

The following terms and conditions of offer and transport apply to all road, rail, inland waterway, sea and air transports and/or combinations thereof (multimodal transports) as well as warehousing and other, non- freight forwarding services organised by RCL Rode Concept Logistica LTDA.

I. Validity of the ADSp 2017

1. We work exclusively based on the German Freight Forwarder's Terms and Conditions (the "ADSp 2017") and our supplementary terms and conditions below (the "Terms of Offer"). The complete ADSp 2017 are accessible on our homepage (www.conceptum-logistics.com). Upon request, we will send the ADSp 2017 to the Principal.
2. In deviation from ADSp 2017 clause 2.3.5, we expressly extend the application of the ADSp 2017 also to heavy lift and oversized transports, the performance of which requires a transport permit or special permit under traffic law, crane services and related assembly work.
3. In the event of inconsistencies between the ADSp 2017 and the following Terms of Offer, the Terms of Offer shall prevail.

II. General Part

1. Scope of Application of the Terms of Offer and Definitions

- 1.1 The Terms of Offer apply to all road, rail, air, inland waterway and sea transports and/or combinations thereof (multimodal transports) as well as warehousing and non-freight forwarding services organised by us or instructed by us as principal. The General Part according to this clause I. applies to all our contracts. The additional conditions of clauses III. – VII. apply to contracts concerning the respective transport route. Non-freight forwarding services are additionally subject to clause VIII.
- 1.2 These Terms of Offer apply exclusively. Deviating, conflicting or supplementary general terms and conditions of the Principal shall only become part of the contract if and to the extent that we have expressly consented to their application in writing. This requirement of consent shall apply in all cases, including, for example, even if we execute the order without reservation in the knowledge of the Principal's general terms and conditions.
- 1.3 "Company" shall mean RCL Rode Concept Logística LTDA, its subsidiaries, related companies, agents and/or representatives; "Us", "We", "our" and "ours" refers to "the Company".
- 1.4 "Principal" shall mean the person for which the Company is rendering service, as well as its principals, agents and/or representatives, including, but not limited to, shippers, importers, exporters, carriers, secured parties, warehousemen, buyers and/or sellers, shipper's agents, insurers and underwriters, break-bulk agents, consignees, etc. It is the responsibility of the Principal to provide notice and copy(s) of these terms and conditions of service to all such agents or representatives;
- 1.5 "Documentation" shall mean all information received directly or indirectly from the Principal, whether in paper or electronic form;
- 1.6 "Ocean Transportation Intermediaries" ("OTI") shall include an "ocean freight forwarder" and a "non-vessel operating carrier";
- 1.7 "Third parties" shall include, but not be limited to, the following: "carriers, truckmen, cartmen, lightermen, forwarders, OTIs, customs brokers, agents, warehousemen and others to which the goods are entrusted for transportation, cartage, handling and/or delivery and/or storage or otherwise".
- 1.8 The Company acts as the "agent" of the Principal for the purpose of performing duties in connection with the entry and release of goods, post entry services, the securing of export licenses, the filing of export and security documentation on behalf of the Principal and other dealings with Government Agencies, or for arranging for transportation services, both domestically and internationally, or other logistics services in any capacity other than as a carrier.

2. Conclusion of Contract

- 2.1 Unless otherwise specified in our offers, our offers are subject to change and non-binding. They are based on the freight rates and tariffs valid at the time of the offer and are exclusive of all surcharges and subject to final shipment details.
- 2.2 The order by the Principal shall be deemed to be a binding contract offer. Unless otherwise stated in the order, we are entitled to accept this contract offer within 14 days. Acceptance is effected by written order confirmation.

- 2.3 Unless expressly stated otherwise, our offers relate exclusively to harmless goods of customary quality.
- 2.4 Our offers are to be treated as strictly confidential and may not be forwarded or otherwise made accessible to third parties without our written permission.
- 2.5 Unless agreed otherwise, transport and project liability insurances are not part of the offer.

3. Feasibility Study

If, in order to prepare an offer, it is necessary for us to prepare a feasibility study beforehand to evaluate whether it is possible at all to perform the transport requested by the Principal, we will inform the Principal accordingly. If the Principal then commissions us to carry out the feasibility study, we may charge for our staff an hourly rate of EUR 150 - for their work and claim our expenses from the Principal, unless agreed otherwise.

4. Prices

- 4.1 Our prices are in EURO and/or USD excluding customs clearance, taxes as well as other public charges and include exclusively the costs listed in our offer and foreseeable costs.
- 4.2 The costs for packaging are only included in the contract price if agreed accordingly.
- 4.3 Costs incurred as a result of measures or orders issued by public authorities or other public institutions shall, irrespective of the legality of the measures or orders, be borne by the Principal.
- 4.4 All other costs charged by Third parties relating to the performance of the transport, in particular truck-demurrage, storage charges, demurrage, container demurrage, detention, container detention, multistops ordered at short notice or costs caused by waiting times, shall be borne by the Principal.
- 4.5 Unless expressly agreed otherwise, our prices are based on normal transport and route conditions, the possibility of immediate onward dispatch and unchanged technical specifications and procedural instructions, unless the changes were foreseeable for us taking into account the circumstances at the time of conclusion of the contract. All additional costs resulting from unforeseeable changes shall be borne by the Principal.
- 4.6 If, after the conclusion of the contract, the market prices for the services of our own subcontractors have changed significantly (e.g., but not limited to, due to an increase in freight- or charter rates for sea carriage, and/or due to an additional or modified surcharge for any transport, such as an additional or modified fuel surcharge, peak season surcharge or congestion surcharge, etc.) and/or if the fuel costs to be borne by us under the subcontracts as customary in the market have changed significantly, both parties shall be entitled to demand a corresponding adjustment of the contract price.

5. Terms of Payment

- 5.1 Our invoices are payable within 14 days after receipt of the invoice in the invoiced currency and without deduction. Payment by instalments or part-payments are excluded.
- 5.2 Should the principal be in default with a payment, we shall be entitled to declare all possible further claims existing against the principal to be due for payment. Furthermore, the principal shall bear all fees, costs and expenses incurred by us, or, with regard to an assigned claim, by an assignee arising from and in connection with necessary legal proceedings, including any default action and collection proceedings, at home and/or abroad.
- 5.3 Should the Principal be in default with a payment, the Principal shall owe us interest in the amount of 9 percentage points above the respective base interest rate as defined in § 247 of the German Civil Code (the "BGB") (e.g. the interest in January 2026 is 10,27%, based on the base interest rate of 1,27% determined by the German Federal Bank – "Deutsche Bundesbank" – as of January 2026) (§ 288 (1), (2) BGB). In addition, in the event of default, the Principal shall owe us a lump sum of EUR 40 net (§ 288 (5) section 1 of the German Civil Code (BGB)). The claiming for further damages is not excluded.
- 5.4 The Principal is only entitled to offset with counterclaims if the due counterclaims are undisputed or have been confirmed as final and

legally binding. In deviation from clause 19 ADSp 2017 we have the right of retention for due counterclaims against the Principal. Payments by the Principal shall always be offset in accordance with § 366 sub-section 2 BGB.

5.5 We are entitled to assign our claims against the Principal also without the Principal's consent.

5.6 Any claims the principal may have against us for (re-)payment shall – to the extent permitted by law – primarily be offset against existing claims we hold against the principal and shall otherwise become due no earlier than 30 days after receipt of a verifiable notice of claim and submission of all documents required to assess the claim. If claims are disputed as to their merits or amount due to substantiated objections, their due date is deferred until the points in dispute have been resolved. Payments are made without acknowledgment of any legal obligation.

