

BOOKING RELEASE ORDER					
Carrier: MSC MEDITERRANEAN SHIPPING COMPANY S.A		INTRA Ref : 2038180853		Booking Release No: 363IN0661041123-1	
		Release Date: 20-NOV-23		Expiry Date : 23-NOV-23 23:37:00	
Empty Container Pickup Location: ICD SANAND THE THAR DRY PORT SANAND KADI ROAD, VILLAGE: NIDHRAD, NEAR MUNI ASHRAM, TALUKA: SANAND, DIST: AHMEDABAD - 382 110 -		Booking Party: INE LOGISTICS PVT LTD			
		Broker: MSC AGENCY (INDIA) PRIVATE LIMITED			
Shipper: BASK INTERNATIONALS		Invoicing Party :			
Controlling Party: INE LOGISTICS PVT LTD		Place of receipt : SANAND			
Consignee:		State & Zip Code :			
Notify:		Precarriage Mode: Rail			
		Origin Haulage : Carrier			
Stuffing Type: Factory Stuffing		Port Of Discharge: CAMTR - MONTREAL,CANADA			
Stuffing Location: AHMEDABAD		Discharge Terminal:			
Return Location: ICD SANAND					
Port Of Loading: INMUN - MUNDRA,INDIA		Place of Delivery : CATOR - TORONTO,CANADA			
Load Terminal: ADANI INTERNATIONAL CONTAINER TERMINAL PVT LTD [INMUNAX]		State & Zip Code : ON			
Port Gate in POD: VALENCIA (VLC)		Destn Sub location: Ramp			
		Destn Mode & Haulage : Carrier & Rail			
Vessel & Voyage: MSC NERISSA - IV347A		ETA : 24-NOV-23 ETD : 26-NOV-23 <i>The E.T.D. / E.T.A. are estimates only - subject to change without notice.</i>			
Cargo Details furnished by the shipper					
Qty of containers :	Equipment Size/Type	Gross Cargo Wt	Volume	HS Code	Commodity description
1	40HC	22000		150890	Vegetable oils; ground-nut oil and its fractions, other than crude, whether or not refined, but not chemically modified
IMO Cargo: No		UN No:		IMO Class:	
				Flashpoint:	
Reefer Operating: No		Temp Basis:		Temp Set Point:	
Cold Treatment (Y/N):		Dehumidification (Y/N; if Yes, specify %):		Bulb Mode (Y/N):	
		N			
Vent Setting (Open / Closed; if Open specify Cubic meters per Hour):		Controlled Atmosphere (Y/N):		Set Point Change :	
N		N		N	
Over Dimension: No		Over Height By (cm):		Over Length By (cm):	
				Over Width By (cm):	
Bill of Lading Number: MEDUJ6161148					
Notes : PLEASE CHECK CONTAINER PAYLOAD AND CONDITION THEN PICK UP THE CONTAINER					
Remarks :					
Restrictions : 1)All wooden cargo and packages are required to be fumigated and such fumigation certificates numbers are required to be inserted into bill of lading by shipper. 2)Pallets not allowed					

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- 3)Wt limitation for 20 FT is 21.7 MT, above this surcharge applicable
- 4)Wt limitation for 40 FT is 27 MT, above this surcharge applicable
- 5)SCAC code to be provided on SI if AMS will be filed by you.
- 6)0412 INST Safety Alert - Heated Tanks
- 7)ACD TO BE PROVIDED TO MSC ID FILING TO BE DONE BY MSC.
- 8) ALL RELEVANT H.S. CODES AS PER SHIPPING BILL SHOULD BE MENTIONED ON B/L.
- 9)IF POD IS CANADA AND CONSIGNEE IS FROM USA, THEN GST NUMBER OF USA PARTY IS REQUIRED ON BL
- 10)The Intermodal Policy for the acceptance of "Coiled Metal Products" for CANADA, will be subject to the following conditions. :-
- 11)- Coiled metal products weighing more than 3,500 pounds (per coil)are Not accepted by rail for transportation in intermodal containers.
- 12)- Coiled metal products weighing less than 3,500 lbs(per coil) ., properly loaded and secured on pallets or skids, are permitted.
- 13)- Fiber optic cable, wire rope, electrical cable or similar commodities on reel and spools are also permitted, as long as the weights do not exceed 14,000 pounds per individual spool/reel.
- 14)- These conditions are subject to amendment from time to time
- 15)Forbidden HS code
- 16)Forbidden HS code

A.Principal Instructions

1.The Parties and Contract terms:
This booking confirmation forms a contract between the Carrier and the Merchant as defined in the Contract of Carriage. Terms and conditions of the MSC B/L (available at WWW.HTTP://WWW.MSCGVA.CH/BL_TERMS/BL.HTML) to apply as of the date of this booking confirmation and is incorporated herein.

