



MSC LITHUANIA TERMS AND CONDITIONS

MEDITERRANEAN SHIPPING COMPANY LITHUANIA AS AGENT FOR MSC MEDITERRANEAN SHIPPING COMPANY S.A., GENEVA

Sensitivity: Internal

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MEDITERRANEAN SHIPPING COMPANY LITHUANIA UAB 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.
- **Mediterranean Shipping Company Lithuania UAB:** means an independent company incorporated in Lithuania, with address in Konstitucijos av. 7, 21st floor, Vilnius, Lithuania 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

- 2.1 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.
- 2.2 These AGENCY TERMS AND CONDITIONS shall be deemed to form part of all contracts between the Merchant and MSC via its local agent MSC Lithuania UAB. Orders and instructions of the Merchant shall be considered as his acknowledgement and acceptance of these AGENCY TERMS AND CONDITIONS.
- 2.3 General Conditions of the Merchant will not be applicable and shall in any way be superseded by these agency terms and conditions and the terms and conditions of the MSC Bill of Lading and/or Sea Waybill.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

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

- 3.2 Quotations made by MSC LITHUANIA UAB are not binding until MSC LITHUANIA UAB final booking confirmation has been transmitted in writing to the Merchant. Unless the quotations specify a validity period and the Merchant have accepted it in writing, it will become null and void after 30 days of receipt, unless other conditions agreed.
- 3.3 Quoted times and dates for empty positioning and loading are always subject to equipment availability and space on board vessels. 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 LITHUANIA UAB 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.
 - Cargo valued below USD 200.000 per container, if cargo value is not presented upon quotation-request. For high-value-cargo-containers (exceeding USD 200.000 - two hundred thousand US dollar cargo value) the Merchant must 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 LITHUNIAN JURISDICTION

- 4.1 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 Lithuanian 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.
- 4.4 Should MSC LITHUANIA UAB be considered to be the Carrier under a transportation contract, the liability of MSC LITHUANIA UAB is limited in the same way as the liability of the Carrier.

5. EXPORT AND CROSS-TRADE BOOKINGS

- 5.1 The MSC LITHUANIA UAB 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 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 LITHUANIA UAB 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.
- 5.3 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.
- 5.4 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. 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.
- 5.5 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.
- 5.6 Customer should inform what currency EUR or USD should be used as final in invoice prior invoice issuance and payment must be processed accordingly in EUR or USD. Any Bank service charges/ transaction costs are for account of the payer.
- 5.7 Unless expressly agreed otherwise, all invoices are payable immediately and without deduction or rights of retention or of set-off whatsoever.
- 5.8 B/L or Shipping Instructions must be submitted latest at closing time. 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.

- 5.9 The Merchant declares that all used wooden packing materials comply with ISPM 15 regulations.
- 5.10 In consideration of Carrier issuing, at the booking party or the shipper's request, Sea Waybill instead of Bill of Lading for the contract of carriage of the cargo, the booking party and the shipper hereby indemnify the Carrier for all and any claims, losses, costs, expenses and liabilities of any nature whatsoever that arise in consequence of the use of a Sea Waybill instead of a Bill of Lading. The booking party and the shipper further undertake to ensure that the Consignee designated on the Sea Waybill receives a legible copy of, by fax or e-mail, and agrees to abide by, the terms, conditions, exceptions and limitations contained in the Carrier Sea Waybill as freely accessible under www.msc.com and to inform the 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, being made expressly clear that oversight from MSC or its agent to obtain such a letter of acceptance prior release of the cargo shall not be deemed in any way as a waiver by MSC of its rights to rely upon, nor as a non-acceptation by the Consignee, of these Terms and Conditions.
- 5.11 Shipping documents will be issued immediately upon receipt of loading confirmation and kept at Merchant's disposition at the MSC LITHUANIA UAB 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.
- 5.12 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 LITHUANIA UAB 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 LITHUANIA UAB for costs of exchanging a container found with holes or cracks at a later stage.
- 5.13 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.
- 5.14 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.
- 5.15 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. For container delivery to the respective port of loading it is mandatory to state the correct vessel name as per MSC LITHUANIA UAB booking confirmation.

- 5.16 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 LITHUANIA UAB for this specific container. Neither MSC nor MSC LITHUANIA UAB 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.
- 5.17 As per the SOLAS Convention (Safety of Life at Sea) it is mandatory for shippers to verify weights of packed containers, regardless of who packed the container. The verification of actual container weight must be obtained on-shore, and provided to the vessel operator and the port terminal facility prior to the vessel loading process. Neither MSC nor MSC LITHUANIA UAB shall be responsible for any costs linked the declaration of incorrect container weights.
- 5.18 Every booking cancelation is subject to booking cancelation fee advised by MSC Lithuania UAB.