6. Obligations of the Principal; Sanctions and Embargoes

6.1 Unless otherwise agreed, the Principal is obliged to comply with all relevant regulations on (international) sanctions and embargoes with regard to the contractually agreed transport and other logistics services provided by us and to prove this to us by submitting the relevant Documentation that the order does not violate any provision of these regulations, in particular, but not limited to the sanctions imposed by the European Union in relation to the Russia-Ukraine conflict. The same shall apply with regard to compliance with all applicable provisions of customs and export control law. The Principal shall draw our attention to any relevant restrictions. In the event of a respective restriction, we may refuse to perform the contract. In addition, the Principal shall indemnify us against all claims of third parties asserted against us due to the violation of his obligations under this clause 6.1.

6.2 Unless otherwise agreed, all packages must be provided with sufficient lifting and lashing points and the goods must be stackable and over-stowable. Wooden packaging must comply with HPE (issued by the German Federal association for Wooden Packaging, Pallets and Export Packaging (Bundesverband Holzpackmittel, Paletten, Exportverpackungen e.V.)) & ISPM 15 (International Standards for Phytosanitary Measures, issued by the Food and Agriculture Organization of the United Nations (FAO)) standards. In the event of a breach of this obligation, all damages (including but not limited to delays) shall be borne by the Principal and we may claim compensation for any additional costs incurred by us as a result.

7. Liability

7.1 We are liable in accordance with the provisions of the German Freight Forwarders' Standard Terms and Conditions 2017 - ADSp 2017. **-Note: The ADSp 2017 deviate from the law in clause 23 with regard to the maximum liability amount for damage to goods (§431 of the German Commercial Code (the "HGB") by limiting the liability to 2 SDR/kg in the case of multimodal transports including carriage by sea and in the case of unknown place of damage and otherwise limiting the standard liability to 8.33 SDR/kg additionally to 1.25 million euros per claim and 2.5 million euros per loss event, but at least 2 SDR/kg.** The complete ADSp 2017 is accessible on our homepage (www.conceptum-logistics.com). We will send the ADSp 2017 to the Principal upon request.

8. Termination

8.1 The Principal has the right to terminate the contract at any time without giving reasons. If the contract is terminated by the Principal, we shall be entitled to the compensation stipulated in § 415 sub-section 2 HGB.

8.2 Both parties may terminate the contract for good cause. For us, good cause exists in particular if a subcontractor used for our performance terminates the contract without us being responsible or fails to perform the contract for other reasons and we are unable to procure an equivalent replacement within a reasonable period of time.

9. Force Majeure

9.1 Unless mandatory statutory provisions stipulate otherwise, events of Force Majeure shall completely release the parties from their performance and liability obligations for the duration of their effects and, insofar as they render performance impossible, provided that the

other party is informed immediately of the existence of Force Majeure and its foreseeable effects and duration. In particular, we shall not be liable for damages, loss, delays or impediments to performance that are directly or indirectly attributable to Force Majeure.

9.2 'Force Majeure' means all extraordinary, external, unforeseeable and unavoidable events that cannot be prevented even with the application of utmost care that can be reasonably expected, such as, but not limited to, natural disasters (like storms, floods, earthquakes, fires), (civil) war, acts of terrorism, pandemics, general labour unrest (like strikes), widespread IT failures, sudden government measures (such as border closures, driving bans), large-scale traffic disruptions.

9.3 Additional costs incurred as a result of Force Majeure – including but not limited to demurrage, detention, standby charges, port or terminal fees, storage costs, detours, waiting times and other additional expenses – shall be borne by the principal.

9.4 Where possible, we will seek instructions from our principal in the event of Force Majeure. If the principal does not provide instructions immediately or if it is not possible or not possible in a timely manner to obtain instructions, we shall be entitled at our reasonable discretion to take the necessary measures at the principal's expense.

10. Law and Jurisdiction

10.1 Any claim, dispute, suit or proceeding arising under these Terms of Offer and/or the contract between Company and Principal shall be governed by German law and shall be determined exclusively in the Hamburg courts, to the extent this choice of law and jurisdiction is not superseded by mandatory provisions of applicable international or supranational law.

10.2 English (legal) terms used in these Terms of Offer or other documents are referring to German legal concepts only and their German (legal) meaning prevails.

III. Additional Conditions for Carriage by Road

1. Unless otherwise agreed between the parties, in the case of road transport, the following provisions of this part III. shall apply in addition to the provisions of numbers I. and II. of these Terms of Offer. The provisions of this part III. shall take precedence in the event of inconsistencies.

2. Unless otherwise agreed, the costs for permits and civil escort are included in the agreed remuneration. Excluded are costs for police escort or BF4 escort, traffic control measures, route studies, other requirements under the permit application (e.g. static calculations, etc.) as well as any required services resulting from the route reconnaissance or the permit requirements. Such costs are invoiced separately together with a flat-rate for expenses.

3. Our prices apply to the shortest customary route and include free loading and unloading times of up to 2 hours at the loading and unloading point. Costs for detours, additional transport nights and additional operating times and truck-demurrage charges shall be borne by the Principal.

4. The loading and unloading point must be freely accessible for drivers and vehicles. Unless otherwise agreed, the loading and unloading of the vehicles themselves is not part of our services.

5. Unless otherwise agreed, heavy-lift and oversized transports are not covered with tarpaulin.

6. The following shall apply to heavy-lift and oversized transports, the performance of which requires a transport permit or special permit under traffic law, crane services and related assembly work:

6.1 The performance of heavy-lift and oversized transports as well as crane movements in public road traffic requires the permission or approval of the competent authority, in particular in accordance with §§ 29 III and 46 I No. 5 Straßenverkehrs-Ordnung ("StVO") as well as § 70 I Straßenverkehrs-Zulassungs-Ordnung ("StVZO") and, if applicable, further special use permits in accordance with road and street law as well as other necessary public-law permits. The contracts concluded under these conditions are subject to a condition subsequent and shall terminate if the permit or approval is refused by the competent authority. Claims for remuneration for services rendered up to that point shall remain unaffected.

6.2 Insofar as traffic control measures or other requirements and ancillary provisions to maintain the safety and smooth flow of road traffic and/or to protect the road structure are ordered by the authorities,

the contracts concluded under these conditions are also subject to the condition subsequent of the timely availability of the security personnel and the timely implementation of the official safety measures. Claims for remuneration for services rendered up to that point shall remain unaffected.

- 6.3 We are entitled to withdraw from the contract without any liability for damages if, after careful examination before or during the use of vehicles, equipment or working devices of all kinds and despite all reasonable efforts to prevent damage, substantial damage to a third party and/or own property and/or assets or personal injury is highly likely to be unavoidable. In the event of withdrawal, in the case of crane services the remuneration shall be charged on a pro rata basis, in the case of transport services the statutory provisions shall apply.
- 6.4 We are entitled to interrupt the operation immediately in the event of danger to equipment, cargo, personnel and/or third parties. We shall not lose our claim to payment of the agreed remuneration in the event of Force Majeure or if obstacles could not be averted despite reasonable efforts and utmost care. Disruptions due to weather conditions do not reduce our claim to payment of the agreed remuneration.

