



**MEDITERRANEAN SHIPPING
COMPANY (SHANGHAI) LTD
(HEREINAFTER “MSC
SHANGHAI”)
TERMS AND CONDITIONS**

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MSC SHANGHAI ACTS, UNLESS EXPRESSLY INDICATED OTHERWISE, ALWAYS ON BEHALF AND IN THE NAME OF MSC MEDITERRANEAN SHIPPING COMPANY S.A. (THE "CARRIER").

THE CONTRACT OF CARRIAGE AND ALL SERVICES OF THE CARRIER ARE SUBJECT TO THE CARRIER'S TERMS AND CONDITIONS (EITHER, WHEN A BILL OF LADING IS ISSUED SUBJECT TO THE "BILL OF LADING STANDARD TERMS AND CONDITIONS", OR, IN ALL OTHER CASES SUBJECT TO THE "SEAWAYBILL TERMS AND CONDITIONS"), THE BOOKING TERMS AND THE LOCAL AGENCY TERMS AND CONDITIONS AT THE PORTS OF LOADING, TRANSSHIPMENT AND DISCHARGE.

1. DEFINITIONS

- **MSC or Carrier:** means MSC MEDITERRANEAN SHIPPING COMPANY S.A.,12-14 Chemin Rieu, 1208 Geneva - Switzerland
- **MSC SHANGHAI:** means Mediterranean Shipping Company (SHANGHAI) Ltd, 26F, Ruifeng Int's Tower, 248 Yangshupu Road, Shanghai, China including all its branch offices in China Mainland and acting as agent of MSC MEDITERRANEAN SHIPPING COMPANY S.A. only.
- **Merchant:** includes the Booking Party, Shipper, Consignee, holder of a Bill of Lading, the receiver of the Goods and any Person owning, entitled to or claiming the possession of the Goods or the corresponding Bill of Lading or anyone acting on behalf of this Person and when the context so requires means those persons jointly and severally

2. APPLICABILITY

1. In case of any inconsistency between these AGENCY TERMS AND CONDITIONS and the Terms and conditions of the MSC Bill of Lading and/or Sea Waybill, the latter shall prevail.
2. These AGENCY TERMS AND CONDITIONS shall be deemed to form part of all contracts between the Merchant and MSC via its local agent MSC SHANGHAI. Orders and instructions of the Merchant shall be considered as his acknowledgement and acceptance of these AGENCY TERMS AND CONDITIONS.
3. General Conditions of the Merchant will not be applicable and shall in any way be superseded by these AGENCY TERMS AND CONDITIONS and the terms and conditions of the MSC Bill of Lading and/or Sea Waybill. Deviations from these AGENCY TERMS AND CONDITIONS and in particular general conditions of the Merchant shall not apply unless this has been explicitly agreed in writing.

3. QUOTATIONS

1. MSC SHANGHAI acts as agent for and on behalf of MSC MEDITERRANEAN SHIPPING COMPANY S.A. (the "Carrier", "MSC") only. All quotations made by MSC SHANGHAI are on behalf of the Carrier.

2. Quotations made by MSC SHANGHAI are not binding until MSC SHANGHAI's final booking confirmation has been transmitted in writing to the Merchant. Any quotation will become null and void unless the Merchant has accepted it in writing within 30 days after receipt.
3. Quoted times and dates for empty positioning and loading are always subject to equipment availability and space. Advertised transit times, sailing and arrival dates are estimated times only; and such schedules may be advanced, delayed or cancelled without notice. In no event shall the carrier be liable for consequential damages or for any delay in scheduled departures or arrivals of any vessel or other conveyances used to transport the goods by sea or otherwise.
4. All charges are "VATOS" (Valid at Time of Shipment). Unforeseeable and additional expenses (such as statutory increase, war risk, congestion, etc.) before, during and after the sea-carriage may at any time be charged by the Carrier to the Merchant.
5. Alterations caused by the Merchant, for instance release of cargo to alternative third parties, issuance of switch bills of lading etc., are not included in MSC SHANGHAI quotations.
6. Unless stated otherwise and expressly confirmed in writing, each quotation always relates to:
 - Harmless goods, being made clear that IMDG cargoes are always and strictly subject to the Carrier and Master's final approval at time of loading
 - Cargo shipped and stowed with "deck option"
 - In gauge cargo, if quoted for open top containers, flat racks and platforms
 - Cargo valued below USD 200.000,00 per container, if cargo value is not presented upon quotation-request. For high-value-cargo-containers (exceeding USD 200.00,00 - two hundred thousand US dollar cargo value) the Merchant has to submit a written warning notice upon booking and, unless included in the freight, to pay an additional HVP (high-value-premium).

