

Choice of carriers by us. Freight payable in Germany.

We operate exclusively in accordance with the latest version of the Allgemeinen Deutschen Spediteurbedingungen – ADSp – (German Forwarders' General Terms and Conditions of Trading). **These limit in paragraph 23 ADSp the legal liability for damage to goods in the case of damage to goods whilst in the care of a forwarder to € 5/kg, in accordance with § 431 of the German Commercial Code (HGB); in the case of multimodal transports, including sea transport to 2 SDR (special drawing rights)/kg plus, in addition, per damage or event to € 1 Millions or € 2 Millions respectively, or 2 SDR/kg whichever is the greater. Paragraph 27 ADSp does not constitute an agreement for alternative maximum liability sums concerning paragraph 27 of the Montreal Agreement.** For Shipbroker and Shipagent activities the Standard Terms for Shipbrokers and/or Shipagents will apply.

The ADSp can be downloaded from our website.

Please check all conditions and advise us of variations immediately.

### Remarks:

- All additional charges are calculated based on today's valid surcharges (CAF, BAF etc.) – they are adjusted monthly and are valid at time of shipment and will be billed at actuals.
- Sub approval of carrier – appropriate lifting and lashing points: In case of an order please provide us with a technical drawing accordingly.
- Subject to further details
- Subject to technical drawings
- Subject to unchanged transport conditions
- Subject to availability of vessel space and tonnage in position at the date of shipment
- Our offer includes the current „Force Majeure and Hardship Clause 2003“.
- Deck's Option
- Partcargo
- Potential possible charges for laydays and waiting times, which are not caused by us, will be charged at actuals – We don't take any responsibility for any delays and consequential damage.
- Special lifting devices, which are not onboard the vessel, but which are necessary for the safe loading and discharging operations, must be provided by shipper (e. g. spreader/beams). Such equipment must be certified by Lloyd's Register or equivalent.
- Slings of normal length.
- Subject to acceptance of carrier
- We assume free access to all loading and discharging points.
- Loading equipment has to be provided by the shipper
- The shipper confirms that all wooden material is compliant with the ISM 15 – regulations.
- The shipper is obliged to inform us with placing of the order if the goods' value exceeds the legal liability amounts according to ADSp, in order to arrange appropriate insurance cover, if requested.
- The cargo is stackable and restowable, if nothing else was agreed before.
- General cargo for conventional shipments must be forkliftable.
- Cargo is suitable for one-hook-operation, within outreach of vessel's gear.
- Cargo is suitable packed for sea transportation (seaworthy) in compliance with valid rules and regulations.
- For truck transportations all access routes and working places for the respective equipment have to be free from any obstacles. Ground stability of roads and areas used must be sufficient. Possible ground damage will be for account of shipper.