

Go Nordic Cruiseline's general terms and condition of carriage

1. **The supplier:** The transport services of cargo are supplied by Go Nordic Cruiseline A/S, brand of Alvina Shipping A/S, Dampfærgevej 30, 2100 Copenhagen O, Org. no. 44631261, VAT number DK44631261.
2. **Booking and arrival on our terminals**
 - 2.1. **Booking:** Transport of Cargo (i.e., vehicles, trailers and general cargo) must be booked through Go Nordic Cruiseline offices.
 - 2.2. **Reserved booking:** Regular customers may reserve bookings on our sailings, subject to capacity on available sailings by using our online booking system for CARGO: lx-booking. If available space, the booking will be confirmed when booked subject to booking cut off times and available space. If the booking is not confirmed online, you will be contacted by our CARGO team where booking may be confirmed, rejected or moved to the next available sailing.
 - 2.3. Vehicle and Cargo information s.a. length, width, height and weight, must be exact.
 - 2.4. Special requirements such as electric power supply at terminals and onboard must be ordered when booked.
 - 2.5. Please note that for accompanied vehicles the standard freight charges include one driver only. This includes a cabin and meal vouchers. Exceeding number of drivers must be booked in addition and additional charges for each driver will apply.
 - 2.6. Please note that special vehicles and machinery running on belts or tracks will only be accepted for shipment when transported on trailers or if belts or tracks are protected when driving on terminals.
3. **Charges, Freight and Terms of Payment**
 - 3.1. Our pricelist is available on www.gonordiccruiseline.dk/cargo/. All prices, charges, fees, or costs may be changed by Go Nordic Cruiseline without prior notice. BAF, ETS and Environmental charges are part of the collected price for transport.
 - 3.2. Regardless of claims and/or disputes, customers are not entitled to off-set any amounts against outstanding debts between customers and Go Nordic Cruiseline, for present or previous transport charges.
 - 3.3. Go Nordic Cruiseline reserve the right to change charges, freight-rates, scheduled departures and arrival times and to change terms and conditions at will.

- 3.4. Go Nordic Cruiseline refer to (NSFCC)North Sea Freight Condition of Carriage 2011 and NSOCC Green Card 2011.

4. Terminal arrivals:

- 4.1. Go Nordic Cruiseline arrival gate time applies:

Type of Cargo	All terminals
Driver accompanied vehicles	-1/one- hour prior to departure
Unaccompanied trailers	-2/two- hours prior to departure
General Cargo and unaccompanied vehicles	-4/four- hours prior to departure

5. Refrigerated Cargo:

- 5.1. Units that require electric plug-ins must be advised when booked.
- 5.2. Please note that refrigerated cargo will only be accepted for electric driven refrigerated units, as refrigerated units cannot run on fuel whilst onboard our vessels. We also reserve the right to reject booked units which cannot connect to terminals or vessels power supply. Also notice that waste or melting water from refrigerated units will not be accepted on our vessels.
- 5.3. The transporter must supply all required cables.
- 5.4. Plugin or un-plugin is done by the terminal or vessels crew only.
- 5.5. Adjusting the temperature and testing of the cooling unit's functionality on refrigerated units is solely the shippers or drivers' responsibility.
- 5.6. If reefer units require plugin options that Go Nordic Cruiseline cannot supply, we execute our right not to offer electric plugin options.

6. Cargo and Unaccompanied Vehicles:

- 6.1. Go Nordic Cruiseline reserves the right to move unaccompanied vehicles and CARGO that are not picked up on arriving at the terminal after vessel's discharge and within the agreed free standage period. These will be moved to a specified area at the customers' own expense and risk, see Maritime Act § 274, subsection 2. Shunt and standage will be charged as per valid terminal tariff to the customer.
- 6.2. Furthermore, we reserve the right to charge standage costs according to valid standage lines tariff in our ports for CARGO, and unaccompanied vehicles parked on our terminal areas for more than 48 hours after discharge or before loading.