4. CARRIER'S RESPONSIBILITY IN CHINESE JURISDICTION

1. The Merchant acknowledges and agrees that pursuant to cl 10.3 of the Carrier's Terms and Conditions the transport contract is subject to English law and the exclusive jurisdiction of the High Court in London, save as otherwise stipulated in cl 10.3. Should nevertheless ever PRC law be applied by any court or tribunal assuming jurisdiction in respect of the Carrier's responsibility, then, in such event, the following shall apply in addition to the Carrier's Terms and Conditions:
2. The Carrier shall not be responsible for any fault of his servants or the ship's crew if damage has occurred as a result of fire or explosion on board, or as a result of any act, neglect or default in the navigation or in the management of the ship other than predominantly carried out in the interest of the cargo.
3. The same shall apply in relation to any act, neglect or default of a pilot or any other independent person involved in the navigation or management of the ship.

5. EXPORT- AND CROSS-TRADE BOOKINGS

1. The MSC SHANGHAI Booking Confirmation formalizes the transport contract concluded between the Merchant and MSC, as a consequence of which both Booking Party and Shipper become jointly and severally contractual partners of MSC MEDITERRANEAN SHIPPING COMPANY S.A.
2. For any intended booking regarding the shipment of military and/or para-military cargo (defined in the broadest sense as cargo which has or might have a military purpose and/or cargo that is destined to or originating from military or para-military authorities, including so-called dual-use cargo), it is mandatory to submit the following documents to MSC prior to any possible acceptance of such booking: Packing List, Commercial Invoice, HS Codes consisting of minimum 6 digits, full details of the manufacturer and end user of such cargo, copy of the Import License and/or Export License of the importer/exporter of such cargo, final destination of the goods. In any case no booking of military / para-military cargo can be accepted without MSC having received the prior approval from the relevant authorities. Furthermore, compliance policy requirements of MSC will have to be adhered to. Any quotation obtained on the basis of incomplete or inaccurate information as to the nature or value of the goods shall not be binding on MSC and/or shall be considered a material breach of contract, entitling MSC to suspend, modify or cancel the transportation at Merchant's sole risk and expenses, and without prejudice to any other remedy available to the carrier.
3. The Booking Party and Shipper are jointly responsible for and have to recheck all information provided concerning description of goods, hazardous cargoes, reefer and out of gauge details as well as for the correctness of weights indicated. All information described in the booking form and/or all information submitted to MSC SHA via MSC BOOKING SYSTEM SHALL be consistent with the documented information approved by Customs and/or Authorities and/or Terminal. They must inform MSC or MSC SHANGHAI immediately in writing in case of any discrepancies or missing details. Any discrepancies or wrong information at the time of receipt of the goods, especially in respect of the cargo's weight and cargo description, may lead to substantial risk and costs for account of the Merchant and might result in short-shipments and breach of International laws. In particular, discrepancies may lead to Status Change costs as per quay / terminal tariff.
4. Cargo Mis-Description Fee – Merchant is liable for all resulting increased charges, costs, expenses, losses and damages whatsoever if the description of the goods provided at the time of booking or as amended thereafter is inaccurate, unless the inaccuracy is a result of an error or omission on the part of the carrier, its servants or agents. Failure by the Merchant to truthfully, accurately and sufficiently detailed describe the goods to MSC in compliance with Carrier's Terms and Conditions of Carriage (including without limitation the present MSC Agency Terms and Conditions) or any applicable law or regulation, whether intentional or otherwise, will result in the application of a mis-declaration fee of USD 5,000.-. It is further expressly agreed and accepted that such charge is in addition to any and all indemnities available to the carrier under the Terms and Conditions of Carriage.
5. The Booking Party and Shipper have to check and ensure that the maximum payload complies with all country-specific legal regulations or requirements at origin, in the transit countries and at destination. They are expressly reminded that overstuffing of containers is not permitted by law and the Carrier and may result in severe injuries and casualties for which the Merchant will be held fully liable.

