

Terms - Conditions - Disclaimer

1. General

All our transactions are subject to the Belgian Freight Forwarding Standard Trading Conditions 2005. The text of those conditions has been published under number 0090237 in the Annexe au Moniteur Belge dated June 24th, 2005 and is available free of charge.

- ▶ All transactions are subject to the company's trading conditions, available on request, which in certain cases exclude or limit the company's liability and include certain indemnities benefiting the company.
- ▶ Our proposal is subject to formal acceptance within 30 days and on prepaid basis only unless otherwise confirmed.
- ▶ Valid for non-hazardous, stackable, duly marked, seaworthy packed and container sable goods (to fit inside 20ft dry), unless otherwise mentioned.
- ▶ For all other goods such as but not limited to, non-stackable cargo, extra charge can be applied - please contact **SALES@ANR-GLOBAL.COM** for guidance/info.
- ▶ Valid for packages not exceeding 1 or more of following dimensions: L 580cm - W 230cm - H 225cm - max. weight 3000 kg/package, if packages exceed these dimensions/weight extra surcharges can apply.
- ▶ Shipper or his representative are responsible for timely hand over of documents/information such as, but not limited to, BL instructions at least 24 hours before vessel departure, security filing information (US, CA, CN, JP.)
- ▶ Shipper, consignee or their representatives are to be fully aware of all and any rules, regulations and restrictions at both origin and destination.
- ▶ Guidelines are mentioned in our booking confirmation and subject to change without prior notice, carrier not liable for any incomplete guidelines.

2. Rates

- ▶ Calculated in W/M (1000 kg/1 cbm) with a minimum of 1000 kg / 1 cbm - dimensions as per our unloading sheet and subject to surcharges valid at time of shipment (vatos).
- ▶ All rates mentioned are valid from CFS Antwerp up to CFS final destination.
- ▶ All destination charges are for receiver's account unless otherwise agreed.
- ▶ All nominated cargo is subject to full FOB charges.
- ▶ All additional charges such as but not limited to scanning and/or physical inspection by customs will be billed pro rate to the booking party.
- ▶ Charges that are not explicitly covered by the quotation are ruled as per **ANR GLOBAL** tariff.
- ▶ We reserve the right to adjust our tariffs immediately upon carriers' adjustments without prior notice.
- ▶ Container Free time for Demurrage and Detention (equipment rent) as well as Chassis Usage Fee are ruled as per **ANR GLOBAL** tariff, unless separately agreed. Quay rent, storage /monitoring / plug in / electricity charges by Terminal or Port.
- ▶ For transshipment and inland destinations, customs clearance should normally be affected at port of entry.
- ▶ Following information/documentation is a minimum requirement for all transshipment cargo:
 - a) copy commercial invoice, copy packing list and B/L - any customs inspection is for account of the cargo.
 - b) full details of person to contact at destination (telephone, fax, mail, full address + full name)
- ▶ For all destinations a collection fee of 10% will be applicable on disbursements (min euro 35).

3. Manifest & HBL corrections

- ▶ Any correction/amendment on the HBL after sailing date can result in extra charges depending on OBL instructions and/or arrival of cargo. Charges can be advised upon request.

4. Dead freight

- ▶ In case of booking cancellation after closing date, non-delivery, missing documents on closing day a dead freight of 75% based on ocean freight and surcharges can be applied.

5. High Density Surcharge

- ▶ High density/weight cargo surcharge can be applied for shipments over 5000 kg/shipment (separate rules for Africa lanes).
- ▶ Shipments with weight higher than 10000 kg/shipment are subject to approval and can be moved over 2 departures.
- ▶ All transports are accepted based on local, international and equipment weight limitations for the mode of transport involved.

A high-density surcharge (if any) will be billed at a w/m ratio of 1 Ton: 1,6 cbm - billing on whichever the greater revenue.
example: shipment 8000 kg / 5 cbm - $8000 \times 1,6 = 12,8$ RevTon

6. ISPM15 handling / BMSB handling

- ▶ Fumigation/ISPM15 is packaging material related.
- ▶ BMSB is commodity related (hs code) for cargo moving/transiting through Australia and New Zealand.
- ▶ Treatment is performed under Heat-Treatment, cargo/packing must be able to sustain exposure to Heat-Treatment procedures.
- ▶ Shipper to provide a certificate showing that cargo can withstand Heat-Treatment processes (heated air between 60-80 grc)
- ▶ Treatment with gas is possible on request outside of our Antwerp CFS.
- ▶ Closing date treatment: 2 working days before closing date, unless otherwise indicated.
- ▶ Shipper remains responsible and liable of all charges to request treatment if needed as per rules and regulations in place.

