

GENERAL TERMS AND CONDITIONS OF QUOTATION



The following general terms and conditions shall apply to all quotations from companies issued by **Transport Overseas Group**.

GENERAL

Subject to vessel's space, sailing schedule, equipment, final packing list, technical drawings and pictures, suitable Li/La/Se eyes, all local charges both ends, no IMO, no military, Master's final acceptance.

CHARGES

Bill of Lading Fee:	USD 100.00 per document.
Courier Fee:	USD 55.00 per envelope, if applicable.
Load Order/LWH:	EUR 45.00 per document; Antwerp and Bremerhaven ports.
Delivery Order / Discharge:	EUR 50.00 per document.

TRUCKING

Additional costs included:

- Approvals domestic / abroad
- Permit \$70
- BF 2/3 escort
- Toll domestic / abroad

Additional costs not included:

- Police escort, police replacement escort and escort with BF3 plus and/or BF4 (all costs for loaded and empty trips)
- Traffic-directing measures and other requirements from the transport permit, such as no stopping signs, clearing construction sites, laying out metal sheets, vanguard/rearguard vehicle for sign service, static bridge calculations, TÜV, overhead lines and traffic lights, each additional BF2/3, road book etc.
- Track testing/site visits
- Passenger according to permission §29 + 46 StVO (empty and laden journey)
- Arising hearings of the railway companies and the authorities
- In case of loading in combined transport, the price does not include any dunnage that may be required
- Port fees or pierage

Our prices apply to the shortest, customary heavy-duty route and include waiting times of up to 4 hours (for special transport) or 2 hours (for normal transport) at the loading and unloading point. Detours, additional transport nights, additional operating time and standstill costs for our vehicles or other additional costs that arise due to e.g. Violence arises are also to be borne by the client.

Demurrage regulation: For loading and unloading, each additional hour is charged at € 75.00 to € 150.00 depending on the type of truck and € 65.00 per hour for an accompanying vehicle.

If dimensions and weights will change or if the center of gravity of the load is not in the middle, we are entitled to correct our offer.

All dates we promise are based on normal assumptions. If deadlines cannot be met through no fault of our own (e.g. due to bad weather such as snow, black ice or other sovereign and force majeure), we are in no way liable for any delivery deadlines that may have been exceeded.

The transport is carried out subject to the granting of the transport permit (there may be delays in some federal states at the moment), the fulfillment of the permit requirements and the transport process. Partners/entrepreneurs/equipment in our choice. Our freight price does not include push vehicles that may be required.

The access roads to the loading and unloading points must be unhindered and safe to drive on. In the case of combined traffic, free, open, ice-free and unhindered shipping is reserved; Sufficient transit depths provided. In the event of unforeseen waterway closures, delays due to high or low water, ice or other waiting times that we cannot justify, the daily demurrage rate is due (in the case of ice free fairway until the return).

According to VDI 2700 - 2702 and DIN EN 12195, the load must be able to be adequately secured.

RO-RO LOADING

Sufficient ground clearance, towable units, equipped with standard connection, units always in drivable/operable condition with no oil leakage, drill rigs with hoistable arm, no spiked wheels, in case of nonstandard vehicles Shipper to provide driving manual/instructions or shipper to provide driver in port of load and port of discharge. No personal effects or loose items in or on vehicle.

BREAK BULK LOADING

Cargo with unit dimensions [length x width x height] less than [7,00m x 2,75m x 3,50m] and less than 10.000kg unit weight will be handled by forklift cargo packed stuffed in seaworthy cases. Cases are fully stackable and overstorable.

Cargo heavier than 10.000kg to be lashable through outer packing directly at body of the cargo at suitable lashing points (steel to steel), cargo fully self-supporting in case of overhang to any side, cargo duly marked with center of gravity, weight, dimensions [length x width x height], COG, Receiver, POL. Resting points fit to standard surface of Carrier's 40' and 62' standard equipment. Bobbins, cable reels or conveyor belts always to rest on shipper's steel cradles, cargo always fully self-supporting. Guideline on request. Equipment detention of USD 75 per 40' roll trailer and/or USD 100 per 62' roll trailer after 7 days free time. Hooking on/off charges for merchant's account & risk.

CONTAINER LOADING

The SOLAS Container Weight Verification Requirement (VGM) Starts from 1st July 2016. Kindly provide "VGM" certificate along with the shipping applications "No VGM = No loading".

MILITARY AND OR GOVERNMENT AND OR IMO SHIPMENT

Subject to relevant permits, port approval, usual documentation such as End User Certificate, Import / Export License, Embassy Letter, SASO Certificate, military cargo transit form, DGD's, Packing Lists, MSDS, local permits from Police, rel. Ministry etc. Pre-clearance from all way ports and/or transshipment before acceptance, Subject to signing booking note. Carrier reserves the right to decline or postpone the cargo at any time for any reason at account of cargo.

DETENTION

Customer to tender cargo customs cleared and delivered alongside vessel at load port as fast as vessel can receive and load. Any delay to vessel as a result of non-readiness of cargo or incomplete documentation or delay in completion of export formalities or delivering cargo alongside vessel at load port due to fault on the part of the Merchant, then vessel detention charges shall be payable by Merchant. Customer to receive cargo at discharge port as fast as vessel can discharge from the vessel. Any delay to vessel as a result of lack of equipment to receive the cargo or incomplete documentation or delay in completion of import formalities, at discharge port due to fault on the part of the customer, then vessel detention charges shall be payable by merchant. Vessel Detention USD 25,000.00 per day per rata.

REMARKS

All maintenance and of repairs, like starting vehicles or drilling holes in the outer packing to keep cargo in condition to load is for account of Cargo Booking and stow planning is based on figures provided by shipper upon booking.

Any taxes, withholding tax, duties, fees calculated on cargo and/or freight including dock dues, wharfares, THC, truck loading/unloading or other terminal charges are for merchant's account. Please note cargo is freighted on actual dimensions recorded at the terminal upon delivery, which may result in a higher rate than quoted. Bill of Lading instruction and booking details have to be provided 3 working days prior start of vessel ops in copy able condition (excel or word sheet) to contact person.

Certificates to be proven by chamber of commerce will be charged with EUR 100.00 per document Certificates to be attested / legalized by notary will be charged with EUR 120.00 per document. Carriers/Agent's own certificates will be charged with EUR 50.00 per document.

Manifest will be closed after 3 days and will be charged with EUR 100.00. After 8 days to be charged with EUR 250.00 per corrector.

Above rates are not valid for Saudi-Flag nominated cargo.

All further Terms and conditions as per carrier's booking note and Bill of Lading or Air Way Bill or CMR.

ADSP 2017

We operate exclusively in accordance with the Allgemeine deutsche Spediteurbedingungen 2017 - ADSp 2017 - (German Freight Forwarders' General Terms and Conditions 2017).

Note: In clause 23 the ADSp 2017 deviates from the statutory liability limitations in section 431 German Commercial Code (HGB) by limiting the liability for multimodal transportation with the involvement of sea carriage and an unknown damage location to 2 SDR/kg and, for the rest, the customary liability limitation of 8,33 SDR/kg additionally to EUR 1,25 million per damage claim and EUR 2,5 Mio. per damage event, but not less than 2 SDR/kg.