



JSLGLOBAL DOHA

TERMS & CONDITIONS

1. The above quote does not include any type of Insurance
2. Rate valid only for "GENERAL & STANDARD DIMENSION/WEIGHT CARGO" if not specified in above quote separately.
3. Subject to vessel's space
4. Subject to equipment availability
5. Transit time and validities to be intended as merely estimate due to external facts (weather, environmental, social, etc. out of our control or will.
6. Above is FOB quote so all local charges at Original & Destination will be applicable separately.

FOR OT/FR & PROJECT CARGO

- 1) Unless otherwise stated in our offer, our prices include permits for trucking of oversized cargo, but not police escort (if applicable) and removal of road obstacles, such charges as per outlay. Permits are issued by local authorities and JSL GLOBAL does not undertake any liability if the permits are not granted when the transport shall be carried out. All additional costs for alternate way of transport, storage, waiting time and efforts to obtain new permits, will be for account of cargo owner.

All cargo must be Seaworthy packed, properly labelled and equipped with suitable lifting/lashing eyes. All lifting and lashing points must be CLEARLY marked.

- a) Unless otherwise agreed, special lifting/handling devices, such as spreader bars, saddles, cradles etc. are to be supplied by Shipper, at Shippers expense.
- b) For break-bulk cargo and cargo for Open Top and Flat rack containers, we require detailed written handling instructions, with technical drawings of goods. The instructions must be submitted to JSL GLOBAL DOHA in reasonable time before shipment.
- c) Unless otherwise instructed, JSL GLOBAL INTERNATIONAL reserves the right to load cargo on deck.
- d) Handling of oversized/heavy cargo is subject to final approval by vessels master.

Any fumigation or heat treatment of wooden packaging, required by authorities in any Country, is the responsibility of shipper

JSL GLOBAL

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FLAT RACK AND OPEN TOP CONTAINERS

OVERSIZED CARGO ON FLATRACKS or in OPEN TOP containers –

Please observe the following guidelines (which are guidelines only, as each ocean carrier may apply different rules):

- 1) When cargo is more than 240 cm wide, the freight will be more expensive, as cargo is wider than the flat rack and takes extra space (this is normal for your cargo).
- 2) When cargo is higher than 198 cm/40' Flat rack or 228cm/20' Flat rack and 234 cm/20' & 40' Opentops, the freight will be more expensive, as the cargo will stick up from the Flat rack and it is impossible to load a container on top of the Flat rack.

When making rates for Flat rack (FR) and Open Top (OT) containers, we operate with the following expressions:

- a) FR or OT in-gauge = no oversize, cargo is within the limits of the containers.
- b) FR or OT over height (oh) = Cargo higher than 198 cm/40' FR, 228 cm/20' FR & OT units
- c) FR over width (ow) = cargo is wider than 240 cm.

FR over width/over height (ow/oh) = both higher and wider.

The Docs requirement (If shipment is Door Delivery –DDU/DDP to UAE/Qatar/KSA)

- 1) Commercial invoice signed / stamped by shipper and attested by chamber of commerce
- 2) Packing list duly signed / stamped by shipper and number of pkgs / weight should tally with each docs
- 3) COO issued by chamber of commerce
- 4) Any type of government approval (If applicable) e.g SASO / CONFIRMATIVE CERTIFICATE

Shipper/consignee should have all approval and Licence for Export/import. Any failure in such case and if shipment is DDU/DDP, we are not responsible for any Port/shipping line detention/demurrage/Storage.

Ocean Standard Trading Clause

- 1) Quoted pricing is only applicable for dry and general cargoes. Quoted pricing is not applicable for reefer, perishable, ISO tank, DG/Hazardous, odd size and long length cargoes if not specified in our above quote.
- 2) Quoted pricing is including BAF, FAF, CAF, YAS, GRI, RRI, PSS, etc. and subject to prevailing market rates at the time of shipment.
- 3) Quoted pricing excludes all origin and destination shipping line charges, stuffing/ de-stuffing fees, port/wharf fees, L/C document processing, invoice/packing list processing, courier fees, overtime, special handling (e.g. fumigation), inspection surcharges (e.g. SGS/Customs Inspection), etc.

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- 4) Quoted pricing excludes detention, demurrage, port storage charges, special equipment, heavy lift, tri-axle usage charges, etc.
- 5) Quoted pricing excludes Tariff & Customs Duty and Local Taxes (e.g. GST, VAT, Sales Tax, Service Tax, Cess, etc.). Duties and taxes payable will be borne by shipper/consignee.
- 6) Quoted pricing excludes insurance. JSL GLOBAL INTERNATIONAL can arrange insurance on request. We suggest shipper/consignee should have ALL RISK Warehouse to Warehouse Insurance always.
- 7) Quoted pricing is subject to changes due to government, port authorities, carriers and service provider's decisions.
- 8) Origin and destination transportation services subject to local rules and regulations. Cargo weighing more than specified limit for 20' will be charged extra.
- 9) DG/Hazardous shipment bookings will only be executed when MSDS, original packaging Certificate, Certificate of Analysis, invoice, packing list, Letter from Manufacturer regarding Packaging and DG Declaration are available. A minimum of 3 working days are required for DG/Hazardous approval and subject to carrier's acceptance. DG/Hazardous handling and trucking subject to service providers.
- 10) Quoted pricing is subject to confirmation, strikes, force majeure, delays and other causes beyond JSL GLOBAL INTERNATIONAL control (e.g. port congestion, war, emergency declared by government, security risk, etc.). JSL GLOBAL INTERNATIONAL will not be liable for any consequential damage and loss due to delay in shipments. JSL GLOBAL INTERNATIONAL will not be liable for any damage, theft and pilferage.
- 11) Quoted pricing is based on current tariffs and JSL GLOBAL INTERNATIONAL exchange rates.
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- 13) JSL GLOBAL DOHA engages in carrying out carefully the entrusted order. JSL GLOBAL acts exclusively as freight forwarder (art. 1737 ss. c.c.); our liability limits are ratified by the regulations in force and are the same as those of our carriers/operators to whom we entrust the shipment order given by mandatory. As far as international transports are concerned, please refer to the International Convention agreements (Bruxelles Convention 1924 and Hague-Visby Rules - CMR Convention 1956 - Montreal Convention 1999 etc.): they shall be put in force in case of damage, mistake, loss or delay during the Specific trade when they occurred. In case it is not possible to establish the moment when the occurrence happened, the Bruxelles Convention 1924 about the bill of lading (revised according to Bruxelles Protocol 1968) shall be applied. JSL GLOBAL DOHA will not be responsible for any misinterpretation of not written instructions or information.

All transactions/operations are taken as per JSL GLOBAL Standard Terms & Condition. (STC). Copy of JSL GLOBAL General STC can be provided on a request.