

# MOL Car & RoRo E-Commerce

## MOL Shipping Terms and Conditions

### Used Units/Vehicles

1) For the purposes of the Freight rate payable, all unit dimensions are taken on full dimensions i.e. the longest/widest/highest part of the unit (including trailers), unless specifically agreed otherwise.

All dimensions 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.
- BBB) In good working order. For the entire duration of a shipment, until received by the shipper (including 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.

In the event of a unit not meeting these conditions MOL reserve the right to refuse shipment of the unit. MOL staff or our representative has 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 3<sup>rd</sup> party assistance in fixing the unit at the shipper's cost. If a nonworking 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.

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- 4) The vehicles must be free of any personal effects, spare parts, used tyres or other undeclared items within them. Vehicles may be rejected if such items are present.
  - 5) No towed items are acceptable unless previously agreed. This includes trailers, boats, etc
  - 6) Fuel tank's should be 25% full. Vehicles running out of fuel are no longer self-propelled and will be rejected for shipment, or if already loaded then the shipper becomes liable for all costs incurred to discharge the unit.  
Full fuel tanks are a fire hazard and may be rejected for shipment.
  - 7) The carrier is not responsible for any dents, indentations, scratches, breakages or discolorations (as these are common to used cars).
  - 8) The US Department of Agriculture requires that the undercarriage be free of foreign soil, it is recommended that the units be steam sprayed or cleaned thoroughly before shipment. Vehicles /units not conforming the US safety standards may be 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) The regulations were amended to decrease the risk of WPM introducing plant pests into the U.S. by adopting the international standard for WPM. From July 5th 2006 forward, WPM requirements will be enforced for all WPM, including dunnage. Any H&H incorporating dunnage 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 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) Please ensure that all units are labeled clearly to prevent short shipment or over landing. We require the following to be applied for each unit / package individually:-
    - The unit's chassis number, port of loading, port of discharge, transshipment port (if applicable), vessel name and the weight of the unit / package.