IV. Additional Conditions for Carriage by Inland Waterway

1. Unless otherwise agreed between the parties, in the case of inland waterway transport the following provisions of this part IV. shall apply in addition to the provisions of the numbers I. and II. of these Terms of Offer. The provisions of this clause IV. shall prevail in the event of inconsistencies.
2. In the event of unforeseen waterway closures, stops due to high or low water, obstructions due to ice or drought or other waiting times for which we are not responsible, we are entitled to charge the Principal a demurrage rate which may have been agreed with the inland waterway vessel for such events.
3. Any necessary substructure and/or ballast for load distribution is excluded and must be agreed separately.

V. Additional Conditions for Carriage by Sea

1. Unless otherwise agreed between the parties, in the case of sea transport the following provisions of this part V. shall apply in addition to the provisions of numbers I. and II. of these Terms of Offer. The provisions of this clause V. shall prevail in the event of inconsistencies.
2. Surcharges shall be invoiced as valid at the time of the transport performance against proof (VATOS - Valid at Time of Shipment). This applies, for example, to additional sea freight surcharges (for example including, but not limited to, peak season surcharge, congestion surcharge, fuel surcharges (taking into account, amongst others, the so-called „BAF“ – Bunker Adjustment Factor) etc.) or short-term rate increases due to market conditions.
3. The transport shall be made on board a vessel, shipping company and flag of our choice. There are no restrictions in respect of the age or the flag of the vessels employed, unless otherwise agreed.
4. Necessary special loading gear (traverses, shackles, etc.) is to be provided by the Principal.
5. Loading, discharge, stowage, lashing and seafastening of the cargo shall be carried out in a proper and customary manner in accordance with applicable laws and subject to the relevant IMO (International Maritime Organization) guidelines and standards (including but not limited to the Code of Safe Practice for Cargo Stowage and Securing (“CSS Code”)). Any special requirements or measures exceeding these guidelines and standards and resulting from instructions or requests of the principal, its agents, the cargo interests’ representatives, a Marine Warranty Surveyor appointed by or on behalf of the principal or the principal’s insurer, or third parties engaged by the principal - including additional technical parameters such as weight contingency factors, dynamic amplification factors or other engineering specifications not forming part of the agreed scope of work - shall be considered additional services. Any additional costs and expenses directly resulting therefrom shall be borne by the principal; such costs and expenses may be invoiced to the principal separately and at cost, including a management fee of 15%. Where practicable, such

additional requirements shall be documented in writing prior to their implementation. The same shall apply to additional requirements of the master of the vessel, provided that such requirements are customary and/or reasonably necessary for the safe performance of the relevant transport and do not arise from circumstances within our sphere of responsibility or risk. The foregoing cost allocation shall not affect our liability for loss of or damage to the cargo pursuant to § 498 HGB, nor our liability arising from the breach of any duty of care, warning or cooperation incumbent on us in connection with loading, discharge, stowage, lashing or seafastening operations.

6. Unless otherwise agreed, break bulk shipments and container shipments of any kind shall be loaded with "deck option".
7. If VGM (Verified Gross Mass) data are not provided on time or are incorrect, any costs incurred as a result shall be borne by the Principal.
8. The Principal confirms that all cargo is suitable for one-hook operation, within outreach of vessel’s gear.
9. The Principal confirms and warrants that cargo is suitably packed for sea transportation (seaworthy) in compliance with valid rules and regulations.

VI. Additional Conditions for International Carriage by Rail

1. Unless otherwise agreed between the parties, in the case of international rail transport the following provisions of this part VI. shall apply in addition to the provisions of numbers I. and II. of these Terms of Offer. The provisions of this clause VI. shall prevail in the event of inconsistencies.
2. The Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM) and the Convention concerning International Carriage of Goods by Rail (SMGS) shall apply to international carriage by rail.
3. Unless otherwise agreed, we shall provide suitable wagons and loading units at the agreed place of loading before the commencement of the transport. The Principal shall inspect the wagons and loading units provided for their suitability and for visible defects before loading and shall inform us immediately of any complaints. The Principal is responsible for loading and unloading, unless otherwise agreed.
4. Cargo units provided to us by the Principal must be operationally safe and suitable for the cargo and the cargo must be stowed in an operationally safe and cargo-safe manner. The Principal must provide proof of the operational and cargo safety of the stowage. The Principal shall be liable for damage caused by unsuitable, defective or unsafe cargo units or stowage.
5. The Principal shall issue a CIM/SMGS consignment note. If the Principal places the transport order without using a CIM/SMGS consignment note, he is liable in accordance with § 414 HGB for the correctness and completeness of all the information contained in the transport order.

VII. Special Conditions for Carriage by Air

1. Unless otherwise agreed between the parties, in the case of carriage by air the following provisions of this part VII. shall apply in addition to numbers I. and II. of these Terms of Offer. The provisions of this clause VII. shall prevail in the event of inconsistencies.
2. Any fuel and safety surcharges are invoiced against proof and as applicable at the time of transport (VATOS - Valid at Time of Shipment).
3. We are not responsible for the goods having the status "secure" (depending on applicability SPX - Secured for Passenger Aircraft or SCO – Secured for Cargo Aircrafts Only). Shipments without "secure" status will incur additional charges, which are not included in the quoted prices and are invoiced at cost and against written proof.

VIII. Liability for Independent, Non-Freight Forwarding Services, especially Independent Consultancy Services

1. Claims for damages and compensation against us regardless on which legal grounds only exist pursuant to the following terms of this clause and are otherwise excluded.

2. To the maximum extent permitted by applicable law, any liability of us, irrespective of its legal basis, shall be excluded. Any mandatory statutory liability under applicable law shall remain unaffected.
3. Insofar as our liability for damages is excluded or limited, this shall also apply with regard to the personal liability for damages of our employees, representatives and the liability of our vicarious agents.

RCL RODE CONCEPT LOGISTICA LTDA

<https://www.conceptum-logistics.com/en/gtc/>

Status: 10 June 2026



Leonardo Marques

Chief Executive Officer (CEO)



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Karla Figueroa

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The German Freight Forwarders' Standard Terms and Conditions 2017 (Allgemeine Deutsche Spediteurbedingungen 2017 – ADSp 2017) are recommended for use as of 1 January 2017 by the Federal Association of German Industry (BDI), the Federal Association of German Wholesale, Foreign Trade and Services (BGA), the Federal Association of Road Haulage, Logistics and Disposal (BGL), the Federal Association of Furniture Forwarders and Logistics (AMÖ), the Federal Association of Transport and Logistics in Industry and Trade (BWVL), the Association of the German Chambers of Industry and Commerce (DIHK), the Federal Association of German Freight Forwarders and Logistics Operators (DSLVL) and the German Retail Federation (HDE). This advice is non-binding and the contract parties are free to make agreements that deviate from the contents of this recommendation.

1. Definitions (Sorted in alphabetical order according to the German ADSp 2017 version.)

1.4 Consignee

Legal person to whom the goods shall be delivered according to the Freight Forwarding Contract or valid instruction of the Principal or other persons authorised to dispose of.

1.11 Damage Case/Damage Event

Damage Case means, when, due to an external process, a claimant raises a claim on the basis of a Freight Forwarding Contract or in lieu of a freight forwarding claim; Damage Event means, when, due to an external process, several claimants raise claims on the basis of several Freight Forwarding Contracts.

1.6 Dangerous Goods

Dangerous Goods are goods that have the potential to endanger people, Vehicles or legal interests of third parties during the course of standard transportation, warehousing or other activities. In particular, hazardous goods are defined as goods that fall in the scope of application of statutes and regulations relating to hazardous goods, such as provisions covering dangerous materials, water or garbage.

1.1 Delivery

The term of Delivery includes also the delivery in the warehouse business.

