



MSC HONG KONG TERMS AND CONDITIONS

Table of Contents

1. DEFINITIONS	3
2. APPLICABILITY	3
3. QUOTATIONS	3
4. JURISDICTION AND LAW	4
5. EXPORT AND CROSS-TRADE BOOKINGS.....	4
6. HAZARDOUS GOODS/IMDG CARGOES/SPECIAL CARGOES	6
7. REEFERS AND TEMPERATURE - CONTROLLED CARGOES	7
8. EXPORT LOCAL CHARGES (STORAGE/DEMURRAGE / DETENTIONS ETC.).....	7
9. FORWARDING SERVICES PROVIDED OUTSIDE THE SCOPE OF MSC BILL OF LADING/SEA WAYBILL	7
10. IMPORT REQUIREMENTS FOR RELEASE OF CARGO.....	8
11. IMPORT LOCAL CHARGES (STORAGE/DEMURRAGE/DETENTIONS ETC.)	9
12. CARGO WEIGHT DECLARATION AND VGM COMPLIANCE, SUBMISSION'S DEADLINE.	9
13. LEGAL ADMINISTRATION FEE	10

MSC HK 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 CARRIER'S TARIFF, THE BOOKING TERMS AND THE LOCAL AGENCY TERMS AND CONDITIONS AT THE PORTS OF LOADING, TRANSSHIPMENT AND DISCHARGE, COPIES OF WHICH ARE AVAILABLE UPON REQUEST.

1. DEFINITIONS

MSC or Carrier: means MSC MEDITERRANEAN SHIPPING COMPANY S.A.,12-14 Chemin Rieu, 1208 Geneva Switzerland

MSC HK: means Mediterranean Shipping Company (Hong Kong) Ltd, 43/F, The Centre, 99 Queen's Road Central, Hong Kong 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

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.

These AGENCY TERMS AND CONDITIONS shall be deemed to form part of all contracts between the Merchant and MSC via its local agent MSC HK. Orders and instructions of the Merchant shall be considered as his acknowledgement and acceptance of these AGENCY TERMS AND CONDITIONS.

General Conditions of the Merchant will not be applicable and shall in any way be superseded by these AGENCY TERMS AND CONDITIONS and the terms and conditions of the MSC Bill of Lading and/or Sea Waybill.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

- 3.1 MSC HK acts as agent for and on behalf of MSC Mediterranean Shipping Company S.A. (the "Carrier", "MSC") only. All quotations made by MSC HK are on behalf of the Carrier.
- 3.2 Quotations made by MSC HK are not binding until MSC HK'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.
- 3.3 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.

- 3.4 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.
- 3.5 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 HK quotations.
- 3.6 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
- 3.7 The Merchants hereby represent that the cargo value per container load, does not exceed the sum of USD 200 000.00 and they acknowledge that the quotation is based on the representation that the cargo value is less than USD 200 000. In the event that the cargo value exceeds the aforementioned sum and the Merchants fail and/or neglect to notify the Carrier in writing prior to their acceptance of the quotation, the Carrier's liability shall be limited to either USD 200 000 or the limitation as provided for in the Contract of Carriage, whichever the lesser.

4. JURISDICTION AND LAW

4.1 The Merchant acknowledges and agrees that pursuant to clause 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 clause 10.3. Should nevertheless ever HK 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.

4.2 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.

4.3 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

5.1 The MSC HK 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.

5.2 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.

- 5.3 The Booking Party and Shipper are 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. They must inform MSC or MSC HK 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, may lead to substantial risk and costs for account of the Merchant and might result in short-shipments. In particular, discrepancies may lead to Status change costs as per quay / terminal tariff.
- 5.4 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, 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.
- 5.5 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.
- 5.6 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 may 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.
- 5.7 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. Requests for "under deck" stowage are subject to written approval and confirmation by MSC or MSC HK.
- 5.8 Payments of Ocean Freight have to be effected in HKD or RMB or 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.
- 5.9 Unless expressly agreed otherwise, all invoices are payable immediately and without deduction or rights of retention or of set-off whatsoever.
- 5.10 B/L or Shipping Instructions must be submitted latest at SI cut off. For shipments to countries/areas requiring an AMS-filing or comparable procedures, special deadlines shall apply. The Booking Party and Shipper are responsible to enquire the specific deadline applicable to their shipment.
- 5.11 The Merchant declares that all used wooden packing materials comply with ISPM 15 regulations.
- 5.12 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.

- 5.13 Shipping documents will be issued immediately upon receipt of loading confirmation and kept at Merchant's disposition at the MSC HK 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.
- 5.14 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 HK 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 HK for costs of exchanging a container found with holes or cracks at a later stage.
- 5.15 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.
- 5.16 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.
- 5.17 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.
- 5.18 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 HK for this specific container. Neither MSC nor MSC HK 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.
- 5.19 High Value Commodity Mis-Declaration Fee - Any cargo with a commercial value exceeding USD 250,000 (two hundred and fifty thousand US Dollars) 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 (twenty-five thousand US Dollars), 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/SPECIAL CARGOES

- 6.1 Hazardous cargo bookings are only accepted together with a dangerous goods declaration (DGD)
- 6.2 The signed "Container Packing Certificate" needs to be presented at the latest 24 hours prior cargo closing at Terminal.