6. For security reasons all containers for all destinations must be sealed by the Booking Party and Shipper or their representatives with High Security Bolt Seal or equivalent directly after stuffing. For a detailed instruction about correct placement of seals please see our Sealing Procedure (.pdf). Unsealed and incorrectly sealed containers will be resealed upon arrival at the terminal at the Merchant's costs and responsibility and may be short-shipped. Any resulting costs are for account of the Merchant.
7. Loading and stowage of goods is carried out under sole instructions of the Ship's Command. All goods are stowed "option deck" at Merchant's risk.
8. Payments of Ocean Freight have to be effected in USD only. Payments made in otherwise will only be accepted upon request and our written approval, and have to be paid subject to consent credit terms after vessel departure. Any Bank service charges/ transaction costs are for account of the payer.
9. Unless expressly agreed otherwise, all invoices are payable immediately and without deduction or rights of retention or of set-off whatsoever.
10. B/L or Shipping Instructions must be submitted latest at closing time as announced by MSC SHANGHAI. The Booking Party and Shipper are responsible to enquire the specific deadline applicable to their shipment.
11. The Merchant declares that all used wooden packing materials comply with ISPM 15 regulations.
12. In case of Sea Waybills, Shipper and Consignee named on Sea Waybill automatically agree to be party to the Contract of Carriage and accept the Terms and Conditions mentioned on page 1 and 2 of the MSC MEDITERRANEAN SHIPPING COMPANY SA Sea Waybill and under www.msc.com. The Shipper is further responsible to inform the designated Consignee that a formal letter of acceptance of the MSC Sea Waybill Terms and Conditions will be requested from him at destination prior to delivery.
13. Shipping documents will be issued immediately upon receipt of loading confirmation and kept at Merchant's disposition at the MSC SHANGHAI local office. Transfer and dispatch of documents (by registered mail or courier) will only be effected upon receipt of the Merchant's order confirmation and at his sole risk and expense.
14. In case of Merchant's Haulage, the Booking Party and Shipper are responsible for inspecting the empty container for its suitability to carry the specific shipment booked at the time of empty pick up from the depot/terminal either directly or via their truckers. Any later refusal of container will cause additional costs for account of the Merchant and neither MSC nor MSC SHANGHAI shall be held liable for the costs of changing/replacing a container accepted during empty positioning unless the vice affecting the container was not detectable during a summary check; in which case the costs of the container changing shall be equally shared. Notwithstanding the above, a light-test is compulsory prior to each empty container's acceptance and no liability shall be borne by the Carrier or MSC SHANGHAI for costs of exchanging a container found with holes or cracks at a later stage.

