



# EVERGREEN LINE

## General Export Booking Terms and Conditions

### General Terms

A booking confirmation is issued at the request and for the convenience of the Merchant and/or his (forwarding) agent and is subject to the terms and conditions of the Carrier's standard long term Bill of Lading. Please find the latest version of the Bill of Lading conditions via the following link:

<http://www.evergreen-line.com/static/jsp/blclause.jsp>

or request a copy with the Carrier or its agents.

### Booking confirmation

We herewith kindly request you to carefully check all details on the booking confirmation and/or revised booking confirmation, including but not limited to:

- Place of receipt/port of loading
- Port of discharge/place of delivery
- Intended vessel voyage/routing
- Amount, type and size of equipment (and (reefer-)container settings if applicable)
- Specific commodity
- Cargo weight
- Evergreen contract number (SQ/SC)
- Inland haulage details (if applicable)

If you find any discrepancy between the booking confirmation and your original booking, we kindly request you to please inform us (by email) within 2 hours after receipt of the booking confirmation. We will not accept any responsibility for possible mis-stowage or any other consequence as a result of inconsistency between your booking instruction and our booking confirmation.

Carrier may charge the customer a cancellation fee if a booking must be cancelled, lowered or rolled to a next vessel 24 hours (working day) before the closing or thereafter.

From the 3<sup>rd</sup> amendment of a confirmed booking we reserve the right to charge an additional administrative charge.

The booking party will be responsible for all handlings and operations carried out under the booking number provided, including all handlings and or operations by 3<sup>rd</sup> parties.

### Empty Pick up of containers and Container Categories

Upon empty pick up of our equipment, you need to check type, size and quality of the container prior accepting it.

Additional remarks:

- 1.) As always haulier has final responsibility to reject or accept container before pick up. If they are of the opinion a container is not suitable they must request another.
- 2.) For Foodgrade and Clean/dry/odour free units a surcharge will be charged. Please contact your sales representative to obtain the most up to date rates, per container type.
- 3.) The quality and status of empty containers picked up by barge / rail at depots / terminals are at your own risk and expenses.

Following empty container categories are available: Foodgrade – CDOF -- Standard -- Scrap

**Category descriptions:**

**Foodgrade** (For preparing Foodgrade containers extra costs will be invoiced, subject to cancellation charges in case booking is cancelled)

- Good general condition
- Clean inside without visible rust
- Clean floor without holes, scratches, splinters, oil stains, nails or sharp objects
- No old stickers or tape
- Good doors with intact seals
- Interior roof and panels do not give off / cannot smudge cargo
- Interior no remains of glue
- No old, bad quality repairs to roof or panels
- Neutral smell

**Clean/dry/odour free** (For preparing CDOF containers extra costs will be invoiced, subject to cancellation charges in case booking is cancelled)

- Good general condition
- Clean inside
- Minimal corrosion allowed
- Clean floor without holes, dents / minimal oil stains allowed
- No nails or sharp objects in the container
- No old labels, stickers nor tape
- Good doors with intact seals
- Light deformations of panels allowed
- No old, bad quality repairs to roof or panels
- Neutral smell

**Standard** ( free of costs, no upgrades done by the depot.)

- Containers which are suitable for conventional cargo
- Wind & water tight and sweep clean

**Scrap** ( free of costs, no upgrades done by the depot.)

- Low quality containers which are only suitable for waste paper or metal scrap shipments.

## **Re-Use of empty equipment**

Empty re-use of standard dry containers is usually possible. The booking party must however receive consent from us before the actual re-use of empty equipment is done. Requests coming from hauliers / depots are not accepted.

Empty re-use is only possible if the size and type of the container match with the export booking. Re-use of damaged empty equipment is not allowed. Re-use is also not allowed in case a (potential) cargo claim is reported or is due to be reported to us for the import voyage of the equipment.

A standard fee applies to every container re-used with approval. In case re-use is done without prior approval an additional penalty amount may be charged, in addition to this the Carrier reserves the right to demand repacking to a substitute container if and when deemed necessary.

## **Swapping containers between bookings**

We will accommodate requests to swap containers between different bookings as much as possible, additional charges apply to each container.

## **Cargo delivery – Cargo Opening**

Please note that delivery of containers to the terminal will not be accepted prior Cargo Opening time at the terminal. We advise you to check the terminal website to obtain the Cargo Opening time.

## **Yard Occupancy Charge**

A yard occupancy charge may apply to your container(s) in case it idles 14 days or more at deep sea terminal. Please check the details with your sales representative.