7. General IMO remarks

Our warehouse **cannot handle** following commodity, classes, or UN numbers:

► Commodity:

Any IMO cargo requiring temperature control - any IMO cargo related to waste

► Class:

class 1, class 2.3, class 5.2, class 6.2, class 7

► UN number:

- UN1204	- UN1310	- UN1320	- UN1321	- UN1322	- UN1331	- UN1336	- UN1337	- UN1344
- UN1347	- UN1348	- UN1349	- UN1354	- UN1355	- UN1356	- UN1357	- UN1361	- UN1362
- UN1402	- UN1415	- UN1418	- UN1512	- UN1517	- UN1571	- UN1748	- UN1944	- UN1945
- UN2059	- UN2186	- UN2188	- UN2208	- UN2249	- UN2254	- UN2421	- UN2426	- UN2455
- UN2555	- UN2556	- UN2557	- UN2852	- UN2880	- UN2907	- UN3064	- UN3090	- UN3111
- UN3112	- UN3113	- UN3114	- UN3115	- UN3116	- UN3117	- UN3118	- UN3119	- UN3120
- UN3231	- UN3232	- UN3233	- UN3234	- UN3235	- UN3236	- UN3237	- UN3238	- UN3239
- UN3240	- UN3255	- UN3256	- UN3257	- UN3258	- UN3317	- UN3319	- UN3343	- UN3344
- UN3357	- UN3364	- UN3365	- UN3366	- UN3367	- UN3368	- UN3369	- UN3370	- UN3375
- UN3376	- UN3379	- UN3380	- UN3474	- UN3480	- UN3485	- UN3486	- UN3487	- UN3496
- UN3497	- UN3498	- UN3533	- UN3534					

► Following UN numbers are "ON REQUEST":

- UN1131	- UN1185	- UN1361	- UN1362	- UN1559	- UN1560	- UN1561	- UN1583	- UN1649
- UN1700	- UN1744	- UN1798	- UN1828	- UN1942	- UN1966	- UN2067	- UN2071	- UN2078
- UN2212	- UN2315	- UN2480	- UN2590	- UN3100	- UN3127	- UN3133	- UN3151	- UN3152
- UN3268	- UN3314	- UN3374	- UN3381	- UN3382	- UN3383	- UN3384	- UN3385	- UN3386
- UN3387	- UN3388	- UN3389	- UN3390	- UN3432	- UN3483	- UN3488	- UN3489	- UN3490
- UN3491								

► The hazardous goods can remain in our CFS for 30 days (a consignee must be known at time of delivery), extended stay is possible upon request.

► A Multimodal Dangerous Goods Declaration and Material Safety Data Sheet must be available, complete, and accurate for processing the booking and comply to storage regulations.

► IMO cargo acceptance by our operational services is needed prior to delivery as hazardous cargo acceptance is subject to approval by local authority, shipping line and country of destination.

8. Force Majeure

► ANR GLOBAL shall not be liable for any delay or failure in performance to the extent such delay or failure is the result of any act of God, severe weather, mechanical failures, port congestion, public enemy, public authority, strikes or labour disturbances.

9. Exit Clause

► ANR GLOBAL withholds the right to terminate the agreement for convenience by giving 30 days written notice.

10. Africa Clause

► In case of combined transport carriage to or from the continent of Africa, the responsibility of the carrier prior to loading and subsequent to discharge from the vessel at a port in the continent of Africa, notwithstanding any other provisions to the contrary in the Bill of Lading, shall be 1/Where the stage of carriage where the loss or damage occurred is known and the carrier has sub-contracted that stage, the carrier shall have the full benefit of all rights, limitations, and exclusions of liability available to such sub-contractor in the contract between the carrier and sub-contractor and in any law, statute or regulation and the liability of the carrier shall not exceed the amount recovered, if any, by the carrier from such sub-contractor.

2/In all other cases the carrier shall be under no liability whatsoever and howsoever arising

11. MARPOL 2020

► Rates and/or surcharges are subject to changes due to the implementation of the IMO International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI, regulation 14

12. Volume Allocation

► Allocation will be provided based on the total volume in the award per port pair divided equally over the agreed validity, with a flexibility of +/- 10% per week.

