



Valid from 22.03.2024

OOCL Terms & Conditions for inland pre- and on-carriages (Denmark)

1. **Freight offers.** All freight offers are non-binding until receipt of booking and subject to equipment and transport capacity availability. The inland transportation rates are valid for OOCL standard container equipment and do not cover shipper's owned containers (SOC).
2. **Terms & Conditions.** Terms & conditions can be revised any time, OOCL giving at least one month's notice of relevant amendments.
3. **Liability for loading/unloading.** Commodity stuffing/stripping into/from the container(s) is under full responsibility of the Merchant, the sender of the goods shall ensure, that the load is stowed, so there is no overload and that the load is evenly distributed and secured in the container and must comply with the requirements of the OMI/ILO/UNECE Code of Practice for the Packing Transport Units. OOCL shall not take any liability for damage, loss or any other issue resulting from such operations.
4. **Fuel surcharge.** A Fuel surcharge for all Truck transport modes is applied to inland and cross border transportation base rate, level of this fuel surcharge being a monthly variable surcharge.
4. **Weight limits** and special permits. Our truckers comply with the applicable legislation at any time. If a customer wants accurate information concerning a haulage's maximum weight potential on a particular type of chassis, please contact the local Transport department. Any voluntary or involuntary overweight issue is considered by local regulation as a criminal offense and subject to serious pursuits and penalties. In the event of container gross weight exceeding the maximum allowed vehicle gross weight, the Merchant will be liable for but not limited to, cargo weight reduction by unloading cargo overweight, additional transportation charges, penalties etc.
5. **The ADR treaty.** When transporting ADR goods, it is the responsibility of the contracting party that the container is labeled in accordance with the ADR and that all documents, as prescribed in the ADR convention, are available. It is also the recipient's responsibility to remove any dangerous goods labels after emptying.
6. **Waiting time.** Our standard rates include 60 min. free loading/unloading. Additional waiting time is calculated per commenced ½ hour. This does not, however, apply in zones with free drop where waiting time is calculated upon arrival.

Above free time periods are inclusive of documentation, customs operations, and any other activity. No additional free time will be allowed. Any additional time over above-mentioned free time will be charged to the merchant.
7. **Container Standards / pick up inspections.** When delivering the containers, truck drivers shall visually inspect the container by opening the doors and looking into the container to ensure that there are no visible faults, defects and/or holes. The inspection is subject to the circumstances of the given time of inspection.
8. **Customs documentation.** Our truckers follow the procedures for customs documentation and customs clearance instructed by our customers. According to the Danish Customs Act, import containers may not be opened and the goods put into circulation before the person who made the customs

clearance through the customs system has made sure that the customs clearance is properly closed, and the goods thereby approved by the Danish Tax Authorities for free consumption.

When containers are stopped for random custom control and other controls by the authorities (sampling, scanning etc.) and if errors occur in customs clearance (customs clearance, declarations, etc.) all related costs incl waiting time are for account of the cargo and will be debited as from the first minute.

9. **Freight offers** do not include additional costs for customs clearance, customs documentation, any multi-stops, dangerous goods surcharges/labels, low-chassis, tilt-chassis or side loader, cooling chassis, Gen-Set, HSS-seals, high/low tide, or water surcharges etc. Unless otherwise specified in the quotation. These extra costs will be charged to customers.

10. **Waste/Scrap or Abatement** transport always require a separate quotation and feasibility request.

11. **Carrier Haulage**, OOCL accepts carrier haulage for dangerous cargo (except IMO class 1 and class 7) under strict local regulation terms and conditions. Dangerous cargo transportation is subject to prenotice/acceptance and to additional charges. As per regulation, IMO labels must be affixed by shipper within the 4 sides of the container. In case of missing labels, the Merchant party will be held liable to any penalty and sanction.

12. **Appointment times** are subject to be amended due to road traffic congestion, container terminal congestion or any other unpredicted issue. No labor cost for stuffing and unloading are accepted, unless otherwise agreed and confirmed in writing before the appointment date and time.

13. Any **import/export demurrage/storage** resulting from delayed transport orders or from delays at terminals will always have to be paid by the Merchant.

14. As per Custom-Trade Partnership against Terrorism (C-TPAT) policy and International Ship and Port Security (ISPS) policy we strictly adhere to High Security Seal requirement (HSS) where ISO PAS 17712 seal quality must be affixed by the shipper in the container right door after cargo loading. In the event of a container has no affixed High Security Seal (HSS) upon receipt at terminal, OOCL will organize new sealing with HSS, all extra charges, i.e., HSS cost, extra handlings, administration fees will be charged to the Merchant.

15. Any temperature-controlled cargo transportation order will be operated with a Reefer container and generator set (genset) when requested, for which additional charge will be collected.

The carrier does not accept any liability for cargo claims in connection with non-operated inland offered for reefer equipment, the risks lie entirely at the booking party requesting the non-operated inland move.

16. Shipments of restitution goods (T5, T2L etc.) must be advised to OOCL during booking submission. Information about full details of document flow is mandatory. OOCL does not accept any liability for lost documents. OOCL will also decline any liability for outbound paper clearance over the ports of Antwerp and Rotterdam (T1/EX1 document).

17. Merchant must secure sufficient transport insurance including the container haulage.

18. In case of cost increases due to external factors, beyond the control of OOCL we reserve the right to forward such additional costs to our customers.

19. Costs incurred for the customer:

Storage – if freetime exceeded

DET/DEM - if freetime exceeded

Waiting Time – 1hr is free for unloading / loading per Container

Additional waiting time is calculated per commenced ½ hour. This does not, however, apply in zones with free drop where waiting time is calculated upon arrival.

20. All pre- and on- carriages are subject to OOCL's general business terms and conditions (B/L terms and conditions) respectively subject to Danish legislation and CMR conditions.