2.Description of Goods (see clauses 14 & 15 of Contract of Carriage):
Should description of the goods provided at the time of booking or as amended inaccurate, the Merchant is liable for all resulting increased charges, costs, expenses, losses and damages whatsoever.

3.Goods, Packing and Container Weights:
Acceptance of Dangerous cargo, as defined in the IMDG Code, is only subject to the line's approval at time of booking upon complete disclosure of the cargo full and true nature.
Shipper's responsibility to ensure appropriate HAZ Placards/ labels are duly affixed on all four sides of the container prior to Gate in at Terminal / ICD(cy point) as per the IMDG code guidelines. Any fines for non- affixing of appropriate HAZ Placards/Labels will be recovered from yourselves. Containers which have been fumigated are required to be declared as hazardous and hazardous cargo declaration requires to be submitted. Misdeclaration (if any) of HAZ cargo will attract a penalty ranging from USD 1000 to USD 15000.

However, Shipper must also ensure to REMOVE any such incorrect IMO Labels found affixed on all sides of the Container prior to stuffing / utilizing the empty container for stuffing to avoid any such untoward penalties fines for mis-declaration, that can be imposed while during transit and, shall be liable for any costs, losses or damages due to non-removal of such incorrect IMO labels.
Goods including packaging and any packaging material used to secure the cargo in the container. It is the Merchant responsibility that packing and packing materials, especially timber/wood, comply with all applicable requirements and their import is permitted in the country of destination. The weight of packaging and packing must be included in the total weight declared for each Container.
Cargo not to exceed payload as indicated on container, carrier will not be responsible for stuffing cargo overrated capacity; shipper shall be responsible for any damages caused to the container. Carrier reserves the right to reject the loading of such cargo packed in excess above the container payload capacity specified on the Container or as specified by any regulation or statutory requirement. Carrier shall also reserve right to stop the goods in transit, restuff the cargo in multiple containers, including levy extra charges or discharge at the next port.
The Merchant must declare the correct weight of the Container or VGM, any liability or responsibility due to non-declaration or misdeclaration shall be at the sole responsibility of the Merchant. Merchant is strictly liable to indemnify the carrier for all costs, losses, delays, damages, fines, increased charges and any other consequences whatsoever arising, including legal expenses and costs.

4.VGM :
The VGM shall be provided in the format and in the manner as prescribed by the National regulations or by the regulatory or statutory authorities of India, in case of exports. As per the SOLAS Convention (Safety of Life at Sea) it is mandatory for shippers to verify weights of packed containers, regardless of who packed the container. The verification of actual container weight must be obtained on-shore and provided to the vessel operator and the port terminal facility prior (to VGM cut off) to the vessel loading process. Neither MSC nor MSC India shall be responsible for any costs linked with the declaration of incorrect container weights.
The verification of actual container weight must be obtained on-shore and provided to the vessel operator and the port terminal facility prior (to VGM cut off) to the vessel loading process. As a Carrier, Neither MSC MEDITERRANEAN SHIPPING CO SA., nor their agent, MSC AGENCY (INDIA) PVT.LTD. shall be responsible / held liable for any costs / penalties linked with the declaration of incorrect container weights.
MSC does not permit its Containers to be used in any manner whatsoever to lift, load, move or carry cargoes that are wrongly declared, or b. weigh in excess of the VGM or commercial / manifest weight declared, or c. weigh in excess of the payload of the equipment.