6. HAZARDOUS GOODS / IMDG CARGOES

- 6.1 The Merchant engaged in the transport of dangerous goods intended to be transported by sea must have been trained in the contents of dangerous goods provisions commensurate with their responsibilities and must comply with the provisions of IMDG Code and its amendments.
- 6.2 Booking Party and Shipper are responsible for ensuring that all prior IMDG (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.
- 6.3 Hazardous cargo bookings are only accepted together with a dangerous goods declaration (DGD).
- 6.4 Even if a hazardous cargo booking is accepted by MSC in the first instance, MSC reserves the right to reject the shipment as per Vessel's Master discretion.
- 6.5 The Booking Party and Shipper are responsible to enquire the specific deadline applicable to Hazardous Cargo containers and its documentation.

7. WASTE & SCRAP CARGOES

- 7.1 The Merchant is responsible to ensure that each booking of waste and/or scrap cargo complies absolutely with the requirements of EU-Regulation 1013/2006 of 14th June 2006 on shipment of waste.

7.2 Any wrong declaration or missing documentation will lead to a misdeclaration Fee of USD 500 per container for account of the Merchant in addition to the liability exposed under the Contract of Carriage for any other charges, costs or penalties that may arise for the Carrier due to miss-declaration.

7.3. Salvaged (non-running) and damaged vehicles:

- Used vehicles, including salvaged and damaged both are under strict control of Lithuanian Statutory Authorities. The vehicles and cars with significant damages treated like a waste shipment and requires for relevant official permitting for further delivery.
- Containerized shipments of used vehicles are under limited time of temporary storage at the port till 60 calendar days only from date of discharge!
- The shipments with longer period of temporary storage will be treated as Uncleared and Abandoned Cargo and will be processed accordingly.
- Further Customs warehousing is available. Should be managed by Booking party or Consignee.

8. REEFERS AND TEMPERATURE-CONTROLLED CARGOES

8.1 Booking Party, Shipper and/or its representatives are responsible to CHECK THAT THE TEMPERATURE CONTROLS ON THE CONTAINER ARE AT THE REQUIRED CARRYING TEMPERATURE AND THE VENTILATION IS PROPERLY SET PRIOR STUFFING THE GOODS. The Merchant's use of the Container shall be *prima facie* evidence of its being sound and suitable for use. MSC or MSC Lithuanian UAB shall not be held liable for temperature damages generated by non-disputed wrong settings.

8.2 Reefer cargo bookings will be released only after the confirmation from Terminal that the PTI has been successfully completed for the said unit.

8.3 The Merchant must take note that refrigerated Containers are not designed:

- To cool or freeze Goods which have been loaded into a Container at a temperature higher than their designated carrying temperature. The Carrier shall not be responsible for the consequences of the Goods being loaded at a higher temperature than that required for the carriage;

- to monitor and control humidity levels, even if a setting facility exists, and because humidity is influenced by many external factors the Carrier does not guarantee and is not responsible for the maintenance of any intended level of humidity inside any Container

9. EXPORT LOCAL CHARGES (STORAGE/DEMURRAGE ECT.)

The Merchant is invited to check the Mediterranean Shipping Company Lithuania UAB Export Local Charges at local MSC agency.

10. IMPORT BOOKINGS

- 10.1 The provisions and under clauses 4 to 7 above apply mutatis mutandis to the Import bookings
- 10.2 Collect Freight must be previously approved by MSC LITHUANIA UAB.
- 10.3 In addition to the above, the following Form / List must be properly filled out with all corresponding information and provided to MSC Lithuanian UAB for any / all Import Bookings:
- Client reference (if any)
 - Pre-carriage (if any)
 - POL
 - POD
 - On carriage (if any)
 - Volume
 - Commodity
 - Shipper
 - Freight Forwarder (for export from USA only)
 - Origin (for export from USA only)
 - Consignee
 - Notify
 - Notify 2 (if any)
 - Rate reference
 - Agreed Ocean/Sea-Freight
 - Ocean/Sea-freight payable at
 - D-THC and local charges payable at
 - B/L type
 - Estimated time of shipment

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

In those cases where the Merchant requests MSC LITHUANIA UAB for land forwarding services 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), including but not limited to the procurement of pre- or on-carriage, then that agreement will be between MSC LITHUANIA UAB and the Merchant and will not involve or include the Carrier. Under this land forwarding service agreement, the Merchant is obliged upon placing the order, to explicitly draw attention to MSC LITHUANIA UAB regarding the value of the cargo, in order to enable MSC LITHUANIA UAB to arrange for appropriate safety measures during the respective carriage and, where needed, request the arrangement of a special cargo insurance cover.

12. IMPORT REQUIREMENTS FOR RELEASE OF CARGO

- 12.1 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.
- 12.2 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 under <https://www.msc.com/cyp/contract-of-carriage>.
- 12.3 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 LITHUANIA UAB shall not entertain any claim for waiting time or fault-freight if this obligation is neglected.
- 12.4 In case of on-carriage, the Merchant's delivery instruction, together with all required documents, must reach MSC LITHUANIA UAB at least four working days prior estimated time of arrival (ETA) at discharge port in order to arrange the positioning. Non-respect of such obligation can lead to important costs, amid others, of storage, monitoring and plugging costs and/or D&Ds and MSC / MSC LITHUANIA UAB shall not be held liable for delay and additional costs generated due to a disrespect of this obligation.
- 12.5 The empty container has to be returned to the container depot designated by MSC in a clean, undamaged condition and completely free of cargo and dunnage residues, with all chemicals, dangerous goods (in accordance with applicable regulations), and fumigation labels removed. Failure to comply with this requirement may result in additional costs for account of the cargo.
- 12.6 All freight and local charges must be paid without deduction or set-off prior the release of cargo.

