUFFICIENT MARKING, NUMBERING OR ADDRESSING OF THE GOODS, AND SHALL INDEMNIFY THE CARRIER IN RESPECT THEREOF.

14) ALL MOVES REFERENCED IN THIS BOOKING CONFIRMATION ARE SUBJECT TO THE TERMS AND CONDITIONS OF THE CARRIER ISSUED LONG FORM BILL OF LADING. THE MERCHANT NAMED ON THIS BOOKING CONFIRMATION HEREBY ACKNOWLEDGES AND AGREES TO ALL THE TERMS AND CONDITIONS OF THE CARRIERS ISSUED LONG FORM BILL OF LADING.

CONTAINER TERMS

15) ALL EQUIPMENT RELEASES ARE FOR CONTAINERS ONLY, ARRC DOES NOT SUPPLY CHASSIS.

16) MERCHANT SHALL BE RESPONSIBLE FOR THE SAFETY AND SECURITY OF ANY CONTAINER IN ITS POSSESSION, AND FOR ANY DAMAGE OR INJURY TO OR LOSS. IN CASE THE CONTAINER IS DAMAGED WHILE IN POSSESSION OF THE MERCHANT AS WELL AS ON BOARD ARRC NOMINATED VESSELS (DUE TO SHIFTING OF CARGO INSIDE CAUSED BY IMPROPER CARGO SECURING) MERCHANT SHALL ARRANGE REPAIRS FOR ITS OWN ACCOUNT IN ACCORDANCE WITH IICL-5 REPAIR STANDARD OR COMPENSATE THE RESPECTIVE EXPENSES OF THE CARRIER. IN CASE THE REPAIR COST EXCEEDS REPLACEMENT VALUE (RV), CONTAINER SHALL BE CONSIDERED AS LOST AND THE MERCHANT SHALL PAY THE CARRIER RV. REPLACEMENT VALUE SHALL BE DETERMINED BASED ON THE COST OF THE NEW CONTAINER, LESS OF

DEPRECIATION OF 10 (TEN) PER CENT PER ANNUM, BUT NOT LESS THAN 40 (FORTY) PERCENT OF THE VALUE OF THE NEW CONTAINER. THE VALUES OF THE NEW CONTAINERS ARE AS FOLLOWS:

- 40' HC – USD 5400;
- 40' DC – USD 5000;
- 40' OT – USD 6000;

- 20' DC – USD 3600;
- 20' OT – USD 4000.

ADDITIONALLY MERCHANT 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 MERCHANT.

17) WHEN CONTAINERS ARE LOADED AND SEALED BY MERCHANT 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.

18) SHIPPER OWNED CONTAINERS MOVING INLAND ON RUSSIAN RAIL MUST HAVE 4 DIGIT APPROVED PREFIX, OTHERWISE A 30% SURCHARGE ON INLAND RATE TO APPLY.

19) ALL SHIPPER OWNED CONTAINERS MUST HAVE VALID CSC PLATES

20) CARRIER IS NOT RESPONSIBLE FOR LOADING/UNLOADING VEHICLE(S) TO / FROM CONTAINER, SECURING AND BRACING. MERCHANT WARRANTS THAT THE GOODS IN THE CONTAINER ARE PROPERLY SECURED TO WITHSTAND THE FORCES OF BOTH LAND AND SEA TRANSPORTATION. FOR VEHICLES SHIPPED IN CONTAINERS, FUEL TANK MUST BE EMPTY AND BATTERY CABLES DISCONNECTED.

21) CONTAINER WITH VEHICLES AND ORIGINAL TITLE(S) SHOULD BE DELIVERED TO THE PORT OF LOADING FOR CUSTOMS CLEARANCE MINIMUM THREE BUSINESS DAYS PRIOR TO VESSEL SAILING

22) CONTAINERS CAN BE STOWED EITHER ON WEATHER DECK OR UNDER DECK BY CARRIER WITHOUT PRELIMINARY NOTICE TO MERCHANT.