Should MSC be made aware, prior or during carriage, that its Containers have been used in breach of any of the above prohibitions, the container(s) concerned may be refused for loading, kept onboard for return to origin, discharged at the next convenient port and/or corrective measures such as, but not limited to, restuffing into other containers may be taken at MSC' sole discretion and at the Merchant's sole risks and expenses.
Merchant shall be liable towards MSC and its agents for all losses, claims, fines, demands, suits and actions of any kind whatsoever including in respect of death and personal injury, legal and court expenses, whether directly or indirectly resulting from or connected to such unauthorized use of the MSC's Containers.
Any extra work generated due to a breach of any of the above prohibitions shall give rise to an ad hoc surcharge and MSC reserves it rights to exercise its lien over the infringing cargo and/or any other cargo carried on behalf of the Merchant until the costs due to MSC, including surcharge, have been fully paid.

5.Special Equipment :
In case of open tops, shipper to make sure before pick up that all removable parts such as tarpaulin, tire cord, roof bows etc. are intact, and is returned back in as is where is condition while empty is returned back to the empty yard designated by MSC.

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- 6.Freight and Charges:
Freight and Charges are based on instructions provided at the date of the booking confirmation and may change if the shipper's instruction(s) change. Unless otherwise agreed in advance, the applicable tariff or freight and charges for the goods is the tariff in effect as at the date that the carrier takes possession of goods.
The carrier reserves the right to amend the freight and charges if the Carrier's tariff changes after the date hereof up until the Carrier takes the possession of the goods.
- 7.Use of Booking Agents:
Where the Merchant uses a booking agent, the Merchant warrants that the booking agent has the authority to enter into this contract, receive original bills of lading and provide confirming instructions to the Carrier until the Merchant advises the Carrier otherwise in writing.
- 8.Damage to Cargo due to Atmospheric Condition:
Save where Goods are carried in an operating refrigerated Container, the Carrier has no liability or responsibility whatsoever for loss or damage to the Goods caused by variations in atmospheric conditions (e.g. temperature, humidity etc.) and / or caused by inadequate packing of the Goods for carriage in dry-van containers, and / or inherent vice of the Goods, in such temperatures.
- 9.Carrier Seal:
The Merchant to collect carrier seal along with container at the time pick up from yard/DEPOT and the same needs to be affixed to LADEN container and declared into shipping instruction (SI) or any other shipping documents. In an event the Merchant does not use Carrier's seals, the Merchant shall use only HIGH SECURITY seals which are compliant with the latest ISO PAS 17712 regulations or with equivalent security CRITERIA. The Merchant shall indemnify Carrier against any loss, damage, liability, or expenses whatsoever and howsoever arising, including legal expenses and costs, caused by the Merchant's use of a seal which does not comply with this provision. In addition, MSC reserves the right to apply penalty fee of USD 500 in case seal is not compliant to the above.
- In case the allotted container(s) is/are not utilized and returned empty, the seals issued against the containers are also to be returned along with the containers. The containers will not be accepted back without the seals allotted against them. If the seal was utilized and subsequently broken for whatever reason, then the broken/damaged seal must be returned, along with a valid explanation in brief VIA LETTER/EMAIL, along with supporting photographs of broken/damaged seal to be submitted by shipper to MSC YARD, for issuing a new seal. INCASE, THE ISSUED SEAL/S ARE MISSING (LOST), WHILST IN MERCHANTS CUSTODY, THEN SHIPPER (MERCHANT) NEEDS TO PROVIDE MSC WITH A FIR OR POLICE COMPLAINT COPY, LOI AND VALID EXPLANATION FOR ISSUANCE OF SECOND SET OF SEAL/S.
- 10.OOG & BB Cargo acceptance:
Single pieces or packages exceeding 1000 MT in weight and is being shipped on a Tackle to Tackle basis, shall be declared in writing by the shipper on shipment and the weight clearly and durably marked on the outside of the piece or package. The shipper, consignee / their appointed surveyor / lashing contractor will be fully liable and shall indemnify the Carrier in respect of any injury, loss or damage arising from shipper's failure to declare and mark the weight of any such piece or package or from the incorrect weight, or due to poor / improper lashing materials used, the Shipper, surveyor, stevedore, consignee and the goods shall be jointly and severally liable to indemnify the Carrier with respect to any/all such fines, costs, losses, penalties, death, or damages incurred while during the handling operations within the Port/Terminal or Onboard including legal expenses and costs.
- 11.TEMPERATURE CONTROLLED CARGO :
Shipper to check the proper functioning of the Reefer equipment, prior Pick Up from the Empty Depot.
Shipper must also ensure that every refrigerated container with cargo, should have a mandatory perfect functional gensets mounted on the trailer on which the unit will be hauled in order to enable maintain the said temperature until over at Terminal. However, due to any reasons variations reported plus/minus two Degree Celsius, or any Mal-function noted, the container will be not permitted to accept/load onboard or if getting loaded then it is entirely on risk and cost of merchant without any liability to carrier/agent.
- 12.Fumigation/Phytosanitary :
It is the Merchant responsibility to provide fumigation and/or phytosanitary certificate in good time for presentation to the authorities as required and the Merchant is responsible for all consequences of failing to do so. Containers which have been fumigated are required to be declared as hazardous and hazardous cargo declaration along with the details of the fumigant used requires to be submitted.
- 13.Steel Coil and Granite Shipments :
Shipper and the booking party on behalf of shipper hold the responsibility to check the fitness and suitability of container for the cargo STEEL COIL before empty pick up and shall ensure stuffing including lashing, chocking dunnage in accordance to the standard Steel Coil stuffing procedure of MSC. Similar Clause applies for shipment of Granite Rough Blocks.
- 14.Extra Charges:
Merchant is advised that extra charges may be levied by local authorities in addition to the freight and charges or described in the Carrier's tariff and payable before the Goods can be delivered. The Carrier may be required to collect the extra charges on behalf of the local authorities.
- 15.Sanctions and import/export control laws :
It is the Merchant's responsibility to ensure that this Booking Confirmation complies with all applicable trade sanctions and import/export control laws (Sanctions). The Merchant is strictly liable to indemnify the Carrier for all costs, losses, damages and consequences whatsoever arising out of any failure by the Merchant to comply with Sanctions. Carrier reserves the right to ensure compliance with Sanctions applicable to the Carrier.
- 16.Spring Thaw Regulation for Shipment to Canada/Quebec :
During the specified period of active SPRING THAW REGULATION, the responsibility and liability to stuff the cargo within the Permissible weight limitation for the inland trucking / railing of containers for pod MONTREAL is of Merchant. If there are any mis-declaration(s) or excess weight any responsibility or liability due to detention or withholding of cargo and/or container and/or fines /penalties imposed by authorities shall be on Merchant's account and any costs, losses or damages borne by Carrier shall be borne and/or indemnified by Merchant.
- 17.For cargo shipped in Flexi-Tanks [mostly bulk liquids] :
Shipper to ensure that the cargo is filled to the brim and there is no sloshing of the liquid inside the container(s). Improperly filled Flexi-Tanks either leak and spoil the