1.13 Freight Forwarder

Legal person, which concludes a Freight Forwarding Contract with the Principal. Freight Forwarders are particularly carrier according to section 407, Freight Forwarder according to section 453, warehouse keeper according to section 467 and sea freight carrier according to sections 481, 527 HGB.

1.14 Freight Forwarding Contracts (“Verkehrsverträge”)

The ADSp cover all Freight Forwarding Contracts undertaken by the Freight Forwarder as contractor for all activities, regardless of whether they are freight forwarding, carriage of goods (by sea), warehousing or other, typical services pertaining to the freight forwarding business, such as customs handling, tracking of goods or cargo handling. These terms and conditions also apply to all typical logistical services included in freight forwarding, if these are in relation to the transport or warehousing of goods, in particular to activities such as the creation of loading units, consignments, labelling, weighing of goods and returns processing. Contracts about the presentation of manned motor Vehicles for use on instruction by the Principal shall also be deemed as Freight Forwarding Contracts (“Lohnfuhrverträge”).

1.12 Interfaces

After acceptance and before Delivery of the goods by the Freight Forwarder, Interfaces are defined as any transition of the goods from one legal person to another any transshipment from one Vehicle to another, any (temporary) storage.

1.7 Loading Means

Means for the aggregation of Packages and for the creation of loading units, such as pallets, container, swap trailers, bins.

1.16 Material Contractual Obligations

Material Contractual Obligations are defined as those that initially enable the contractually agreed fulfilment of the Freight Forwarding Contract and on which the contracting partner is entitled to reasonably rely on.

1.10 Packages

Single items or units formed by the Principal for the fulfilment of the order with or without Loading Means, which the Freight Forwarder must handle as one ensemble (freight item as defined by sections 409, 431, 504 German Commercial Code (HGB)).

1.8 Place of Loading/Discharge

The postal address, if the parties have not agreed on a more precise location.

1.19 Point of Time

Agreed Point of Time for the arrival of the Freight Forwarder at the Place of Loading or Place of Discharge.

1.2 Principal

Legal person which concludes a Freight Forwarding Contract with the Freight Forwarder.

1.15 Shipper

Legal Person, which hands over the goods for transportation according to the Freight Forwarding Contract or on a valid instruction.

1.3 Theft-Sensitive Goods

Theft-Sensitive Goods are those exposed to an increased risk of robbery and theft, such as money, precious metals, jewellery, watches, precious minerals, art, antiques, check books, credit cards and/or other payment means, stocks and security papers, documents, spirits, tobacco, entertainment electronic goods, telecommunications goods, IT equipment and accessories as well as smart cards.

1.18 Time Frame

Agreed Time Frame for the arrival of the Freight Forwarder at the Place of Loading or Place of Discharge.

1.9 Time of Performance

The time (date, time of day) up to a particular performance must be taken place, for example a Time Frame or Point of Time.

1.17 Valuable Goods

Good, at the time and place of taking over, with an actual value of at least 100 Euro/kg.

1.5 Vehicle

Means of transport for the transportation of goods on traffic routes.

2. Scope of application

2.1 The ADSp cover all Freight Forwarding Contracts undertaken by the Freight Forwarder as contractor.

2.2 Statutory provisions which cannot be modified by pre-formulated standard terms and conditions take precedence over the ADSp.

2.3 The ADSp do not apply to businesses that are exclusively dedicated to:

2.3.1 packaging,

2.3.2 transportation and warehousing of towed or salvaged goods,

2.3.3 transportation and warehousing of removal goods according to section 451 HGB,

2.3.4 storage and digitalisation of files; files are all types of embodied and digitalised business papers, documents, data storage mediums and similar objects for information collection,

2.3.5 abnormal and heavy-load transports, which require a transportation regulation permission or exception, crane services and associated assembly work,

2.4 The ADSp do not apply to Freight Forwarding Contracts with consumers as defined in Section 13 German Civil Code (BGB).

3. Obligation of the Principal regarding placing of orders, information requirements, special goods

3.1 The Principal shall inform the Freight Forwarder about all relevant parameters affecting the carrying out of the order. These include

3.1.1 addresses, type and quality of the goods, the gross weight (including packaging and Loading Means) or otherwise specified quantities, marks, numbering, quantities and type of Packages, specific characteristics of the goods (such as live animals and plants, perishability), the value of the goods (for example for customs purposes or the insurance of goods according to clause 21 ADSp) and Delivery times,

3.1.2 all public-legal duties and safety regulations, such as duties relating to customs, foreign trade regulations (particularly those relating to goods and people as well as specific country embargos) and legal safety obligations.

3.1.3 in case of carriage of goods by sea, all relevant data in the compulsory form relating to safety statutes (e. g. International Convention for the Safety of Life at Sea (SOLAS).

3.1.4 intellectual property rights of third parties, such as trademark and license limitations which are connected to the possession of the goods, including legal or regulatory hindrances capable of prejudicing the processing of the order.

3.1.5 specific technical requirements for the means of transport and particular cargo securing means to be supplied by the Freight Forwarder.

3.2 In case of Dangerous Goods, the Principal must inform the Freight Forwarder in due time and in text form about the quantity and specific nature of the hazard including – if required - the necessary safety measures. If Dangerous Goods fall into scope of the law on the transport of dangerous goods (Gesetz über die Beförderung gefährlicher Güter (GGBefG) or if other transported and stored goods fall into scope of other Dangerous Goods or garbage related statutes or regulations, the Principal must provide the relevant information, in particular the classification according to the relevant Dangerous Goods laws, and, at the latest, during the handover of the goods, supply the required documentation.

3.3 In case of valuable or Theft-Sensitive Goods, the Principal must inform the Freight Forwarder in text form regarding the type and value of the goods and the current risks involved to enable the Freight Forwarder to assess the acceptance of the order or take appropriate measures for the safe and damage-free completion of said order. In case of acceptance of the order, the Freight Forwarder is obliged to undertake appropriate safety measures for protecting the goods.

3.4 The Principal is responsible for supplying the Freight Forwarder with all information, certificates and other documentation required, such as customs classification, for the correct processing of customs or other statutorily required handling of the goods, including, but not limited to, security checks for air freight shipments.

4. Rights and duties of the Freight Forwarder

4.1 The Freight Forwarder shall act in the interest of the Principal, check the placed order for obvious faults and immediately inform the Principal, if required, about all dangers known by the Freight Forwarder for the fulfilment of the order.

4.2 The Freight Forwarder takes care that the Vehicles, loading safety means and, if their presentation is agreed, Loading Means are in a technically perfect condition, comply with statutory provisions and the requirements of the Freight Forwarding Contract. Vehicles and Loading Means shall be equipped with the typical appliances, equipment or methods for the protection of the goods, in particular loading safety means. Vehicles shall have low emissions and noise as well as low energy consumption.

4.3 The Freight Forwarder shall deploy reliable, appropriate and, for the particular task in question, suitable and duly employed, qualified and trained drivers and, if required, with a driver certification.

4.4 On foreign premises, the Freight Forwarder shall comply with the house rules, plant or construction site regulations in force, if they were announced to the Freight Forwarder. Section 419 HGB remains unaffected.

4.5 The Freight Forwarder is entitled to make customs clearance dependent on issuance of a written power of attorney that assigns direct representation.