## **B/L instruction**

Please strictly follow up the B/L instruction cut off date/time as well as format and sending instructions as per the ruling mentioned on our website [www.shipmentlink.com/nl](http://www.shipmentlink.com/nl), under Export section "Export FAQ → BL Instruction guideline via the following link:

[http://www.shipmentlink.com/nl/texp/jsp/TEXP\\_BLInstructionPoint.jsp](http://www.shipmentlink.com/nl/texp/jsp/TEXP_BLInstructionPoint.jsp)

Not following up may result in not loading of your cargo and a charge for the late submission of a B/L instruction. Please contact your sales representative to obtain the most up to date rates.

If a B/L instruction has not been received completely and/or in time shipping line is not responsible for any mis-stow or any other consequence due to missing of your instruction.

## **Dangerous cargo**

Please pay attention to the correct labels for IMO-classified cargo. Please issue a "multimodal dangerous goods form" in compliance with the lay out and regulations of the IMDG code.

Dangerous cargo containers must be delivered to Hamburg terminal 1 day before E.T.A. of vessel. When cargo will be delivered earlier, the terminal will charge supplier for local storage charges.

## **Flexitank / Flexibag Shipments**

Shipments of cargo in a flexitank or flexibag are subject to special requirements and procedures. As such it is a must to indicate well in advance towards our sales representative that you have the intention to ship cargo in a flexitank and or flexibag. This way the proper procedures can be followed and a proper quotation can be made. It must be indicated again when you place the concerning booking(s).

## **Coils**

For shipments of Coils, Coiled wire / rope and or any other products with similar characteristics we have a special safety protocol in place. Please always mention well in advance that you wish to ship such cargo, so we can provide you with the details of our safety protocol.

### **Lashing & Securing**

In order to protect your cargo, our equipment, and to prevent accidents from happening, your cargo needs to be properly and seaworthy lashed and secured at all times.

### **Customs matters**

You are required to adhere to customs formalities. Amongst others, you are required to include full details regarding safety & security in your export related documents. For more information please contact your local customs officer or visit [www.douane.nl](http://www.douane.nl).

You are responsible for submitting correct documentation to Customs and checking whether the documentation will be accepted and processed. Container blockage as a result of customs matters remains your responsibility.

### **Authorities in the Port of discharge (and transshipment ports if applicable)**

You are required to check and adhere to any Customs regulation or other authority restrictions/license requirements in the port of discharge of your shipment. You remain responsible for failing to comply in whatever way to the afore mentioned.

Special attention required for the following:

### **China customs advanced manifest regulation**

China customs officially announced a 24-hour advanced manifest regulation.

We have to submit manifest to China customs a minimum of 24-hour prior to cargo loading. The rule is applicable to all export, import, and transshipment cargoes via any China ports (except Hong Kong & Macau). To comply with the rule, we must complete Bill of Lading instruction at the documentation cut-off date/time for the respective vessel/port; preferably, instruction should include the following so that manifest can be filed complete and due with China customs at 24-hour prior to loading:

- (i) complete name and address of shipper
- (ii) complete name and address of consignee
- (iii) complete name and address of notify party
- (iv) place of receipt
- (v) port of loading
- (vi) port of discharge
- (vii) place of delivery (postal specification)
- (viii) cargo description, quantity, weight & measurement

No cargoes should be loaded without getting loading permission from China customs. As such cargoes received will be rolled to next available vessel subject to all associated charges & costs at exporter's expense.

### **Turkey shipments : 24 hours advanced manifest/ENS (Entry Summary Declaration)**

The following instruction applies to the last leg on which the shipment is put on a vessel bound for Turkey. In case your shipment would leave Rotterdam and will be transshipped before being put on a vessel to Turkey the deadline for sending the B/L instruction is based on the vessel leaving the transshipment port.

In order to comply with the ENS for all shipments directly to or transshipped via Turkey we need to receive full manifest data for each consignment minimum 2 working days prior to vessel's arrival at the (last) loading port. Manifest data should contain:

- Shipper name and address .
- Consignee name and address.
- Tax number of consignee or notify party (new requirement additional from EU ENS, if "To Order" B/L, Notify Party Tax Number must be mentioned.)

- Notify party (Mandatory for "To Order" B/L)
- Acceptable goods description, the first 4 digit HS Code is required.
- Package type Code
- Number of packages
- Container number
- Seal number
- Gross mass (kg)
- UN code for dangerous goods
- Transport charges method of payment code (where available)

Without complete data timely received, and without permission to load from Turkish Customs, your shipment will not be loaded. All costs and consequences will be for the account of the cargo interest/booking party.