- 6.3.** CARGO or unaccompanied vehicles and/or trailers delivered on our terminals is the customer's (i.e., the owner, shipper, receiver, consignor, consignee or any other party or person with a legitimate interest in the CARGO or vehicle) sole risk and expense until the cargo has passed our secured gate in area in Denmark or Norway, whereafter Go Nordic Cruiseline will move the CARGO onboard the ferry. We encourage our customers to secure CARGO and vehicles as our outside waiting areas and terminal-surveillance may have blind spots.
- 6.4.** If the customers do not collect CARGO or unaccompanied vehicles within the agreed standage times, Go Nordic Cruiseline is free to act, store and move CARGO and/or unaccompanied vehicles on behalf of the customers for the customers at sole risk and expense.
- 7. Dead Freight / No Show:**
- 7.1.** Cancellation of bookings less than -2/two hours prior to departure without specified agreement with Go Nordic Cruiseline will result in dead freight charge as full freight charge.
- 7.2** No shows will also result in dead freight charge as full freight charge.
- 8. Delivery of CARGO**
- 8.1.** CARGO or unaccompanied vehicles transported to Go Nordic Cruiseline's terminals shall be considered delivered at our terminal when the CARGO or unaccompanied vehicle has been handed over to us passing gate on our terminal premises in Oslo or Copenhagen.
- 8.2.** Go Nordic Cruiseline reserves the right to invoice for charges related to assistance and services ordered by the customers and not specified in the freight agreements.
- 9. Securing of CARGO:**
- 9.1.** CARGO and vehicles at sea can be exposed to considerable movements related to wind and rough seas on route. Go Nordic Cruiseline will therefore demand the following safeguards to:
- comply with all regulations for Safety at Sea,
 - prevent damage / injury to the vessel, the passengers and crew, vehicles and cargo.
- 9.2.** Go Nordic Cruiseline complies with all international regulations for securing vehicles and cargo at sea and we emphasize and work to prevent all damage in close cooperation with all freight forwarders, transporters, carriers and drivers of vehicles.

10. Responsibility

- 10.1.** Carriers and drivers are responsible for the quantity and quality of lashing points enabling crew to sea fasten cargo and vehicles onboard
- 10.2.** The Carriers and drivers shall be responsible for all cargo inside their vehicles being safely and adequately lashed, secured and dunnaged for transport at sea to prevent moving of cargo inside the vehicles.
- 10.3.** Terminal will ensure unaccompanied trailers are placed on LOT- trestles prior to loading onboard vessels
- 10.4.** Vessels crew will assist stevedores in loading of vehicles and Sea fasten vehicles and cargo based on vessels route and weather forecast.

11. Lashing points requirement

- 11.1.** Unaccompanied trailers: -4/four- lashing points each side –8/eight- points in total.
- 11.2.** Tractors, trucks and trailers: -1/one- lashing point in front of the tractor/truck and -4/four- on each side – 9/nine- points in total.
- 11.3.** Semi-trailers: -1/one- lashing points in front and -2/two- lashing points on each side and -3/three- lashing points on each side of the trailer. Lashing points must follow all strength and quality requirements according to the standard regulations (ISO 9367-1)
- 11.4.** Labels on the vehicles shall point to the lashing points

12. CARGO Weight

- 12.1.** Approved total weight restrictions on vehicles must not be exceeded
- 12.2.** Gross cargo weight must be included in the booking
- 12.3.** Heavy and out of gauge CARGO and/or unaccompanied vehicles must be approved prior to booking confirmation.

13. Rejection of cargo

- 13.1.** The Captain or loading deck officer is always entitled to accept or reject any CARGO or unaccompanied vehicles.

14. Inspection of Lashing and securing of c CARGO:

- 14.1.** Stevedores and deck officers may conduct random inspections of cargo lashing and securing of CARGO inside vehicles.
- 14.2.** If inspections find securing to be inadequate, the customer will be contacted to arrange additional lashing and securing. Additional securing can be arranged by Go Nordic Cruiseline on the terminals, subject to availability of crew and equipment and always for customer's expense.