13. Currency Conversion

► Foreign Currency Conversions are based on today's Rate of Exchange and subject to vary unless separately agreed.

14. Duties and Taxes

▶ Duties, Taxes and any government charges must be billed as per outlay.

15. Personal Effects

- ▶ Personal Effects can only be shipped on prepaid and on request, cargo to be harmless, duly marked, and seaworthy packed.
- ▶ Packing list with value and copy passport are the minimum requirements for moving personal effects.
- ▶ Shipper/Cnee need to be aware that besides ocean freight there will be charges at origin and destination to be paid.

16. Others

- ▶ Subject to newly introduced surcharges caused by, but not limited to, war, terrorist activity, police, or military action (or any measure to prevent or respond to any such circumstance) like emergency surcharges or increases in existing surcharges.
- ▶ Regardless of INCO-terms, if consignee does not clear or collect the goods within the time bar authorized by the respective customs authorities, the cargo will need to return to origin or can be destroyed or auctioned at destination, all charges related to these actions will be for account of the shipper.

17. Prohibited list

▶ See following prohibited list, cargo cannot be accepted by **ANR GLOBAL**.

List of Countries Prohibited by ANR GLOBAL (for all modes)

On request at time of booking.

ANR GLOBAL or it's partners are not liable for any loss/damages and/or other costs involved if these commodities are booked but not advised as such.

List of Commodities prohibited by ANR GLOBAL (for all modes, unless otherwise specified)

Batteries:

- Lithium batteries: Acceptable IF lithium battery is packaged together with a new product that uses the lithium battery to operate.
- Used products that contain a lithium battery are not acceptable.
- Lithium batteries as a standalone product are acceptable for ocean only on approval of Corporate Claims Mng.
- Lithium battery cells or buttons as a standalone product are not acceptable for ocean freight.
- Finished products that contain lithium batteries are acceptable.
- Rechargeable batteries of any other type. Incl Nickel Metal Hydride (NiMH) Nickel Cadmium (NiCd) and any other type.
- We can accept alkaline non-rechargeable batteries only.

Carbon Black, Graphite, and Activated Carbon

Cargo in Flexi-bags

Cash, Currency and Securities

Firearms, Ammunition, Bullet Heads, Casings, Cores, Magazines for Guns, Cartridges

Fireworks

Flexi-tanks, ISO Tanks either as a special equipment unit or loaded within a standard equipment unit

Any odorous product such as but not limited to garlic

Hides (animal hides, salted animal hides)

Human Remains, Human Specimens & Cadavers

Matches

Return Food Products or Returned goods requiring temperature-controlled transportation

Scrap: Metal/Plastic or other scrap

Valuable Cargoes:

- o Precious jewellery/precious metal
- o Works of art and/or antiques
- o Live animals
- o All shipments to/from Brazil valued at \$200,000 or more require prior approval of Claims Manager

List of Commodities with limitation of \$200,000 per shipment

Processed tobacco/tobacco products

Computers, Handheld Electronic Products, Mobile telephones (and electronic components of these)

List of Commodities on request only

Any kind of dutiable cargo such as but not limited to alcohol, spirits, cigarettes, tobacco in any form...

PORT REMARKS ARE REGISTERED BELOW

1 T/S via Singapore:

- Rates only valid for cargo which can be loaded into 20DV container, being maximum length 580 cm, width 225 cm, height 220 cm
- Cargo equalling exceeding 7200 kg in total combined weight on one vessel to one destination, shipments will be accepted only at Singapore discretion with option to load over one or multiple sailings
- Density surcharges applicable in case cargo equals/exceeds 2000 kgs per 1 cbm. Rates upon request.
- Destination charges will have to be prepaid at origin for any shipment that is consigned to a private person, post office or Embassy (diplomatic goods)
- IMO via Singapore only PSAIII acceptable and always upon request and subject to approval prior to delivery to our CFS
- Australia: importation of asbestos or ACM to Australia without permission is prohibited
- Australia: a vehicle Import Approval is required to import a vehicle into Australia.
- Cambodia: all shipping marks on the packages must match the ones mentioned in the B/L
- Indonesia: 2nd hand cargo is prohibited
- Japan: Any cargo more than 4M in length and 3 ton per package, please check for acceptance prior to loading shipment
Fumigation normal
- Madagascar: BRN (Business registration number of the consignee) required
- Malaysia: Any changes on the Bill of Lading after manifested, will be subject to custom penalty.
Fumigation normal
No N/M is acceptable on the HBL
For shipments to Sandakan & Tawau, custom clearance to be done at Kota Kinabalu.
HS code on the B/L is mandatory for shipments to East Malaysia and West Malaysia.
- Maldives: BRN (Business registration number of the consignee) required
- Seychelles: BRN (Business registration number of the consignee) required