12.7 Delivery:

1. The Merchant shall take delivery of the Goods within the time provided in the Carrier's applicable tariff referred to in Clause 3 of the MSC Bill of Lading and Sea Waybill Terms and Conditions.

2. Shall the Merchant fail to take delivery of the Goods within ten (10) days of the delivery becoming due under a) above, such delay shall be considered as unreasonable in the meaning of the clause 20 of the MSC Bill of Lading and Sea Waybill Terms and Conditions and the Carrier shall not thereafter have any further responsibilities or liability in respect of these goods.

3. Notwithstanding the above, the Carrier shall be entitled, without notice, to unpack the Goods and/or to store the Goods ashore, afloat, in the open or under cover, at the sole and entire risk of the Merchant and such storage shall constitute due delivery and the costs of such storage (if paid or payable by the Carrier or any agent or sub-contractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier.

4. If, whether by act or omission, the Merchant directly or indirectly prevents, delay or hinder the discharge or the delivery of the Goods, any costs, expenses or liability so resulting shall be for its full and sole account.

13. IMPORT LOCAL CHARGES (STORAGE/DEMURRAGE ETC.)

The Merchant is invited to check the Mediterranean Shipping Company Lithuania UAB Import Local Charges at local MSC agency.

14. EQUIPMENT RE-USE

14.1 Equipment re-use: occurs whenever an empty container is re-used for a new shipment by the Merchant without first being returned to an MSC nominated container depot for inspection and maintenance. Such re-use has to be authorized by MSC in advance and a status changeover date ending the import demurrage period will be agreed. Merchant accepts to be charged with a re-use fee. Re-use is tolerated for the sole benefit and convenience of the Merchant who shall accordingly bear any and all risks associated with the re-use and shall keep MSC LITHUANIA UAB fully indemnified (including reasonable legal expenses) against any claim that would be raised by any party in that connection. Merchant shall inspect the container (internally & externally) for suitability and bear any expense (including without limitation, re-positioning of the re-used unit to a MSC depot and delivery costs of a replacement container) in the event the container is not fit for the intended carriage. All terms and conditions governing the re-use to be accessed via following URL: <http://www.avantida.com/reuse/>

14.2 LIABILITIES

Provided MSC has granted the request for reuse of a MSC container to the merchant, the latter becomes fully and solely liable for the internal and external condition of the MSC equipment. By reusing the MSC equipment, the Merchant expressly confirms to have inspected the equipment and agrees/accepts this

equipment to be in clean, dry, odorless and good condition, i.e. free from any defects/ damage, and does therefore not require any repair, inspection or cleaning. Furthermore, by reusing the MSC equipment, the Merchant expressly acknowledges that the equipment meets with all the requirements for the export shipment of this equipment (such as - but not limited to - particular type of the container, maximum allowed payload, presence of a valid CSC plate, presence of ACEP label etc.)

By consequence the Merchant confirms to be solely liable for the condition of the MSC equipment reused for export purposes and to hold harmless and indemnify MSC for all costs and consequences in case that the equipment would be refused at the load premises of the supplier or in case the cargo would appear to have suffered damage as a result of the condition of the MSC equipment reused for export shipment. In general the merchant agrees to indemnify and hold harmless MSC in respect of any liability, loss, damage or expenses of whatsoever nature which MSC may sustain by reason of granting reuse of MSC equipment to the merchant without any previous inspection at a depot.

14.3 UNAUTHORIZED REUSE

Reuse of MSC equipment by the Merchant without previous express acceptance by MSC will constitute unlawful and unauthorized reuse and will give rise to a penalty/fine of EUR 300,- (three hundred) to be charged by MSC to the Merchant.

All conditions – applicable in case of an authorized reuse - will of course remain valid and binding the merchant in case of unauthorized reuse.

14.4 DEMURRAGES/DETENTION CHARGES

In case of authorized reuse of MSC equipment, the date of reuse made by the merchant will be considered as the date on which the import leg ends and the date on which the export leg starts, particularly enabling MSC to determine the date until which respectively as from which demurrages/detention charges should be calculated and invoiced to the import respectively export client. In case of dispute regarding this date, the merchant has the burden of proof and agrees to indemnify MSC for the demurrages/detention charges which would appear to be unrecoverable from the import or export client due to this dispute.

14.5 LAW AND JURISDICTION

Failing amicable settlement, any disputes regarding the contents and/or interpretation of subject general terms and conditions will be submitted to the jurisdiction of the commercial courts of Lithuania, with local law and Hague – Visby rules applied.

15. 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. weigh in excess of the VGM or commercial / manifest weight declared, or
- c. weigh 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, re-stuffing 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 its 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.

16. LEGAL ADMINISTRATIVE FEE

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

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

CONTACTS

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