### **ACID number requirement for Egypt import shipments**

As per the decision of the Minister of Finance of Egypt, No. 38 of 2021 issued in the official facts No. 25 continued C on February 1, 2021 – regarding the pre-registration of shipments "ACID", and the Instructions of Egyptian Maritime Transport Sector as below. Please follow up as follows:

1. Any consignee in Egypt that will register his import shipment under 'Advance Cargo Information System' ACID.
  - 1.1 CONSIGNEE MUST notify the shipper with the abovementioned ACID number, to be registered on all shipping documents of the cargo.
  - 1.2 All shipment docs including manifest & bill of lading as well as the identification numbers of the parties of the bill of lading must be available before loading at origin.
2. Liability is clear in Article "2"  
The carrier or vessel's masters, pilots of airplanes and other means of transport or their maritime agents or their representative shall be bound by the following:
  - 2.1 Presenting information, document and manifest of the loaded cargo to ports inside the Country electronically to the Customs Authority via the platform "**Nafeza**".
  - 2.2 Registering the abovementioned ACID number in Article One of this Decree on the shipping documents of the cargo inbound to the Country as well as the identification numbers of the parties of the bill of lading.
3. Effective dates:  
The effective date as below according to the decree 328/2021, postponing the effective date of said ACI system to be **October 1, 2021 (by load on board)** issued by Minister of Finance of EGYPT.
  1. **THE OFFICIAL APPLICABLE DATE TO BE BY LOAD ON BOARD October 1, 2021.**  
*Data required (shipper's ID – consignee's ID – ACID number)*
  2. **NO ACID CODE, Consignee ID(TAX ID) and Shipper's Exporter Registration Number, NO LOAD.**  
The cargo cannot be loaded without ACID code, Consignee's ID(TAX ID) and Shipper's Exporter Registration Number effective from October 1, 2021 (ON BOARD DATE).  
In case of incorrect or missing data, the cargo might be refused by the Egyptian Authorities and have to be returned to the Port of Loading at the account of the exporter.

### Japan 24 hours Advance Filing Rule

From March 2014 Japan customs has enforced new customs regulations requiring a Carrier or a NVOCC to electronically submit to the Customs information on maritime container cargoes to be loaded on a vessel intended to entry into a port in Japan.

Any person who does not submit cargo information before the deadline will be liable to imprisonment with labor for up to a maximum period of one year or a fine not exceeding five hundred thousand yen.

To comply with above regulation, Evergreen has implemented a:

Manifest filing deadline of 48 hours before ETB of the first Port of Loading applicable for shipments destined to Japan (or to be transhipped via Japan)

A "No Green light, No Load" will be applicable.

### Requirements for filing

All Japan advance filing data should clearly state following items by Shipper through Shipping Instruction with details:

- Shipper, Consignee, Notify (Name, Address, Phone No.)  
Consignor Name/Full address/Telephone number/Country code  
Consignee Name/Full address/Telephone number/Country code  
Notify Name/Full address/Telephone number/Country code
- Precise Cargo Description and 6 digits HS (Harmonized System) Code
- Number of Package, Total Gross Weight, Measurement
- IMDG Class, UN No.
- Marks & Number of Cargo
  - Indicator of NVOCC shipment (house B/L involved)

Description of Goods Unclear commodity name is not accepted. All Commodity names shall be provided in details. Vague descriptions are not acceptable, for more details please refer to JP Customs website, <http://www.customs.go.jp/english/summary/advance/annex09.pdf>

### **Ivory Coast: Cargo Tracking Note**

Shipper is responsible to arrange Cargo Tracking Note via [www.oic.ci](http://www.oic.ci) as required by the authorities of the Ivory Coast. Any problem resulting from failing to comply with the afore mentioned is for risk and responsibility of the shipper.

### **USA/Canada shipments : 24 hours advanced manifest**

In order to comply with the regulation-24 hours advanced manifest, we would like to inform you about the following:

- please advise whether you will file your manifest data directly with the U.S. Customs.
- if negative please supply us with full manifest data for each consignment for those containers that contain mix loads or consolidation parcels (or straight shipments) minimum 2 working days prior to the vessel's arrival at the loading port or ultimately on B/L-DOC Cut off date (whichever is earlier).