15. Booking Party and Shipper are responsible for ensuring that all prior IMO (hazardous goods) placards and labels have been removed from the container before pick-up or latest during stuffing of its non-hazardous cargo. Costs resulting from neglect will be for the account of the Merchant.
16. The use of dry-van containers *in lieu* of reefer or temperature-controlled containers is left to the sole Merchant's appreciation and decision and the Carrier shall have no liability or responsibility whatsoever for thermal or condensation loss or damage to the goods sustained by reason of natural variations in atmospheric temperatures whether the cargo was carried on or under deck.
17. Container's full redelivery to the port prior to loading is only possible by stating the provided delivery reference to the Terminal Interchange and the Merchant and/or its trucker are jointly responsible to ensure proper communication during Gate-In.
18. The Booking Party, the Shipper and their trucker are jointly responsible to check that the empty container picked up at the depot is used for the booking confirmed by MSC SHANGHAI for this specific container. Neither MSC nor MSC SHANGHAI shall be responsible for any costs linked to the repatriation or additional on-carriage costs of wrongly swapped cargoes carried within correct containers due to a mistake during the empty pick-up.
19. High Value Commodity Mis-Declaration Fee - Any cargo with a commercial value exceeding USD 250,000 must be declared to MSC or its agent at the time of booking. Failure by the Merchant to inform MSC will result in the application of a High Value Commodity Mis-Declaration Fee of 25.000 USD, being expressly agreed that such information to MSC shall not be considered as a declaration of value and the documentation so issued will not be deemed ad valorem unless this has been formally agreed by MSC and the corresponding surcharge paid by the Merchant.

6. HAZARDOUS GOODS / IMDG CARGOES

1. Hazardous cargo bookings are only accepted together with a dangerous goods declaration (DGD)
2. Even if a hazardous cargo booking is accepted by MSC in the first instance, MSC reserves the right to reject The shipment, since final approval is with the Vessel's Master.

7. REEFERS AND TEMPERATURE-CONTROLLED CARGOES

1. Reefer cargo bookings are only accepted together with our special reefer booking form, which must be duly filled out and is available upon request at the MSC SHANGHAI export desk.
2. Booking Party, Shipper and its representatives are responsible to check temperature and other setting of the container, and MSC or MSC SHANGHAI shall not be held liable for temperature damages generated by hot stuffing or non-disputed wrong pre-settings.

8. EXPORT LOCAL CHARGES (STORAGE / DEMURRAGE / DETENTIONS ETC.)

1. The Merchant is asked to check MSC SHANGHAI Export Local Charges at <https://www.msc.com/deu/country-guides/china> concerning local charges for ports in other countries, please visit the webpage of the MSC offices at www.msc.com.

9. IMPORT REQUIREMENTS FOR RELEASE OF CARGO

Release of Cargo is handled by State Agent.

1. The State Agent shall, for and on behalf of MSC Shanghai, only release cargo to the parties demonstrating right to receive such cargo against properly endorsed original Bs/L, Letter of Identity or MSC Shanghai's written confirmation as where applicable.
2. Release against non-negotiable "Straight" Bill of Lading
Cargo will be released by State Agent to the party named as consignee in the Bill of Lading, or to its authorized agent, upon presentation of an original Bill of Lading, and the production of valid and satisfactory identification including a Letter of Authority from the named consignee.
3. Release against Express or Sea Way Bills of Lading
Cargo will be released by State Agent to the party named in the Sea Way Bill of Lading as consignee against proper proof of identity. Cargo receivers should acknowledge, by placing their signature on a copy of the Sea Way Bill of Lading that they note and are aware of the terms and conditions of carriage.
4. Release against negotiable "Order" Bills of Lading
Cargo will be released by State Agent against presentation of an original Bill of Lading by the party to which it has been properly and lawfully endorsed.
5. Release against Telex Release
Cargo will be released by State Agent to the party named on the Telex Release against written confirmation from MSC Shanghai, as well as proper proof of identity of named party. The receiver should sign on a copy B/L that he acknowledges the terms and conditions of the MSC Bill of Lading.

