



Our worldwide quotations for doing the transport are non-binding. This quotation is based on seaworthy packed, normal measuring and stackable cargo and subject to carrier acceptance.

This quotation does not apply to scrap, veterinary / inspection goods, excise goods, air guns, bank notes, bonds, bullet cores, carbon black, coins, firearms, weapons, gold bullion, hides, animal skins, jewelry, lighters, magnets, paintball guns, precious metal / stones, refrigerated cargo, sausage / hog casings, scrap metal, tobacco, alcohol, spirits, treasury notes, IMO (on request), works of art and antiques, negotiable instruments such as deeds, stock certificates and securities.

SSC Consolidation or its partners are not liable for any loss/damages and/or other costs involved if these commodities are booked but not advised as such

#### General conditions

Our rates are based on the current ocean-freight rate levels. However, should certain GRI's, Peak Season or other unforeseen developments and circumstances occur causing the market Ocean-freight rate to increase, SSC Consolidation reserve the right to revise the Ocean-freight pricing / rate agreement.

Due to anticipated changes in the global market, rates quoted by SSC Consolidation are subject to (new) (sur)charges as they are implemented in local and/or global markets valid at time of shipment without prior notice.

With regards to any newly (to be) implemented surcharges, SSC Consolidation reserves the rights to revise freight pricing (FOB/Ocean-freight/PLC or other tariff components) on trade-lanes in order to capture these (un)expected additional charges.

Rates are generally quoted for LCL General Cargo on CFS-to-CFS basis, unless otherwise specified. The rates are excluding any possible charges valid at time of shipment not mentioned in the file, charges caused by third parties and/or additionally requests like customs clearance, fumigations, inspections, pre-carriage, on-carriage, density, heavy weight, oversized cargo, storage charges etc

To ensure bookings are charged / filed correctly new bookings needs to be made at destination with SSC Consolidation.



Before unloading containers will be checked for gas, in case gas has been found the additional charges will be for consignee's account. Gas measurement is done for the safety of humans and environment.

In case of FYCO at terminal the additional charges will be for consignee's account.

All inland CFS and/or door deliveries are to be cleared at port of entry unless otherwise specified. We reserve the right to adjust our tariffs immediately upon carrier's adjustments without prior notice.

Unless FOB charges are specifically quoted, all routed cargo prepaid or collect are subject to full FOB charges

All rates valid for seaworthy- & stackable cargo.

Rate per w/m (per 1000 kgs or 1m<sup>3</sup>) and minimum of 1m<sup>3</sup> unless otherwise specified.

In case of unpacked / not stackable cargo (for example: bales / rolls) .... additional charges might apply and will be for consignee's account. Drums (for example: cable drums) must be loaded on skids / pallets.

Rates are valid for cargo NOT EXCEEDING following dimensions: max length 580 cm, max width 230 cm, max height 225 cm.

In case cargo exceeds these dimensions kindly check with our office on a case-by-case basis ...for possibilities and long length, high cube and/or other additional (sur)charges prior loading. Unpacked/Overlength/overweight surcharges for transshipment port only upon request.

For cargo with origin in the United States of America, rates offered in our Tariff are only applicable whenever it is guaranteed that no freight forwarder or NVOCC is involved with the booking. In Case a Forwarder or NVOCC is involved, Oceanfreight rates based on their Filing in accordance with the FMC Freight Marine Corporation will take place instead

For shipments with a total weight of more than 5000 kgs per HBL, a heavy weight surcharge is applicable. The amount of the surcharge is on a on request basis, if the rate is not requested up front, we remain the right to charge this afterwards.

Shipper/supplier is responsible for correct packing where fumigation is mandatory and/or cargo being seaworthy packed. Shipper/Supplier is responsible for clear and correct marks & numbers.



Shipper/supplier is responsible for timely providing SSC Consolidation information such as Filing for USA, Canada as well as any other origins with specific manifest deadlines.

Shipper, consignee or their receiving agents are expected to be fully aware of all and any rules, regulations and restrictions at both ends, as well as in (when applicable) transshipment ports.

All transit times listed are guidelines only and therefore no rights or claims can be obtained from it. These are subject to changes due to unforeseen circumstances applied by a carrier, weather-conditions etc. For an up-to-date transit time, please check on our website [www.sscconsolidation.com](http://www.sscconsolidation.com) or call your local SSC representative.

All our activities are subject to the terms and conditions of our Saco Shipping Line Bill of Lading/Shipco Transport Bill of Lading (as applicable) which can be found on the Bill of lading, our website or on request. Any liability of SSC Consolidation for loss/damage to goods will be governed by and limited to our standard trading conditions FeNeX.

National road transport within the Netherlands. Road transport is executed under the 'Algemene Vervoerscondities 2002' (The General Transport Conditions - A.V.C. 2002) filed at the Office of District Court of Amsterdam and Rotterdam, latest version.

International road transport outside the Netherlands. Road transport executed under the 'Convention on the Contract of the International Carriage of Goods by Road' (C.M.R.) and also 'The General Transport Conditions - A.V.C. 2002.