## **USA road limitation**

For road limitation on the USA-Trade please check following page:  
[http://www.shipmentlink.com/nl/texp/jsp/texp\\_usweight.jsp](http://www.shipmentlink.com/nl/texp/jsp/texp_usweight.jsp)

## **Canada road limitation**

Canada highway maximum cargo weight guideline

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20'standard 19.047 kgs or 42.000 lbs  
40'standard 19.501 kgs or 43.000 lbs  
40'reefer 17.687 kgs or 39.000 lbs  
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## **High security seal and Container Sealing Procedure**

According to the I.S.P.S. Rules and regulations we herewith inform you that on all export containers a high security seal must be used. Otherwise container will not be accepted at the terminal and returned in order to pick up a high security seal.

All loaded containers, including foreign cargo remaining on board (FROB), arriving by vessel at a port of entry in the USA on or after October 15,2008, are required to be sealed with a seal meeting the ISO/PAS 17712 standard.

Please check our Container Sealing Procedure on our local website via the following link:

[http://www.shipmentlink.com/nl/texp/html/2013\\_Container\\_Sealing\\_Procedure.pdf](http://www.shipmentlink.com/nl/texp/html/2013_Container_Sealing_Procedure.pdf)

## **Payment conditions**

“Cash Against Documents”: Payment should be received on our bank account on the due date as mentioned on the invoice, and in all cases prior release of Bill(s) of Lading or Seaway Bill. In case we cannot release your B/L due to non-payment, we reserve the right to charge you an administrative fee.

“Credit terms”: In case of credit agreement between our companies, payment should have been received by Evergreen latest 21 days after sailing date of vessel unless agreed otherwise. The credit term will be automatically (temporarily) frozen in case the credit agreement will not be honored.

We reserve the right to charge you legal interest in case of late payment.

We reserve the right to change these conditions where/when required and may register late payers with the Association of Rotterdam Shipbrokers and Agents (VRC, Vereniging van Rotterdamse Cargadoors).

## **Prevention of overweight**

### *Weight limitation by container*

You should never load more than mentioned on the CSC plate of the container. Once you make your booking, we will mention the maximum gross weight which can be loaded into the container based on the weight possible with every container in our container fleet. When using the following table you will not exceed the maximum payload of the corresponding container type:

<b>Container type</b>	<b>Maximum payload in kilos</b>
20' STEEL DRY CARGO CONTAINER. (2SD)	28080
40' STEEL DRY CARGO CONTAINER (4SD)	26480
40' HIGH CUBE CONTAINER (4SH)	26280
40' REEFER CONTAINER (HI-CUBE)	26180

These maximum payloads will be shown on your booking confirmation as LIMIT GWT (EACH). In case you have booked a Heavy tested container the maximum payload may be higher. However, never exceed

the limit of the handling terminals in the ports of loading/transshipment/discharge as explained in the next paragraph.

*Weight limitation by port or terminal*

In some terminals in the various ports of loading/transshipment/discharge maximum weights apply (calculated as payload + container tare). If such a limit applies you should not load more cargo than indicated in the booking confirmation or in our sales offer for subject port, even if the container CSC-plate would allow it. For a specification with weight limits per port you can contact your sales account manager.

*Safety first: Overweight containers will not be loaded*

As soon as we detect your containers to have overweight we will not proceed with loading the same. You will need to pick up the container and offload the excess weight or this will be done on the terminal. All charges will be on your account.

In case we detect your containers to have overweight after they have been loaded, we will need to inform the transshipment and discharge ports to handle these containers with care (if handling will still be an option). You will be responsible for any consequence the overweight may have, as well as for any additional charges that will occur.

For any overweight issue we will charge you an administrative fee as well as additional operational, demurrage, detention or any other charges that may apply. For charges please refer to our local website. In case you will receive an overweight notification which in your opinion is not correct, please inform us so. In case the cargo weight has been declared incorrect and should be lower, please forward us supporting documents such as the commercial invoice and/or packing lists for our checking purpose.

Kindly note you will need to adhere to the new SOLAS Container Weight Verification Rules which come into effect July 1, 2016.

More information on the legislation of the SOLAS Weight verification can be found here:

<http://www.worldshipping.org/industry-issues/safety/cargo-weight>

***We trust on your cooperation to make our container shipping business a safe operation.***

**Local charges**

Local charges apply to all shipments but may vary from port to port, and may differ from your quotation and also depend on the modality and pre-carriage terms (Merchant Haulage/Carrier Haulage).

Please contact your sales representative to obtain the most up to date local charges for your shipment(s).

Latest update: 20211001

All activities subject to the ANCV Ships 'Agents and/or Freight Forwarders' Conditions and the Booking and Payment Conditions outward cargoes ANCV/VRC/ORAM conditions, latest version(s), deposited as usual. A copy will be supplied on request.