6. In case of on-carriage performed by the Carrier, the concrete manifested information must reach MSC SHANGHAI at least four working days prior estimated time of arrival (ETA) at discharge port in order to arrange the positioning. Merchants shall in any event properly submit concrete manifested information to MSC SHANGHAI prior manifest declaration to Custom. MSC and MSC SHANGHAI shall not be held liable for delay and additional costs generated due to a disrespect of this obligation.
7. The State Agent on behalf of MSC Shanghai collects any charges due before cargo releasing.
8. The Merchant always has and is solely responsible to check container(s) availability in respect of release and/or transportability with the Terminal Interchange before taking delivery to avoid failure trucking and waiting time. MSC and MSC SHANGHAI shall not entertain any claim for waiting time or fault-freight if this obligation is neglected.
9. The empty container has to be returned to the container depot designated by MSC in a clean, undamaged condition and completely free of cargo residues, with all chemicals, dangerous goods, and fumigation labels were removed. Failure to comply with this requirement may result in additional costs for account of the cargo.
10. Invoices must be paid in USD and/or RMB without deduction or set-off prior the release of cargo.
11. Merchant expressly agrees that in the context of any MSC contract of carriage, Delivery Order shall include any means, whether electronic or not and/or whether nominative or not and/or whether cancellable or not, aiming at allowing us to take delivery of the goods. Merchant shall keep the carrier indemnified and fully harmless against any loss, claim, damage or expense of whatsoever nature arising out or in connection with the mis-appropriation of such means of delivery after same is issued to the Merchant.

10. CARGO WEIGHT DECLARATION AND VGM COMPLIANCE, SUBMISSION'S DEADLINE

1. All VGM must be submitted electronically or transmitted to MSC prior loading, failing which containers will not be planned on the scheduled vessel. All costs, consequences shall be on Shipper's account for any delay in submitting VGM, non-submission of VGM and/or for any noncompliance to VGM statutory guidelines.
2. MSC does not permit its Containers to be used in any manner whatsoever to lift, load, move or carry cargoes that:

 are wrongly declared, or
 weigh in excess of the VGM or commercial / manifest weight declared, or
 weigh in excess of the payload of the equipment.
3. Should MSC be made aware, prior or during carriage, that its Containers have been used in breach of any of the above prohibitions, the container(s) concerned may be refused for loading, kept onboard for return to origin, discharged at the next convenient port and/or corrective measures such as, but not limited to, restuffing into other containers may be taken at MSC' sole discretion and at the Merchant's sole risks and expenses.
4. Merchant shall be liable towards MSC and its agents for all losses, claims, fines, demands, suits and actions of any kind whatsoever including in respect of death and personal injury, legal and court expenses, whether directly or indirectly resulting from or connected to such unauthorized use of the MSC's Containers.
5. Any extra work generated due to a breach of any of the above prohibitions shall give rise to an ad hoc surcharge and MSC reserves it rights to exercise its lien over the infringing cargo and/or any other cargo carried on behalf of the Merchant until the costs due to MSC, including surcharge, have been fully paid.

11. LEGAL ADMINISTRATION FEE

1. MSC shall charge the Merchant a Legal Administration Fee (LAF) covering the extra coordination / organization work and subsequent follow-up necessitated by any situation of damage or risk of damage to the cargo, container, crew and/or vessel caused or generated by the Merchant's negligence, fault or misconduct. This fee will be charged in addition to the costs actually as the result of the situation itself and its remedy. Its amounts will be of:

FOR COSTS UP TO 500 USD: 40 USD PER CONTAINER

FOR COSTS BETWEEN 500 AND 1000 USD: 80 USD PER CONTAINER

FOR COSTS BETWEEN 1000 AND 2000 USD: 140 USD PER CONTAINER

FOR COSTS OVER 2000 USD: 200 USD PER CONTAINER

2. The Carrier and its Agent are authorised to charge the Legal Administration Fee in any other legal currency locally.

12. IMPORT LOCAL CHARGES

The Merchant is invited to check the MSC SHANGHAI Import Local Charges by contacting the Import Desk directly at <https://www.msc.com/deu/country-guides/china> or on the agency website under www.msc.com. For any local charges in other countries, please visit webpage of the local MSC office.