23) CONTAINER DETENTION AND DEMURRAGE DETENTION /DEMURRAGE

-FOR INBOUND CARGO, UNLESS OTHERWISE AGREED WITH CARRIER, FREE TIME BEGINS AFTER VESSEL COMPLETES DISCHARGE. CHARGES APPLY UNTIL EMPTY CONTAINER IS DELIVERED BACK TO CARRIER'S STOCK, UNLESS AGREED OTHERWISE

* DETENTION/DEMURRAGE AT BALTIC PORTS OF RUSSIA:

FREE TIME AT BALTIC PORTS OF RUSSIA: 10 DAYS FROM DAY 11 TO DAY 20: USD\$5.00/20' PER DAY; USD\$10.00/40' PER DAY FROM DAY 21 ONWARD: USD\$15.00/20' PER DAY; USD\$20.00/40' PER DAY

* DETENTION/DEMURRAGE AT OTHER PORTS EXCEPT RUSSIA:

FREE TIME AT OTHER PORTS EXCEPT RUSSIA: 10 DAYS FROM DAY 11 TO DAY 20: USD\$50.00/20' PER DAY; USD\$50.00/40' PER DAY FROM DAY 21 ONWARD: USD\$85.00/20' PER DAY; USD\$85.00/40' PER DAY

– FOR OUTBOUND CARGO, UNLESS OTHERWISE AGREED WITH CARRIER, FREE TIME BEGINS FROM THE DATE OF EMPTY CONTAINER PICK UP FROM THE CARRIER'S TERMINAL OR DEPOT OR THE DATE OF

EMPTY CONTAINER DELIVERY TO THE MERCHANT BY THE CARRIER. CHARGES APPLY UNTIL LADEN CONTAINER IS DELIVERED TO PORT TERMINAL FOR LOADING ONTO THE VESSEL BOOKED. IN CASE OF BOOKING CANCELLATION, THE CHARGES WILL APPLY UNTIL THE EMPTY CONTAINER IS RETURNED TO CARRIER'S STOCK IN THE DEPOT/TERMINAL NOMINATED BY THE CARRIER, UNLESS AGREED OTHERWISE FREE TIME CONSISTS OF CALENDAR DAYS (INCLUDING WEEKENDS/HOLIDAYS). IN NO CASE SHOULD THE USE PERIOD OF CONTAINERS EXCEED 60 (SIXTY) DAYS. OTHERWISE CONTAINER IS CONSIDERED AS LOST AND THE MERCHANT IS OBLIGED TO PAY REPLACEMENT VALUE IN ACCORDANCE WITH CL.16 PRESENT GENERAL TERMS IN ADDITION TO DETENTION/DEMURRAGE.

* DETENTION/DEMURRAGE AT BALTIC PORTS OF RUSSIA:

FREE TIME AT BALTIC PORTS OF RUSSIA: 30 DAYS, FROM DAY 31 ONWARD: USD\$15.00/20' PER DAY; USD\$20.00/40' PER DAY

* DETENTION/DEMURRAGE AT OTHER PORTS EXCEPT RUSSIA:

FREE TIME AT OTHER PORTS EXCEPT RUSSIA: 10 DAYS FROM DAY 11 TO DAY 20: USD\$50.00/20' PER DAY; USD\$50.00/40' PER DAY FROM DAY 21 ONWARD: USD\$85.00/20' PER DAY; USD\$85.00/40' PER DAY

24) ARRC STRONGLY RECOMMENDS MERCHANT TO CONDUCT A COMPREHENSIVE ASSESSMENT AND PHYSICAL CONTAINER INSPECTION ACCORDING TO THE RECOMMENDATIONS AND CRITERIA OF US CUSTOMS-TRADE PARTNERSHIP AGAINST TERRORISM PROGRAM. ARRC ALSO STRONGLY RECOMMENDS MERCHANTS TO COMPLY WITH THE REQUIREMENT OF THE US CUSTOMS AND BORDER PROTECTION BY WHICH ALL MARITIME CONTAINERS IN TRANSIT TO THE UNITED STATES ARE REQUIRED TO BE SEALED WITH A SEAL MEETING THE ISO/PAS 17712 STANDARD.

YOU CAN MAKE YOURSELF FAMILIAR WITH 7 POINT CONTAINER INSPECTION GUIDELINES AND CONTAINER SEALS REQUIREMENTS AT https://www.cbp.gov/sites/default/files/documents/7_pcic.pdf

ARRC ACCEPTS CONTAINERS FOR SHIPMENT SEALED ONLY WITH SEALS MEETING THE ISO/PAS 17712 STANDARD.