- 6.3 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.
- 6.4 The Booking Party and Shipper shall notify MSC or MSC HK at the time of booking if any special cargo for import, export or handling requires a valid license, permit or any similar kind of documents under Hong Kong laws and acceptance of the same is subject to the absolute discretion of MSC or MSC HK.
- 6.5 If such booking is accepted and in any event, The Booking Party and Shipper shall supply MSC or MSC HK of any or all such valid documents before the special cargo is handled over to MSC or MSC HK or the time as required by law whichever is the earlier.
- 6.6 The Booking Party and Shipper shall jointly and severally indemnify MSC or MSC HK for any loss or damage caused by the failure or delay in supply of a valid license, permit and similar kind of documents.

7. REEFERS AND TEMPERATURE - CONTROLLED CARGOES

- 7.1 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 HK export desk.
- 7.2 Booking Party, Shipper and its representatives are responsible to check the pre-settings of the container prior to stuffing, and MSC or MSC HK shall not be held liable for temperature damages generated by hot stuffing non-disputed wrong pre-settings.

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

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

9. FORWARDING SERVICES PROVIDED OUTSIDE THE SCOPE OF MSC BILL OF LADING/SEA WAYBILL

Insofar as MSC HK expressly accepts to procure, in addition to the voyage expressly covered by the Carrier's Bill of Lading/ Sea Waybill (or in cases where no transport documents have been issued, by the Carrier's initial freight quotation or Booking Confirmation), land forwarding services including but not limited to the procurement of pre- or on-carriage, then MSC HK still acts in the name of the Carrier. These specific (and no other) services, however,

are subject to the Terms and Conditions of the **Hong Kong Association of Freight Forwarding & Logistics Ltd** and for the limitation of liability provided therein, **the Carrier's liability for loss of or damage to or misdelivery of cargo shall be limited to GBP 100 sterling lawful currency per package of the goods lost, damaged or misdelivered.**

The Merchant is obliged upon placing the order to explicitly draw attention to MSC HK regarding the value of the cargo if such value exceeds the aforesaid maximum liability amount, in order to enable the Carrier to arrange for appropriate safety measures during the carriage.

10. IMPORT REQUIREMENTS FOR RELEASE OF CARGO

- 10.1 No release of cargo/ container(s) will be authorized until the MSC Original Bill of Lading has been duly accomplished / fully executed by presentation and endorsement.
- 10.2 In case of Sea Waybill / Telex Release, no release of cargo/container(s) will be authorized until a Letter of Indemnity / Undertaking has been signed and stamped by the Consignee through which it acknowledges its acceptance of the MSC Bills of lading Terms and Conditions. For the ease of reference, the MSC Terms and Conditions are to be found <https://www.msc.com/hkg/contract-of-carriage>.
- 10.3 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 HK shall not entertain any claim for waiting time or fault-freight if this obligation is neglected.
- 10.4 In case of on-carriage, the Merchant's delivery instruction must reach MSC HK at least four working days prior estimated time of arrival (ETA) at discharge port in order to arrange the positioning. MSC and MSC HK shall not be held liable for delay and additional costs generated due to a disrespect of this obligation.
- 10.5 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 (in accordance with applicable regulations), and fumigation labels removed. Failure to comply with this requirement may in additional costs for account of the cargo.
- 10.6 Invoices must be paid in HKD or USD without deduction or set-off prior the release of cargo.
- 10.7 For dutiable goods, cargo details shall be provided to MSC/HKG on/before 2 working days of the vessel arrival HKG
- 10.8 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 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 misappropriation of such means of delivery after same is issued to the Merchant.

11. IMPORT LOCAL CHARGES (STORAGE/DEMURRAGE/DETENTIONS ETC.)

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

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

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.

MSC does not permit its Containers to be used in any manner whatsoever to lift, load, move or carry cargoes that:

- a. are wrongly declared, or
- b. weight in excess of the VGM or commercial / manifest weight declared, or
- c. weight in excess of the payload of the equipment.

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.

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.

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.

13. LEGAL ADMINISTRATION FEE

MSC or MSC Croatia shall charge the Merchant a Legal Administration Fee (LAF) covering the extra coordination / organization work and subsequently 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 cost actually as the result of the situation itself and its remedy. Its amounts will be:

For cost up to 500 USD:	40 USD per container
For cost between 500 and 1000 USD:	80 USD per container
For cost between 1000 USD and 2000 USD:	140 USD per container
For cost over 2000 USD:	200 USD per container

The carrier and its agent are authorized to charge the Legal Administration Fee in any other legal currency locally. The basis for our invoicing being number of containers involved in the incident / casualty, not the number of containers listed on the Bill(s) of Lading.

The extra handling costs to be taken into account for the determination of the LAF being the final amount charged to MSC / MSC agents, including all taxes and charges.