

Line's Unit
CONTAINER TRANSPORT TERMS
Finlines Plc's Standard Conditions of Carriage
completed by the Container Terms below:

1. FREIGHT

1.1 The freight covers the transport free in container from the place where the Carrier receives the goods to free in container at the place where the goods are uncleaned left at the Receiver's disposal.

1.2 The freight excludes inter alia public fees, taxes, duties, customs clearance/transit charges or disbursements for the goods. Such dues, as well as other extra costs required for the transport and advanced by the Carrier will be charged separately.

1.3 The freight includes container hire during the sea transport and for 4 consecutive days before the loading and 4 consecutive days after the discharge. For additional time the Shipper and/or Receiver is charged with container hire as per Carrier's tariff, and with terminal rent according to current rates of the port in question. The »door» and »f.o.r.» terms imply loading/unloading of contents immediately on arrival of vehicle.

Maximum loading and/or unloading time is 2 h per 20' and 3 h per 40' container respectively whereafter demurrage in accordance with tariff shall apply.

Maximum period of hire of container will be 30 days, unless otherwise agreed, at rates to be quoted. If the unit is not returned within 30 days following the day on which it was put at the disposal of the Shipper or Receiver, the Carrier may deem it to be lost and demand payment of its value.

1.4 The freight is based on prices, tariffs, rates of exchange etc. valid and known at the time when the quotation is given. Consequently, the freights are quoted subject to alterations in the basis of the calculation on the freight.

Definition of Items »From» and »To»

door = Free on landtransport at . . .
f.o.r. = Free on rail at . . .
quay = Free on quay or ship's trailer, if available, at (port).

2. TRANSPORT

2.1 Loading and discharging places to be agreed upon separately. Goods received for transport are carried in a suitable way without undue delay, however without any guarantee as to a specific time of arrival. The Carrier has the right to decide in which order various consignments are to be carried.

2.2 The Carrier is entitled to load containers on deck without previous agreement and without informing Shippers or Receivers thereof.

3. STOWAGE

3.1 Loading and stowage of the goods into containers as well as protection of containers against contamination or other damage which may be caused by the goods are to be arranged by the Shipper, who is to take into consideration the strain that the goods may be exposed to during the transport by sea, by land, by railway and during the handling of the container as well as the risk which may arise when different commodities are stowed into the same container. The Receiver shall arrange the discharging of the goods from the container as well as cleaning of the container, if necessary.

Cleaning and/or washing and/or removal of dangerous goods labels of uncleaned and/or emptied container is charged in accordance with the current rates of the port in question.

3.2 Goods of dangerous or damaging nature including radioactive material must not be tendered for shipment unless certificate or declaration in writing of their correct technical name and proper shipping name, classification in accordance with the International Maritime Dangerous Goods Code (IMDG) with reference to the Code page number, UN number, the quantity of

dangerous goods, the number of parcels, the type and the nature of packing as well as name and address of the Consignor and the Receiver have been previously given to the Carrier or Agent of the vessel and each receptacle containing dangerous goods is marked with the correct technical name and proper shipping name and identified with a distinctive label or stencil of the label on the outside of the package or packages are required by applicable statutes or regulations and in addition on each Article of Transport.

The Consignor to certify, either on the shipping papers or in a separate declaration, that the Goods which he offers for shipment have been properly packed, marked, labelled and are in proper condition for carriage (Dangerous Goods Declaration).

The technical name of an inflammable liquid shall be supplemented by its flashpoint where this is 61 degrees Celcius (141 degrees Fahrenheit) cc or below, or by the flashpoint group to which it is attributable according to the applicable statutes or regulations.

Consent to shipment must also be obtained from the Carrier or the Agent of the vessel.

The Carrier shall also be supplied with Container/Vehicle Packing Certificate according to the IMDG-Code and national requirements.

Unless the Emergency Procedures for Ships Carrying Dangerous Goods (EmS) or the Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG) contain table references as indicated in the Indices of the IMDG-Code directly pertaining to the goods carried, the Carrier shall be supplied, instead of these references, with instructions in writing as to

- a) the dangerous properties of the Goods as well as necessary measures to avoid disaster;
- b) measures to be taken and appropriate treatment in case human beings have been in contact with the Goods or anything emanating therefrom;
- c) measures in case of fire as well as extinguishing methods and agents to be used and to be avoided;
- d) measures to be taken in case of wastage due to breakage or deterioration of receptacle or packing.

Dangerous Goods shall in the port of destination be removed from the terminal or harbour area as soon as possible unless special permission has been obtained for storage.

Goods of dangerous nature which the Carrier did not know were dangerous, may, at any time or place, be unloaded, destroyed or rendered harmless, without compensation, at the Merchant's expense.

If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to the conveyance or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous at the Merchant's expense by the Carrier without liability on the part of the Carrier except to General Average, if any.

Furthermore, the Carrier is to be duly advised of goods vulnerable to frost or other weather conditions.

The Merchant shall be liable for any damage, loss and expense if the foregoing provisions, as applicable, are not complied with.

THE CONTAINER TERMS STATED ABOVE ALSO APPLY TO I.S.O. FLATS.