<https://www.cbp.gov/sites/default/files/documents/Bulletin%20-%20April%202014%20-%20ISO%2017712%20High%20Security%20Seals.pdf>

IN CASE A CONTAINER IS RECEIVED INTO CARRIER'S CUSTODY WITH A SEAL NOT COMPLYING WITH ISO/PAS 17712 STANDARD, CARRIER RESERVES THE RIGHT TO AFFIX ADDITIONAL ISO/PAS 17712 STANDARD SEAL AND CHARGE THE MERCHANT USD 50 PER SEAL

MERCHANT SHALL BE RESPONSIBLE FOR PROVIDING AN ACCURATE AND COMPLETE CONTAINER PREFIX, CONTAINER NUMBER AND THE IDENTIFICATION NUMBER OF OCEAN SHIP CONTAINERS (CHECK DIGIT) ACCORDING TO ISO 6346 AND B.I.C. CODE REQUIREMENTS WHEN SUBMITTING CARGO MANIFEST AND BILL OF LADING INFORMATION. MERCHANT IS LIABLE FOR ALL ADDITIONAL EXPENSES RESULTING FROM PROVIDING INACCURATE OR INCOMPLETE SEAL NUMBER, CONTAINER PREFIX, CONTAINER NUMBER AND THE IDENTIFICATION NUMBER OF OCEAN SHIP CONTAINERS (CHECK DIGIT)

25) IN ACCORDANCE WITH THE REQUIREMENTS OF THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), AS AMENDED IN CHAPTER VI, PART A, REGULATION 2 THE MERCHANT IS TO ENSURE THAT THE GROSS MASS OF A PACKED CONTAINER IS VERIFIED PRIOR TO STOWAGE ABOARD THE SHIP. THE MERCHANT IS ULTIMATELY RESPONSIBLE FOR THE VERIFICATION OF THE GROSS MASS OF A PACKED CONTAINER CARRYING CARGO USING SOLAS CHAPTER VI, REGULATION 2 (MSC.1/CIRC.1475) GUIDELINES. THE MERCHANT IS ALSO RESPONSIBLE FOR ENSURING THAT THE VERIFIED GROSS MASS IS COMMUNICATED TO THE CARRIER IN THE SHIPPING DOCUMENTS SUFFICIENTLY IN ADVANCE TO BE USED BY THE SHIP'S MASTER OR HIS REPRESENTATIVE AND THE TERMINAL REPRESENTATIVE IN THE PREPARATION OF THE SHIP STOWAGE PLAN. IRRESPECTIVE OF ITS FORM, THE DOCUMENT DECLARING THE VERIFIED GROSS MASS OF THE PACKED CONTAINER SHOULD BE SIGNED AND DATED BY THE MERCHANT OR BY ITS DULY AUTHORIZED REPRESENTATIVE. THE SIGNATURE MAY BE AN ELECTRONIC

SIGNATURE OR MAY BE REPLACED BY THE NAME IN CAPITALS OF THE PERSON AUTHORIZED TO SIGN IT. IN THE ABSENCE OF THE MERCHANT PROVIDING THE VERIFIED GROSS MASS OF THE PACKED CONTAINER, THE CARRIER RESERVES THE RIGHT NOT TO LOAD THE CONTAINER ON TO THE SHIP. THE MERCHANT SHALL ASSUME LIABILITY FOR AND SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS CARRIER FROM AND AGAINST ANY LOSS OR DAMAGE (INCLUDING CONSEQUENTIAL LOSS OR DAMAGE), COSTS, FINES, PENALTIES AND ALL OTHER CLAIMS OF WHATSOEVER NATURE ARISING FROM THE MERCHANT'S FAILURE TO COMPLY WITH ABOVE REQUIREMENT. IN ADDITION, THE FREIGHT DEEMED EARNED UPON CONCLUDING THIS BOOKING SHALL BE PAYABLE TO CARRIER EVEN IF THE CONTAINER COULD NOT BE LOADED DUE TO MERCHANT'S FAILURE TO COMPLY WITH ABOVE REQUIREMENT

26) SHIPPER SHALL BE SOLELY AND EXCLUSIVELY RESPONSIBLE FOR SCREENING ALL SHIPMENTS AGAINST APPLICABLE ECONOMIC SANCTIONS AND EXPORT CONTROL LAWS, AND FOR OBTAINING ANY LICENSES THAT MAY BE REQUIRED IN ORDER TO CONDUCT SUCH SHIPMENTS. SHIPPER SHALL INDEMNIFY AND HOLD HARMLESS CARRIER FOR FINES, PENALTIES, ATTORNEY'S FEES, AND OTHER COSTS INCURRED BY CARRIER IN THE EVENT THAT SHIPPER'S CARRIAGE RESULTS IN ANY GOVERNMENT-ORDERED DETENTION, INSPECTION, INVESTIGATION, OR FROM ANY VIOLATION OF SUCH LAWS.