4.6 If the Freight Forwarder is assigned with the cross-border transportation of the goods or the import or export customs clearance, the Freight Forwarder is, in case of doubt, also entitled to act in regards to the customs or other statutorily required handling of the goods, if the transport of the goods to the agreed destination would be impossible without such action. The Freight Forwarder is hereby entitled

4.6.1 to open Packages whenever such action is necessary to comply with statutorily required controls (for example, Freight Forwarder as regulated agent), and, subsequently, to undertake all measures necessary to complete the order, such as repackaging the goods.

4.6.2 to advance payments required by customs.

4.7 In case of damage to or delay of the goods and upon request by the Principal or Consignee, the Freight Forwarder must procure immediately all required and known information for securing their compensation claims.

4.8 In the absence of a separate agreement in the order supplied to the Freight Forwarder, the service does not include:

4.8.1 the supply or replacement of pallets or other Loading Means,

4.8.2 the loading and unloading of goods, unless otherwise indicated by circumstances or common practice.

4.8.3 a transshipment ban (Section 486 HGB does not apply),

4.8.4 the allocation of a shipment tracking system, unless it is in line for this sector of industry. Clause 14 ADSp remains unaffected.

4.8.5 returns, detours and hidden additional cargo.

If in deviation to the actual order, one or more Packages are handed over and accepted for transportation by the Freight Forwarder, then the Freight Forwarder and the Principal concludes a new Freight Forwarding Contract about these goods. In case of returns or hidden additional cargo and in absence of a separate agreement, the terms and conditions of the original Freight Forwarding Contract will apply. Clause 5.2 ADSp remains unaffected.

4.9 Further service and information obligations, for example quality management measures and their auditing, monitoring and evaluation systems as well as key performance indicators needs to be expressly agreed.

5. Contact person, electronic communication and documents

5.1 Upon request of a contracting party, each side will nominate one or more contact persons to receive information, explanations and enquiries regarding the fulfilment of the contract and exchange names and addresses. This information needs to be updated in case of changes. If either contracting party fails to provide details for a contact person, then the relevant signatory to the contract shall be the designated contact person. Information obligations, which exceeds the obligation in statutory provisions, for example measures of the Freight Forwarder in case of disruptions, in particular, an imminent delay during takeover or Delivery, obstacles to carriage and Delivery, damages to the goods or other disruptions (emergency concept) needs to be agreed separately.

5.2 In the absence of an expressly agreement, contractual statements by warehousing or transport personnel require approval from the respective party to be considered valid.

5.3 The Principal takes care of the required declarations to be supplied by the Principal's Shipper or Consignee during the fulfilment of the contract at the Place of Loading and Place of Delivery, and of real actions, such as Delivery and receipt of the goods.

5.4 If agreed between the Principal and the Freight Forwarder, the parties will transmit and receive the shipping details, including the creation of the invoice, by electronic means (electronic data interchange / remote transmission). The transmitting party carries the responsibility for the loss, completeness and validity of any sent data.

5.5 In case of an agreement according to clause 5.4 ADSp, the parties ensure that their IT system is ready for operation and that data can be processed appropriately, including the usual safety and control measures, to protect the electronic data exchange and prevent unauthorized access, modification, loss or destruction by third parties. All parties are obliged to give timely notification of any changes to their IT systems that could affect the electronic data interchange.

5.6 Electronic or digital documents, in particular proof of deliveries, shall be considered equal to written documents. Furthermore, each party is entitled to archive written documentation in exclusively electronic or digital format and to eliminate originals, the latter always in consideration of the legal regulations regarding the same.

6. Packaging and labelling duties of the Principal

6.1 The Principal shall pack the goods, and if required, clearly and permanently label all Packages with their required identifications, such as addresses, marks, numbers and symbols relating to the handling and characteristics of the goods. Old identification marks must be removed or garbled. The same applies for Packages.

6.2 Furthermore, the Principal is responsible for:

6.2.1 identifying all items belonging to the same shipment, to ensure easy recognition,

6.2.2 ensuring that Packages, if required, cannot be accessed without leaving external traces.

7. Securing cargo and supervisory duties of the Freight Forwarder

7.1 In all cases where loading and discharge occurs at more than one location, the Freight Forwarder takes care for the security of cargo until the last Place of Discharge and at all times, but not before the completion of loading in a transport safety manner.

7.2 The Freight Forwarder shall conduct controls at all Interfaces. The Freight Forwarder shall check completeness and identity of the goods, their apparent good order and condition as well as all seals and locks and record any irregularities in the accompanying documents or via separate notification.

8. Receipt

8.1 The Freight Forwarder shall issue a certificate of receipt with reservations noted, if necessary. In case of doubt, the certificate of receipt issued by the Freight Forwarder only confirms the number and type of Packages, but not their content, value, weight or other measurements.

8.2 Previously loaded or sealed loading units, such as containers or swap bodies and previously transmitted data, the accuracy of the certificate of receipt regarding quantity and type of loaded Packages is vitiated, if the Freight Forwarder notifies the Principal on differences (in quantity) or damages, immediately after unloading the loading unit.

8.3 The Freight Forwarder must request proof of Delivery from the Consignee in form of a Delivery receipt listing all Packages as outlined in the order or other accompanying documentation. Should the Consignee refuse to issue a Delivery receipt, the Freight Forwarder must request instructions from the Principal. The Principal can demand the Delivery receipt for a period of one year after the goods have been delivered.

8.4 As receipt for takeover or Delivery of the goods counts any signed document which gives evidence for fulfilment of the order, such as Delivery notes, forwarders certificate of receipt, consignment note, sea way bill, consignment bill or a bill of lading.

8.5 The certificate of receipt and Delivery receipt can also be issued electronically or digitally, unless the Principal requests the issuing of a consignment note, sea way bill, consignment bill or bill of lading.

9. Instructions

Upon conclusion of the contract, the Freight Forwarder must follow all instructions regarding the cargo, unless carrying out such instructions poses disadvantages to his business or damages to consignments of other Principals or Consignees. If the Freight Forwarder intends not to follow an instruction, then the Freight Forwarder shall inform the instructor immediately.

10. Freight payment, cash on Delivery

10.1 Notifications by the Principal to the effect that the order should be executed freight collect or for the account of the Consignee or a third party, for example according to Incoterms, do not exempt the Principal from his obligation to pay the Freight Forwarder its remuneration and outlays, including freights, customs charges and other expenses. Freight collect instructions, for example according to section 422 HGB, Article 21 CMR, remain unaffected.

11. Default of loading and Delivery times, demurrage

11.1 In cases where the Principal must load or unload the Vehicle, the Principal has the obligation to do so within the agreed, otherwise within a reasonable loading and unloading time.

11.2 If, in case of carriage of goods by road, the parties agree on a Time Frame or Point of Time or is such notified by the Freight Forwarder without objection by the Principal, Shipper or Consignee, the loading and unloading time - irrespective of the number of shipments per Place of Loading and Discharge - for full truck loads, but with the exception for bulk goods, for Vehicles with 40 tons maximum permissible weight shall be maximum 2 hours for loading and unloading in general. The times shall be reduced appropriately for Vehicles with a lower maximum permissible weight in the individual case.

11.3 The loading or unloading time begins with the arrival of the road vehicle at the designated Place of Loading and Discharge (for example, by notifying the gate keeper), and ends when the Principal has completed all its duties. However, if a Time of Performance has been agreed for the arrival of road Vehicles at the Place of Loading and Discharge, the loading and unloading time does not begin before the agreed presentation time.

11.4 In cases where the contractually agreed loading and unloading time are not maintained due to reasons beyond the Freight Forwarder's scope of responsibility, the Principal must pay the Freight Forwarder the agreed, otherwise commonly accepted, demurrage fees.

