

MOL Car & RoRo E-Commerce

MOL shipping Terms and Conditions

High & Heavy

Applies to:

- All rolling H&H cargo, both new and used (such as trucks, trailers, construction machinery, agricultural machinery).
- Static cargo accompanying rolling units.
- Used low cargo (such as used cars, used vans and POVs)

- 1) For the purposes of the Freight rate payable, all unit dimensions are taken on CBM or W/M basis:
 - Cubic Metres (CBM) measurement is based on the largest dimensions of the cargo in its stowed position - the longest/widest/highest part of the unit (including any appendage and trailers), unless specifically agreed otherwise.
 - Weight/ Measure (W/M) is based on the largest figure of either CBM measurement or the unit weight in Tonnes.

All dimensions/weights are subject to confirmation by MOL staff or our representatives.

- 2) MOL reserve the right to refuse shipment of any units that have had their dimensions and/or weight inaccurately reported.

- 3) Units accepted for shipment must be:

AAA) Self-propelled and self-driveable. This means they are able to move independently and as a self-contained unit. This includes both up and down the vessel's ramp and within the vessel, including up and down internal ramps if required. They must also be able to move both forward and backwards allowing stowage on the vessel. Units moving at less than 1 mph are not considered to be acceptable.

Units not designed to be self-propelled or self-driveable, i.e. trailers, are exempt from the self-propelled / self-driveable conditions. However any braking systems must be in good working order.

BBB) In good working order. For the entire duration of a shipment, until received by the shipper (including discharge and transshipments), Units must:

- Be free of oil and fluid leaks including engine oil, hydraulic oil, brake fluids etc
- Be capable of starting without outside assistance.
- Have working and adequate brakes.
- Have operational steering.

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In the event of a unit not meeting these conditions, MOL reserve the right to refuse shipment of the unit. MOL staff, or our representatives, have the final decision if a unit can be shipped.

In the event a unit fails to meet the above conditions, during transshipment or during discharge, MOL reserve the right to order 3rd party assistance to allow the discharge of the unit at the shipper's cost and risk of damage to the unit. If a non-working unit cannot be made workable during the normal discharge period of the vessel, MOL reserves the right to sail with the unit still on board. In such a scenario the shipper is responsible to ensure the unit can be made workable and safe to discharge at the next port of discharge. Furthermore the shipper is responsible for all costs involved with fixing the unit, extra discharge costs and transport back to the original port of discharge.

If any unit is seen or suspected as a fire risk either prior to during loading MOL have the right to discharge the unit immediately (at POL) and refuse shipment. All costs subsequently incurred will be for the account of the shipper.

4) We recommend that written operational instructions for the unit are placed close to the driving position, to ensure correct operation by the stevedores. Such instructions may include information on the location of battery isolation switches and contact details for obtaining technical, handling or repair advice.

5) The vehicles must be free of any personal effects, spare parts, used tyres or other undeclared/un-manifested items within them. Vehicles may be rejected if such items are present.

6) No towed items are acceptable unless previously agreed. This includes trailers, boats, non-running rolling units etc

7) Fuel tank's should be 10 to 25% full. Full fuel tanks increase the extent of damage in the unlikely event of a hold fire. However, vehicles running out of fuel are no longer self-propelled and re-fuelling is also a fire risk. Vehicles not meeting these guidelines will be rejected for shipment, or if already loaded, then the shipper becomes liable for all costs incurred to discharge the unit.

Used cargo propelled by LPG cannot be shipped due to safety issues.

8) The US Department of Agriculture and Australian authorities require that cargo is free of foreign soil and organic material. It is recommended that the units be steam sprayed or cleaned thoroughly before shipment. Cargo not conforming to the US/Australian safety standards may be cleaned (with the cost charged to the shipper), re-exported or destroyed for which the carrier will not be liable.

9) The United States Department of Agriculture, Animal and Plant Health Inspection Service recently revised its import regulation for wood packaging materials (WPM). WPM restrictions will be enforced for all WPM, including dunnage/packaging. Any H&H incorporating dunnage/packaging material that will be discharged with the unit in the United States must be compliant with the regulations. The regulations state that WPM must be either heat treated or fumigated and then marked in a visible location approved

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by the Interim Commission on Phytosanitary Measures of the International Plant Protection Convention (IPPC). Please see the following website for further information: <http://www.aphis.usda.gov/>

10) Every rolling and every static unit should be labeled clearly to prevent short shipment or over landing. Each individual label should state the chassis number, port of loading, transshipment port (if applicable), final port of discharge, vessel name and the weight of the unit.

11) All shipments are subject to, and bound by, MOLs standard B/L terms and conditions.

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