RO-RO CARGO TERMS

27) IF THE UNIT IS DRIVABLE, OPERATING INSTRUCTIONS AND KEYS MUST BE SUPPLIED AND VEHICLE TO HAVE ENOUGH GAS TO DRIVE IN/OUT.

28) IF THE UNIT IS DRIVABLE, AND CANNOT BE STARTED, WE ARE NOT RESPONSIBLE TO LOAD.

29) CARRIER WILL NOT LOAD ANY UNITS WITH VISIBLE TRACES OF LEAKAGE OF OIL OR GAS, WITH INSUFFICIENTLY INFLATED TIRES AND NOT FUNCTIONAL BRAKES

30) EMERGENCY PROCEDURE ON START UP HAS TO BE OUTLINED BEFORE DELIVERY OF THE VEHICLE TO POL (TECHNICAL ASSISTANCE/EMERGENCY NUMBERS/ADVANCED PRELOADING TRYOUT, ETC).

31) MERCHANT TO PROVIDE TECHNICIAN FOR LOADING/DISCHARGING OF VEHICLES REQUIRING SPECIALIZED HANDLING.

32) IF TOWABLE, UNITS MUST HAVE THE APPROPRIATE HOOKUP.

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

34) 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.

35) VEHICLES/TRAILERS NEW OR USED ARE RECEIVED BY ARRC 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 PACKAGING TERMS

36) CARGO IS TO BE PROPERLY PACKAGED TO WITHSTAND THE FORCES OF BOTH LAND AND SEA TRANSPORTATION.

37) ALL PIECES OF YOUR SHIPMENT MUST HAVE VISIBLY MARKED: 1/ BOOKING NUMBER, PIECE NUMBER/ TOTAL QUANTITY, CONSIGNEES 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. PROPER TREATING AND MARKING OF NON-MANUFACTURED (SOLID) WOOD PACKING MATERIAL (NMWP) AND DUNNAGE FOR USA/CANADA BOUND SHIPMENTS

38) ALL NEW OR USED, SOLID NON-MANUFACTURED WOOD PACKING MATERIAL OR DUNNAGE USED BY MERCHANTS MUST BE TREATED AND MARKED AS PER THE COMMISSION ON PHYTOSANITARY (CPM) MEASURES ADOPTED BY ISPM 15 GUIDELINES FOR REGULATING WOOD PACKAGING MATERIAL IN INTERNATIONAL TRADE:

https://www.ippc.int/static/media/files/publication/en/2017/02/ISPM_15_ED_En_2017-02-10.pdf
ANY EXPENSE INVOLVED WITH CARRIER'S HANDLING OF SHIPMENTS THAT DO NOT COMPLY WITH THE IPPC GUIDELINES (INCLUDING BUT NOT LIMITED TO DEMURRAGE, DETENTION, STORAGE, HANDLING, INLAND TRANSPORTATION, UNLOADING, STUFFING AND RESTUFFING OF CONTAINERS, AND ADDITIONAL EQUIPMENT COSTS, ANY PENALTIES/FINES FROM CBP/USDA OR OTHER LOCAL GOVERNMENT AGENCIES) WILL BE FOR THE JOINT AND SEVERAL ACCOUNT OF THE SHIPPER, CONSIGNEE, AND CARGO OWNER. IN ADDITION, THE MERCHANT, AT ITS EXPENSE, SHALL ARRANGE (SUBJECT TO APPROVAL FROM GOVERNMENT AGENCY) THE HEAT TREATMENT OR OTHER TREATMENT OF THE NON COMPLIANT WOOD PACKAGING MATERIAL OR DUNNAGE TO COMPLY WITH THE REGULATIONS. ANY EXPENSE REFERRED TO IN THIS PARAGRAPH SHALL BE PAID TO THE CARRIER BEFORE RELEASE OF THE CARGO TO THE CONSIGNEE