11.5 The aforementioned provisions apply accordingly, when the Freight Forwarder is obliged to load and unload the goods, and when the Principal is exclusively committed to prepare the goods for loading or to accept them after unloading.

12. Performance hindrances and force majeure

12.1 If the Freight Forwarder is unable to take over the goods, or unable to take them over on time, the Freight Forwarder must immediately notify and seek instruction from the Principal. Section 419 HGB applies accordingly. The Principal remains entitled to terminate the Freight Forwarding Contract, whereas the Freight Forwarder is not entitled to ask for compensation according to section 415 (2) HGB.

12.2 Performance hindrances that do not fall within the scope of responsibility of either contracting party, free said parties of their performance duties for the duration of the hindrance and the extent of its impact. Such performance hindrances are defined as force majeure, civil unrest, war or acts of terrorism, strikes and lock-outs, transport route blockades, and any other unforeseeable, unavoidable and serious events. In case of a performance hindrance, the contracting parties are obliged to notify the other party immediately. Additionally, the Freight Forwarder is obliged to ask the Principal for instructions.

13. Delivery

13.1 If, after arrival at the Place of Discharge, it becomes apparent that the unloading cannot take place within the time of unloading, the Freight Forwarder must immediately notify the Principal and request for relevant instructions. Section 419 HGB applies accordingly.

13.2 If the Freight Forwarder cannot adhere to the agreed Time of Performance or - in the absence of an agreement - to a reasonable time for Delivery, the Freight Forwarder shall request instructions from the Principal or the Consignee.

13.3 In cases where the Consignee is absent at the designated home, business or shared location address and if the Consignee lives therein, the goods, always assuming there are no obvious doubts regarding the entitlement to receive the goods of the person in question, may be delivered to:

13.3.1 an adult family member; a family employee; or an adult with permanent residence at the designated home address,

13.3.2 an employee at the designated business location,

13.3.3 a manager or representative authorised to receive the goods at the designated shared location.

13.4 In cases where the Freight Forwarder and Principal have agreed on Delivery without the presentation to an actual person (for example, night, garage or assembly line deliveries), Delivery is deemed to have taken place on the actual physical deposit of the goods at the agreed location.

13.5 The Delivery can only take place under supervision of the Principal, Consignee or a third party authorised for reception. Clauses 13.3 and 13.4 ADSp remain unaffected.

14. Information and restitution duties of the Freight Forwarder

14.1 The Freight Forwarder has the duty to supply the Principal with the required information and, upon request, with the status of the business as well as to demand accountability upon completion. However, the Freight Forwarder is only obliged to reveal costs, if the Freight Forwarder works on Principal's account.

14.2 The Freight Forwarder has the duty to give anything to the Principal what he has received by carrying out and managing the business.

15. Warehousing

15.1 The Principal has the duty to pack and mark the goods, if required, and to make available all documents and information to the Freight Forwarder for an appropriate storage.

15.2 The Freight Forwarder decides in its sole discretion if warehousing takes place in its own facilities or, if not otherwise agreed, those of third parties. Whenever warehousing take place at third party warehouses, the Freight Forwarder must supply timely information regarding its name and location to the Principal or, whenever a warehouse warrant has been issued, to make a note of the information on the same.

15.3 The Freight Forwarder takes care for the duly maintenance and care of the warehouse and storage space, the drives on the premises and for securing the goods, in particular theft protection. Additional security measures, for example measures exceeding the statutory fire protection laws, must be explicitly agreed.

15.4 Unless otherwise agreed:

15.4.1 takeover of the goods for warehousing begins with the unloading of the goods from the Vehicle by the Freight Forwarder and ends with the completion of the Delivery by the Freight Forwarder.

15.4.2 inventory management is via the Freight Forwarder's inventory accounting,

15.4.3 there is one physical inventory inspection per year. On instruction of the Principal, the Freight Forwarder shall conduct further physical inventories against compensation.

15.5 With taking over the goods and if appropriate examination means are available, the Freight Forwarder is obliged to conduct a receiving inspection on types, quantities, marks, numbering, quantities of Packages as well as outer visible damages according to section 438 HGB.

15.6 The Freight Forwarder shall conduct regular inspections with appropriate personnel for securing the goods.

15.7 In case of stock shortfall and imminent changes at the goods, the Freight Forwarder shall immediately inform the Principal and ask for instructions. Section 471 (2) HGB remains unaffected.

15.8 Additional service and information obligations require an explicit agreement.

16. Remuneration

16.1 The services according to the Freight Forwarding Contract are compensated with the agreed remuneration, if this remuneration includes the costs for transportation and warehousing. Supplemental claims for costs occurred during regular transportation or warehousing and which were not foreseeable at the time of the offer, cannot be claimed separately, unless otherwise agreed. Calculation errors are at the expense of the calculator. sections 412, 418, 419, 491, 492, 588 until 595 HGB and comparable provisions of international conventions remain unaffected.

17. Compensation claims and right of recourse

17.1 The Freight Forwarder is, if not caused by him, entitled to ask for refund of expenses properly incurred, in particular those relating to average contributions, detention or demurrage charges, including additional packaging for protecting the goods.

17.2 If the Principal instructs the Freight Forwarder to receive goods and if, on reception of the goods by the Freight Forwarder, freight, cash on delivery, customs duties, taxes, or other expenses and charges are demanded, the Freight Forwarder is entitled - but not obliged - to pay these costs according to the circumstances he has properly assessed, and to claim reimbursement from the Principal, unless otherwise agreed.

17.3 On request, the Principal must immediately indemnify the Freight Forwarder for expenditures, such as freight, average contributions, customs duties, taxes and other fees demanded from the Freight Forwarder, in particular acting as a person authorised to dispose or as possessor of goods belonging to third parties, unless the Freight Forwarder is not responsible for their accrual.

18. Invoices, foreign currencies

18.1 Remuneration claims of the Freight Forwarder require the reception of an invoice or payment schedule in accordance to statutory requirements. If not otherwise agreed, the maturity is not dependent on presenting a delivery receipt in case of an uncontested Delivery.

18.2 Regarding foreign Principals or Consignees, the Freight Forwarder is entitled to ask whether to receive payment in the relevant foreign currency or in Euro (EUR).

18.3 If the Freight Forwarder owes foreign currency or has advanced foreign currency amounts, the Freight Forwarder is entitled to ask for payment in either the relevant foreign currency or in EUR (EUR). In case of Euro (EUR), currency conversion is made according to the official exchange rate on the day of payment, which shall be evidenced by the Freight Forwarder.

18.4 Payment according to a credit memo procedure must be expressly agreed. In case of doubt, all credit memos are to be issued immediately, upon completion of services. Clause 18.1 1st sentence ADSp is not applicable for credit memo procedures.

19. Set-off, Retention

In the face of claims arising from the freight forwarding contract and associated non-contractual claims, set-off or retention is only permitted when the claim is uncontested, ready for decision or legally established.

20. Lien and retention rights

20.1 The Freight Forwarder is entitled to secure its demands arising from freight forwarding services according to the legally permitted regulations regarding lien and retention rights.

20.2 Lien rights can be exercised according to the legally established provisions, providing:

20.2.1 the threat and the required notifications about the lien exercise and the sale of the pledged items by the carrier shall be forwarded to the Consignee,

20.2.2 the time limit of one month as specified in section 1234 BGB is superseded by a time limit of two weeks.

20.3 The Principal is entitled to prohibit the exercise of the lien by granting an equivalent security for its claims, such as a directly enforceable bank guarantee.