2 T/S to China via Hong Kong, Shanghai & Busan:

- The transshipments are from the Designated CFS to CFS at final destination
- For all transshipment destinations cargo always to be cleared at port of entry
- For Xingang: all shipping marks on the packages must match the ones mentioned in the B/L
- For personal effects to China destinations it is not allowed to use the word "used"
- If Dg over 2999 kg or over size please check case by case
- No IMO in T/S
- For Shanghai only IMO 3, 8, and 9 are allowed.

3 T/S via Hong Kong:

- If package unit weight is more than 2000 kg /package: rates upon request
- If package exceeds 450cm (length) x 200cm (width) x 200 cm (height): rates upon request
- Not valid for personal effects

4 T/S via Busan:

- If package unit weight is more than 3500 kg /package: rates upon request
- If package exceeds 350cm (length): rates upon request
- No IMO in T/S

5 Personal effects not allowed

6 Custom Clearance to be made at port of entry

7 Waiver charges applicable:

- Angola, Luanda - Ivory Coast, Abidjan - Burkina Faso, Ouagadougou - ~~Ghana, Tema~~ - Togo, Lome - Mali, Bamako
Benin, Cotonou
- Senegal, Dakar - Cameroon, Douala - on container level
see our Africa roadbook for all guidelines and documents needed

- 8 ● T/S via Montreal: all rates per cbm or 300 kgs, whichever is greater.
- Max weight per packages 2500 kg. If cargo weight is more than 2500 kg / package, rates to be requested case by case
 - Max length 3.00 mtr. If cargo exceeds, rates to be requested case by case
 - The commodity antiques and carbon black are not accepted
 - Personal effects can not be cleared at port of entry / must be cleared by consignee themselves
 - Used or 2nd hand mattresses are prohibited from importation by the relevant legislation EXCEPT in circumstances where the mattress is being imported under tariff items 9805.00.00, 9806.00.00, 9807.00.00, 9808.00.00, 9809.00.00 or 9810.00.00
However, although mattresses may fall under the above prescribed exemptions, they are still required to be cleaned and fumigated prior to importation and must be accompanied by a certificate of fumigation

9 T/S via Jebel Ali:

- Shipments consigned to 'private persons' can only be accepted after approval from our destination agent
- For Hamad and Kuwait, all cargo must be palletized, if not crated or cased
- Foodstuff not allowed
- DG items to Hamad - Kindly make sure that DG cargo will be moved with EPC approval only
- For Tanzania: Commercial invoice & Bill of Lading instruction required prior to loading
PVoC (Pre-export Verification of Conformity to Standard) is required
- For Saudi Arabia, hazardous cargo requires a "moi permit" prior to shipping
All shipments must be palletized
Alcohol is prohibited
All shipping marks on the packages must match the ones mentioned in the B/L

10 ● All (non)hazardous chemicals to Colombo should be on plastic pallets or non-palletized.

- No wooden pallets are allowed.
- For every package the marks & numbers should be clearly mentioned on the outer cover of the package along with the final destination.
- All shipments to Sri Lanka will need to be declared electronically to the Customs, 48 hours prior to vessel ETA in the port of loading.
- Bangladesh: Commercial invoice required prior to sailing
BIN (Business registration number of the consignee) required
- For Kenya: Commercial invoice & Bill of Lading instruction required prior to loading
COC (Certificate of Conformity) + IDF (Import Declaration Form) required

11 ● For Egypt consignee must have import license for IMO shipments, IMO 5.1 prohibited

- Commercial invoice + packing list required.
- Customs clearance at port of entry

12 ● Documentation fee Usd 65 per BL prepaid for all cargo transhipped via South African ports.

- Copy commercial invoice + packing list required.
- Full consignee/notify details required
- Mauritius: BRN (Business registration number of the consignee) required
- Nigeria: Form M number to be endorsed on the B/L
- Zimbabwe: a compliance certificate issued by Bureau Veritas required.