HAZARDOUS CARGO TERMS

39) LOCAL REGULATIONS AT PORT OF ST. PETERSBURG REQUIRE DANGEROUS GOODS OF IMO CL 2,3,4,5,6,7 TO BE DISCHARGED DIRECTLY FROM VESSEL TO TRUCK/RAIL AND SPECIAL ARRANGEMENTS MUST BE MADE WITH LOCAL AUTHORITIES, PARTY REQUIRED TO MAKE THESE ARRANGEMENTS SHALL PROVIDE CARRIER WITH WRITTEN CONFIRMATION THAT SUCH ARRANGEMENTS HAVE BEEN MADE 3 WORKING DAYS BEFORE THE VESSEL'S SCHEDULED ARRIVAL TO PORT OF DISCHARGE. ALL DAMAGES, FINES, PENALTIES, VESSEL DEMURRAGE/DETENTION OR LOST PROFIT RESULTING FROM FAILURE TO MAKE RESPECTIVE ARRANGEMENTS FOR DIRECT DISCHARGING WITH LOCAL AUTHORITIES SHALL BE FOR THE ACCOUNT OF THE PARTY REQUIRED TO PROVIDE SAME

40) ALL CARRIER OWNED CONTAINERS NEED TO BE CLEARED OF ANY RADIOACTIVE MATERIAL INCLUDING BUT NOT LIMITED TO DUNNAGE, PAPER, NAILS, PLACARDS, ETC. PRIOR TO RETURNING TO FACILITY APPOINTED BY ARRC. FAILURE TO DO SO WILL RESULT IN ADDITIONAL CHARGES RELATED TO THE COST OF CLEANING THE CONTAINERS AND PENALTIES FROM THE RESPECTIVE AUTHORITIES.

41) CARGO MUST AT ALL TIMES BE ACCOMPANIED BY PROPER DANGEROUS GOODS DECLARATION, SHIPPING DOCUMENT, OUTLINING NATURE OF CARGO AND COMPLETE DESCRIPTION OF ALL DANGEROUS GOODS IN THE SHIPMENT, AS REQUIRED BY APPLICABLE STATUTORY OR PORT LAWS/REGULATIONS.

ON-CARRIAGE IN USA

42) UNLESS OTHERWISE SPECIFIED IN THE BOOKING NOTE THE RATES FOR CARGO BOOKED WITH ON-CARRIAGE IN USA DO NOT INCLUDE CUSTOMS CLEARANCE OR IN BOND DRAY AND ARE FOR CARGO BEING CUSTOMS CLEARED AT PORT OF DISCHARGE.

ON-CARRIAGE IN CIS

43) UNLESS OTHERWISE SPECIFIED IN THE BOOKING NOTE THE RATES FOR CARGO BOOKED WITH ON-CARRIAGE IN CIS ARE FOR CARGO MOVING IN TRANSIT.

44) FOR CARGO BOOKED WITH ON-CARRIAGE IN CIS FULL CONTACT DETAILS OF THE CONSIGNEE INCLUDING PHONE/FAX NUMBER AND PERSON IN CHARGE MUST BE PROVIDED 2 WORKING DAYS PRIOR TO VESSEL SAILING.

45) THE FOLLOWING PAPERWORK NEEDS TO BE PROVIDED BY THE CONSIGNEE 5 WORKING DAYS PRIOR TO SHIP'S ARRIVAL TO PORT OF DISCHARGE:

= POWER OF ATTORNEY ENTITLING OUR AGENT TO PERFORM ON-FORWARDING FOR THE CARGO (FROM THE CONSIGNEE OR THE SHIPPER);

= ORIGINAL (OR COPY) COMMERCIAL INVOICE/PACKING LIST, INCLUDING NET/GROSS WEIGHTS AND HARMONIZED CODES (TNVED) OF GOODS;

= INSTRUCTION FOR RAIL DELIVERY AND CONSIGNEE'S CODE (FOR RAIL SHIPMENT);

= COPIES OF STATE REGISTRATION DOCUMENTS FOR CONSIGNEE;

= OTHER DOCUMENTS AS MAY BE REQUIRED BY LOCAL REGULATIONS AT TIME OF SHIPMENT.

46) ANY EXPENSES, INCLUDING BUT NOT LIMITED TO STORAGE, FINES, CUSTOMS FEES ARISING FROM UNTIMELY PROVISION OF REQUIRED INFORMATION/DOCUMENTATION WILL BE FOR ACCOUNT OF MERCHANT.

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