21. Insurance of goods

21.1 The Freight Forwarder arranges the insurance of the goods (c. f. goods in transit or warehousing insurance) with an insurer of its choice, when the Principal assigns the Freight Forwarder to do so prior to handing over the goods.

21.2 The Freight Forwarder shall arrange insurance for the goods, if this is in the interests of the Principal. The Freight Forwarder can assume that insurance is in the interests of the Principal, in particular when:

21.2.1 the Freight Forwarder has arranged insurance for a previous Freight Forwarding Contract for the same Principal in the course of an ongoing business relationship,

21.2.2 the Principal has declared a value of the goods for the purpose of insurance.

21.3 The assumption that insurance is in the interest of the Principal according to clause 21.2 ADSp can be discounted, in particular when:

21.3.1 the Principal has prohibited the purchase,

21.3.2 the Principal is a Freight Forwarder, carrier or warehouse keeper.

21.4 In case of purchasing insurance cover, the Freight Forwarder shall observe instructions of the Principal, in particular the amount insured and risks to be covered. In the absence of such an instruction, the Freight Forwarder must assess the type and scope of insurance in its sole discretion and purchase insurance cover at the usual market conditions.

21.5 If, due to the nature of the goods to be insured, or for another reason, the Freight Forwarder is unable to purchase insurance cover, the Freight Forwarder will notify the Principal immediately.

21.6 If the Freight Forwarder purchases an insurance after conclusion of the Freight Forwarding Contract and upon instruction of the Principal or recovers a claim or acts otherwise on behalf of the Principal regarding carrying out insurance claims or averages, the Freight Forwarder is entitled to a reasonable remuneration according to local standards, otherwise, an appropriate remuneration, in addition to the compensation of its expenses, even in the absence of a prior agreement.

22. Liability of the Freight Forwarder, Subrogation of claims of reimbursement

22.1 The Freight Forwarder is liable for damages according to the statutory provisions. However, the following provisions shall apply, in as much as they do not contradict mandatory regulations, in particular the law of pre-formulated terms and conditions.

22.2 In all cases, where the Freight Forwarder is fault-based liable for losses or damages to the goods ("Güterschaden") according to clause 23.3 and 24, the Freight Forwarder must only pay the value and reimburse the costs according to sections 429, 430, 432 HGB instead of damage compensation.

22.3 In case of inventory divergences, the Freight Forwarder is entitled to balance the inventory with positive stock balance differences and stock shortfall of the same Principal for value evaluation in cases as set out in clause 24 ADSp.

22.5 If the Freight Forwarder has claims, for which the Freight Forwarder is not liable for, against a third party in case of damages, or in cases when the Freight Forwarder has claims exceeding the sum for which the Freight Forwarder is liable, the Freight Forwarder must subrogate such claims to the Principal upon request, unless the Freight Forwarder has a separate agreement to pursue claims on behalf and at the expense of the Principal. sections 437, 509 HGB remain unaffected.

23. Liability limitations

23.1 Except in case of damages during carriage of goods by sea or ordered warehousing, the Freight Forwarder's liability for damages to goods is limited according to Section 431 (1), (2) and (4) HGB, to:

23.1.1 8,33 Special Drawing Rights (SDR) for every kg, whenever the Freight Forwarder is:

- a carrier, as defined by Section 407 HGB,
- acting as principal ("Spediteur im Selbsteintritt"), fixed costs freight forwarder (Fixkostenspediteur) or consolidator ("Sammelladungsspediteur"), according to sections 458 to 460 HGB or
- care, custody and control Freight Forwarder ("Obhutsspediteur") according to Section 461 (1) HGB.

23.1.2 2 instead of 8.33 SDR for every kg, whenever the Principal has agreed to a Freight Forwarding Contract which is subject to a variety of transport means and includes carriage of goods by sea and an unknown damage place. In case of a known damage place, the liability according to section 452a HGB is subject to the liability exclusion and liability limitation of the ADSp.

23.1.3 Whenever Freight Forwarder's liability according to clause 23.1.1 ADSp exceeds an amount of EUR 1,25 million per Damage Case, this liability is furthermore limited to EUR 1,25 million per Damage Case, or to 2 SDR for every kg, whichever amount is higher.

23.2 The liability of the Freight Forwarder for damages to the goods in its custody for Freight Forwarding Contracts which are subject to carriage of goods by sea and cross-border transportation is limited to the maximum statutory liability amount. Clause 25 ADSp remains unaffected.

23.3 For all cases out of scope of clauses 23.1 and 23.2, such as section 461 (2) HGB, 280 ff BGB, the liability of the Freight Forwarder for damages to goods is limited according to Section 431 (1), (2) und (4) HGB to a maximum of:

23.3.1 2 SDR per kg for Freight Forwarding Contracts relating to carriage of goods by sea or a transportation by a variety of transport means, but including carriage of goods by sea,

23.3.2 8.33 SDR per kg for all other Freight Forwarding Contracts.

23.3.3 Furthermore, the Freight Forwarder's liability is limited to the maximum amount of EUR 1,25 million for each case of damage.

23.4 The liability of the Freight Forwarder for all other damages than damages to the goods with the exception of damages during ordered warehousing or damages to personal injury or goods of third parties is limited to three times the amount that would be payable for the loss of goods according to clauses 23.3.1 or 23.3.2 ADSp. Furthermore, the Freight Forwarder's liability is limited for each case of damage to the maximum amount of 125,000 Euros.

23.4.1 Sections 413 (2), 418 (6), 422 (3), 431 (3), 433, 445 (3), 446 (2), 487 (2), 491 (5), 520 (2), 521 (4), 523 HGB as well as any relevant liability provisions in international conventions shall remain unaffected.

23.4.2 Clause 23.4 ADSp is not applicable on statutory provisions, such as Article 25 Montreal Convention (MC), Article 5 Règles uniformes concernant le Contrat de transport international ferroviaire des marchandises (CIM) or Article 20 Convention de Budapest relative au contrat de transport de marchandises en navigation intérieure (CMNI), which extend Freight Forwarder's liability or permit to extend.

23.5 If Freight Forwarder's liability according to Articles 23.1, 23.3 and 23.4 ADSp exceeds the amount of EUR 2,5 million per Damage Event, then Freight Forwarder's liability is, irrespective of how many claims arise from a single Damage Event, further limited to a maximum amount of EUR 2,5 million per Damage Event or to 2 SDR per kg for lost or damaged goods, whichever amount is the higher. When there is more than one claimant, the Freight Forwarder's liability shall be proportionate to individual claims.

24. Liability limitations for ordered warehousing, inventories and declaration of value

24.1 In the case of ordered warehousing, the liability of the Freight Forwarder for damages to goods is limited to:

24.1.1 8.33 SDR for every kg corresponding to 431 (1), (2) and (4) HGB,

24.1.2 a maximum of EUR 35,000 per Damage Case.

24.1.3 70,000 Euros per year, in cases where the damage claimed by the Principal bases, contrary to clause 24.1.2 ADSp, on a difference between calculated stock and actual stock of the inventory, irrespective of the amount and type of inventory taking and the amount of Damage Cases causing the difference in inventory.

24.2 Upon payment of an agreed supplement and prior to warehousing of goods, the Principal can specify a value in text form for an increased liability that differs from the maximum amounts stipulated in clause 24.1. In this case, the specified value replaces the relevant maximum amount.

24.3 In case of warehousing upon instruction, the Freight Forwarder's liability for other damages, excluding damages to personal injury or goods of third parties, is limited to EUR 35,000 per case of damage.