13 ● Following density surcharge is applicable for shipment to all inland cfs stations served **via New York & Los Angeles:**

- Ocean freight + 15% if 1 cbm equals or exceeds 350 kg
- Ocean freight + 25% if 1 cbm equals or exceeds 500 kg
- Ocean freight + 50 % if 1 cbm equals or exceeds 750 kg
- Ocean freight + 100 % if 1 cbm equals or exceeds 1000 kg
- Max length 2.40 mtr. If cargo exceeds, rates to be requested case by case
- The commodity antiques, tobacco or (motor)vehicles are not accepted
- T/S via New York: IMO 1, 2, 5, 6.1 and 7 not accepted
- All USA rates are subject to following stripping charges (Collect) : USD 12,50 W/M, MIN USD 25

14 ● Max weight per package 2500 kg, max length 3.00 mtr & max 500 kg per cbm. If cargo exceeds, rates to be requested case by case.

- Copy of commercial invoice & copy customs document prior to departure is required
- Dominican Republic: RNC (Registro Nacional de Contribuyente) number required
- Costa Rica: PO number (Personal Order number) required
- Argentina: CUIT number required
- Chile: RUT number required
- Colombia: NIT or RUT number required

- Ecuador: RUC number required
- Peru: RUC number required
- Uruguay: RUT number required / piece weight > 1500 kgs acceptance to be requested at origin
- Brazil: CNPJ & NCM number required

All import procedures are performed through the SISCOMEX Cargo System.

Please be guided that the system will be closed 48 hours prior to vessel arrival.

All later amendments can only be arranged by an official correction letter to the Brazilian Customs Authorities and may result in additional fines.

For all bookings with POD @ Brazilian Ports is mandatory to send DG documents (DGD and MSDS) in Portuguese language, in order to comply with Brazilian Dock Co. Resolution.

The non-compliance with the presentation of these documents can block the ship's berth at POD and might delay the shipment(s).

In case such restriction occurs, all costs arisen thereof will be under customer liability.

15 For shipments to India, the Bill of Lading or manifest must show the freight amount.

16 Australia / New Zealand:

- Fumigation certificate needed prior to loading
- BMSB certificate is needed for cargo to or in transshipment via Australia and New Zealand

17 Bangladesh / Chittagong

- Actual technical name of chemical of DG shipments must be mentioned in all B/L's

18 ● Documentation fee applicable for cargo to the South Pacific transhipped via Akl/Suva

Doc fees Usd 85,- set for the following destinations

- WSAPW / Apia
- TVFUN / Funafuti
- TOTBU / Nuku' Alofa
- ASPPG / Pago Pago
- VUVLI / Port Vila
- KITRW / Tarawa
- VUSAN / Santo

Doc fees Usd 30,- set for the following destinations

- NUIUE / Niue
- NFNK / Norfolk Island
- CKRAR / Rarotonga
- MHMAJ / Majuro
- CKAIT / Aitutaki
- TOVAV / Vavau
- WFWLS / Wallis

19 ● For various government rules for this 2018, all the shipments to Venezuelan and Cuba should add \$ 75.00 (Port Fee) + 15.00 (VGM) in all transshipment cargos

20 ● Applicable for personal effects. If the consignment / shipment is not cleared and collected by Cnee immediately upon vessel arrival at port of discharge, storage charges at the port may apply and be incurred.

In case consignee fails to collect DO & shipment is considered as abandoned, all charges including abandonment charges will be at the sole responsibility of your company.

21 ● Required for all shipments to China

1. TEL NO. for SHIPPER & CNEE.

2. UEN no. for shipper.

3. USCI code or OC code for cnee & notify.

4. If the Consignor (shipper) or Consignee is a natural person, the format is: "ID+ID number" or "PASSPORT+Passport number";

For natural person without ID or Passport or other valid certificate codes, fill in "8888+ other valid certificate number".

5. For commodity > please be specific, for example, we could accept as Dresses, cannot accept as Apparel

22 ● Shanghai DG cargo, only Class 3/8/9 are accepted by warehouse/Divine-Phoenix now, all other Class no. are strictly prohibited here.

For the acceptance of DG cargo, pls do check with us case by case before you accept the booking to avoid any further problem in Shanghai.

23 ● all exports to Morocco must bear the newly implemented ICE number of the importer (consignee) on the accompanying documents.

24 ● Fumigation required for all wooden packages.

- HTN code need to be mentioned on the BL.

- For Penang Commercial Invoice and Packing list required.