15. Go Nordic Cruiseline refer to (NSFCC)North Sea Freight Condition of Carriage 2011 and NSOCC Green Card 2011.

16. Customs Clearance etc.

- 16.1.** It is the customer's sole obligation to ensure that all customs duties procedures etc. are met, that all necessarily export/import licenses are in place and that the goods can legally be exported/imported in accordance with all relevant legislation. Go Nordic Cruiseline does not take any responsibility here for.
- 16.2.** It is the customer's sole obligation to ensure that the goods are released into free movement by the customs authorities before picking the goods up at any terminal or that all demands for goods under other customs procedures are met. Go Nordic Cruiseline does not take any responsibility here for.
- 16.3.** If any claim including, but not limited to VAT, excises duties, customs duties or fines is made against Go Nordic Cruiseline by any authority based on the customer not fulfilling point 16.1 or 16.2, the customer is liable to indemnify Go Nordic Cruiseline.
- 16.4.** Point 16.3 survive any termination of contracts and apply within any statute of limitation for any claim.
- 16.5.** Go Nordic Cruiseline provides customs clearance services against consideration as customs clearance agent for the customer (not as principal).
- 16.6.** A separate contract regarding supply of these services will have to be entered into regulating the conditions hereof.

17. International Maritime Dangerous Goods – IMDG

- 17.1.** Booking of dangerous goods must comply with the IMDG regulations and booking of dangerous goods must always be booked minimum 24 hours before departure for Go Nordic Cruiseline to follow the regulations, notifications to Ports and vessels and to ensure safe and compliant stowage plan for dangerous goods.
- 17.2.** Go Nordic Cruiseline CARGO bookings of dangerous goods must always include Dangerous Goods > Declarations, including goods categorized as special provisions. When booking is confirmed for shipment, a dangerous goods declaration and other relevant documents must be presented to the CARGO office within the following time limits

Departure	Port of Oslo and Copenhagen
Monday to Friday	Minimum 24 hours before departure
Saturday and Sunday	Minimum 24 hours prior to closing of office hours on Friday

- 17.3.** In compliance with the IMDG regulations, dangerous goods declared will be assessed based on the received booking documentation and already approved dangerous goods on the actual sailing. Dangerous goods must be marked with approved labels on the actual cargo and on the vehicle that carries dangerous goods. Dangerous goods booked after the deadline for notification of dangerous goods will not be shipped.
- 17.4.** The original Dangerous goods declaration and unit packing certificate must be signed by the shipper and must accompany the shipment and preferably uploaded to the booking.
- 17.5.** With reference to clause 1.2, Go Nordic Cruiseline reserves the right to refuse dangerous goods onboard our vessels, if labelling, original documents, etc. is not presented in due time before departure of the vessel, or if the Dangerous goods booked for shipment cannot be carried on our passenger vessels.
- 17.6.** Go Nordic Cruiseline refer to (NSFCC)North Sea Freight Condition of Carriage 2011 and NSOCC Green Card 2011.

18. General

- 18.1.** Sea transport of CARGO by Go Nordic Cruiseline on behalf of our customers is subject to the following terms and conditions, available on our website www.gonordiccruiseline.dk/cargo which shall be deemed to be incorporated as a part of these General Terms and Conditions of Carriage:
- North Sea Freight Conditions of Carriage 2011 and;
 - NSOCC Green Card 2011
- 18.2.** In the event of any conflict the General Terms and Conditions will prevail over the North Sea Freight Conditions of Carriage 2011 and the NSOCC Green Card 2011, and the North Sea Freight Conditions of Carriage 2011 will prevail over the NSOCC Green Card 2011
- 18.3.** Freight forwarding or customs clearance performed by Go Nordic Cruiseline on behalf of customers will be subject to terms and conditions under NSAB 2015 (General Conditions of the Nordic Association of Freight Forwarders), available on Go Nordic Cruiseline's website www.gonordiccruiseline.no/cargo/