24.4 In case of warehousing upon instruction, but excluding personal injury or damages to goods of third parties, the Freight Forwarder's liability is always limited to EUR 2,5 million per Damage Event, irrespective of how many claims arise from a single Damage Event. When there is more than one claimant, the Freight Forwarder's liability shall be proportionate to individual claims. Clause 24.2 ADSp remains unaffected.

25. Exclusion of liability for carriage of goods by sea and inland waterway transportation

25.1 In accordance with section 512 (2) No. 1 HGB, it is agreed that: The Freight Forwarder in its position as carrier is not responsible for any fault or neglect on the part of its servants or of the ship's company, insofar as the corresponding damage was caused in the course of steering or otherwise operating the ship, or was caused by fire or explosion on board the ship and the measures taken were not predominantly for the benefit of the cargo.

25.2 According to Article 25 (2) CMNI it is agreed that the Freight Forwarder in its position as carrier or actual carrier is not liable for damages:

25.2.1 caused by an act or omission by the master of the vessel, the pilot or any other person in the service of the vessel, pusher or tower during navigation or in the formation or dissolution of a pushed or towed convoy, provided that the Freight Forwarder complied with the obligations set out for the crew in Article 3 (3) CMNI, unless the act or omission results from an intention to cause damage or from reckless conduct with the knowledge that such damage would probably result,

25.2.2 caused by fire or an explosion on board the vessel, where it is not possible to prove that the fire or explosion resulted from a fault of the Freight Forwarder or the actual carrier or their servants or agents or a defect of the vessel,

25.2.3 the defects existing prior to the voyage of his vessel or of a rented or chartered vessel if he can prove that such defects could not have been detected prior to the start of the voyage despite due diligence.

25.3 Clause 22.4 ADSp remains unaffected.

26. Non-contractual liability

In accordance with sections 434, 436 HGB, the above mentioned liability exclusions and limitations also apply to non-contractual claims. Clause 23.4.1 ADSp applies accordingly.

27. Qualified fault

27.1 Liability exclusions and limitations listed in clauses 22.2, 22.3, 23.3 and 23.4 in conjunction with 23.5, 24 as well as 26 ADSp do not apply when the damage has been caused by:

27.1.1 intent or gross negligence of the Freight Forwarder or vicarious agents or

27.1.2 infringement of Material Contractual Obligations, whereby such claims are limited to predictable and typical damages.

27.2 Divergent from clause 27.1.2 ADSp, the liability limitations of clause 24.1 and 24.2 ADSp only apply in case of gross negligent or intentional infringements of material contractual duties.

27.3 Sections 435, 507 HGB remains applicable within their scope of application.

27.3 Clause 27.1 ADSp is not applicable on statutory provisions, such as Article 25 MC, Article 36 CIM or Article 20, 21 CMNI, which extend Freight Forwarder's liability, allows extending or expanding the imputation of fault of servants or third parties.

28. Liability insurance of the Freight Forwarder

28.1 The Freight Forwarder is obliged to purchase and maintain liability insurance at the usual market conditions with an insurer of his choice that, as a minimum, covers the ordinary liability amounts of its freight forwarding liability according to ADSp and statutory provisions. The agreement of maximum insurance amounts per Damage Case, Damage Event and year is permitted as well as the agreement of reasonable deductibles for the Freight Forwarder.

28.2 Upon request, the Freight Forwarder is obliged to provide evidence of the liability insurance and its validity by presentation of an insurance confirmation within a reasonable Time Frame. In absence of such a presentation, the Principal is entitled to terminate the Freight Forwarding Contract extraordinarily.

28.3 The Freight Forwarder is only entitled to rely on the liability limitations of the ADSp, when the Freight Forwarder provides an appropriate insurance cover at the time of order.

29. Liability of the Principal

29.1 The liability of the Principal pursuant to sections 414, 455, 468, and 488 HGB is limited to EUR 200,000 per Damage Event.

29.2 The aforementioned liability limitation does not apply in case of personal injuries, such as injury of life, body and health, if the damage was caused by gross negligence or wilful intent of the Principal or its vicarious agents, or infringement of Material Contractual Obligations, whereas the latter is limited to predictable and typical damages.

30. Applicable law , place of fulfilment, place of jurisdiction

30.1 The legal relationship between the Freight Forwarder and Principal is governed by German law.

30.2 The place of fulfilment for all involved parties is the location of the Freight Forwarder's branch office dealing with the order or the enquiry.

30.3 The place of jurisdiction for all disputes and all involved parties arising from the Freight Forwarding Contract, an enquiry or in relation to it, is the location of the Principal or Freight Forwarder's branch office dealing with the order or enquiry, as far as all these parties are merchants. The aforementioned place of jurisdiction shall be deemed as an additional place of jurisdiction pursuant to Article 31 CMR and Article 46 § 1 CIM, but not in case of Article 39 CMR, Article 33 MC, Article 28 Convention for the Unification of certain rules relating to international carriage by air (WC).

31. Confidentiality

31.1 Contractual parties are obliged to maintain confidentiality regarding all unpublished information received during the execution of the freight forwarding contract. This information can only be used for the exclusive purpose of contract fulfilment. The parties shall commit other legal persons with an equivalent confidentiality obligation, if these legal persons are deployed for contract fulfilment.

32. Compliance

32.1 The Freight Forwarder shall comply with minimum wage provisions and minimum conditions for workplaces and confirms the compliance in text form upon request of the Principal. The Freight Forwarder indemnifies the Principal for its liability for minimum wages, if the Freight Forwarder, its subcontractor or hirer during the course of fulfilment of the Freight Forwarding Contract, does not pay the minimum wages and the Principal is demanded to pay.

32.2 The Freight Forwarder shall ensure in case of transportation services, that its executing subcontractor

32.2.1 possesses, within the scope of application of the Güterkraftverkehrsgesetz (GüKG), a permission according to section 3 GüKG, an entitlement according to section 6 GüKG or a community license or does not use such a permission, entitlement or license unlawfully.

32.2.2 deploys driving personnel, which comply with the requirements of section 7b (1) sentence 1 GüKG, if applicable,

32.2.3 upon request provides all documents, which must be carried during transportation according to statutory provisions, when the Principal or third parties must comply with statutory controlling obligations,

32.3 In case of transportation, the Freight Forwarder or its executing subcontractor is obliged to organise the activities of its driving personnel according to the compulsory working, driving and recreation times. During the driving of Vehicles, alcohol and drugs are generally prohibited.

32.4 Both contracting parties commit to carrying out their contractual duties and to act according to the legal regulations covering their business and to support and obey the principles of the United Nations Global Compact (UNGC), the United Nations Declaration of Human Rights, and the Declaration of the International Labour Organization regarding the 1998 Declaration on Fundamental Principles and Rights at Work, in accordance with national laws and customs. In particular, both parties will commit to:

32.4.1 no child or forced labour,

32.4.2 comply with the relevant national laws and regulations regarding working hours, wages, salaries and to comply with any other obligations for employers,

32.4.3 to comply with the current regulations on health and safety at work, and to provide a safe and healthy workplace to ensure the health of employees and to avoid accidents, injuries and work-related illness,

32.4.4 prohibit all discrimination based on race, religion, disability, age, sexual orientation or sex,

32.4.5 comply with international standards on corruption, such as those published in UNGC and to adhere to local anticorruption and bribery laws,

32.4.6 adhere to all current environmental protection laws and regulations,

32.4.7 engage its business partners and subcontractors according to the aforementioned principles.