



General conditions of sale TREFLE VERT TRANSPORT under UNIPORTS NL registered trademark

Cargo at port is at merchant risk, expenses and responsibility

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77. THC at destination payable by Merchant as per line/port tariff

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194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.

202. Demurrage and detention shall be calculated and paid as per general tariff available or in any of TREFLE VERT TRANSPORT / UNIPORTS NL agency.

However if special free time conditions are granted, then rates applicable as per general tariff gird shall start from the day following the last free day.

216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge.

225. The shipper acknowledges that the Carrier may carry the goods identified in this bill of lading on the deck of any vessel and in taking remittance of this bill of lading the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms his express acceptance of all the terms and conditions of this bill of lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the goods on the deck of any vessel.

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247. Carrier is not responsible for any error, omission or discrepancies with regard to the CTN (Cargo Tracking Note on our website www.uniports.nl) and the responsibility remains with the Merchant/ Importer. Any fine or penalty levied against the Carrier is for the

274. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above.

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such

ECEVIED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated above by the Merchant for carriage, subject to all the terms hereof (including the terms on page one) and tariff for the relevant trade, from the place of receipt or the port of loading, whichever applicable, to the port of discharge or place of delivery, whichever applicable. This Waybill is deemed to be a contract of carriage as defined in Article I (b) of the Hague Rules and Hague Visiby Rules although this is not a document of titlls to the Goods.

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All claims and actions anising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Waybill shall exclusively be brought before the Commercial Court Paris in France and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of Paris in France the defendant has his registered office.

This Waybill is issued subject to the CARL Uniform Rules for Sea Waybills.

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or otherwise weighted during the Carriage

administrative fees. Insi tee shall also be applicable in case of discrepancy between the verified crises Mass (Vic.M) sent to the Carrier, or the weight declaring the Carriage.

372. Merchant consents to the Carrier sharing information and data contained in the Bill of Lading and/or related to the performance of the Carriage of the Goods with third parties, including but not limited to digital supply chain platforms.

373. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods and the Container(s) listed in this Bill of Lading shall be destined and on-carried to Russian Federation territory or Republic of Belarus after unloading at port of discharge.

375. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods isled in this Bill of Lading shall be destined and on-carried to Russian Federation territory or Republic of Belarus before loading at port of loading, 379. Merchant undertakes and warrants that, in no circumstance whatsoever, the Goods isled in this Bill of Lading shall be stiffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading, 379. Merchant to reminded that pursuant to the Terms and Conditions of this Bill of Lading shall be stiffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading, 379. Merchant to reminded that pursuant to the Terms and Conditions of this Bill of Lading shall be stiffed and on-carried from the Russian Federation territory or Republic of Belarus before loading at port of loading, 379. Merchant to the Terms and Conditions of this Bill of Lading shall be stiffed and on-carried to the University of the Stiffed and on-carried to the University of the Stiffed Advanced to the Stiffed A

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such claim to action. Norwinstanting the above, the currier is also entitled to bring the claim to action before the defendant has his registered office.

This Waybill is issued subject to the C.M.I Uniform Rules for Sea Waybills.

Particulars are adequate and correct. In case of falliure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier, or the weight declared to the Carrier (for non-containerized cargo), and the weight declared by the Shipper in his shipping instru particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to the Carrier for non-containertace drapp, and however the Carrier and an administrative bees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VMI) send to the Carrier for non-containertace drapp, and the weight declared by the Shapper in his shipping instruction or otherwise weighted during the Carriage.

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376. REFLE VERT TRANSPORT under the registered trademark UNIPORTS NL is authorized to issue a marritme bill of lading under its legal entity and as a subcontractor on CARCO groupage or CONTAINER carrier with different international shipowners TREFLE VERT TRANSPORT SASU with capital of 450,000 euros head office 176 Avenue Charle de Gaulle 92522 Neutly sur Seine France under the siret number 849 309 582 RCS Nanterre France.