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container(s) or push-out the panel(s) of the container(s), aggravated by rough seas, rendering the container(s) unfit for transportation. Shipper and/or Booking party will be liable for all relevant costs, including Port Storage, Alternate transportation, disposal and/or replacement of the container and the legal expenses involved, therein, if any.

18.Military cargo acceptance restrictions :
For any intended booking regarding the shipment of military and/or para-military cargo (defined in the broadest sense as cargo which has or might have a military purpose and/or cargo that is destined to or originating from military or para-military authorities, including so-called dual-use cargo), it is mandatory to submit the following documents to MSC prior to any possible acceptance of such booking: packing list, commercial invoice, HS Codes consisting of minimum 6 digits, full details of the manufacturer and end user of such cargo, copy of the import license and/or export license of the importer/exporter of such cargo, final destination of the goods. Also, to be guided that No Bookings of military/para-military cargo can be accepted without PRIOR approval from relevant Military Cargo Desk, and all the relevant compliance policy requirements of MSC will have to be adhered to. Any quotation obtained on the basis of incomplete or inaccurate information as to the nature or value of the goods shall not be binding for MSC and/or will be considered a material breach of contract, entitling MSC to suspend, modify or cancel the transportation at Merchant's sole risk and expenses.

19.Mode of Transport Vessel and Voyage Number :
The information provided in these fields is anticipated at the booking. Carrier reserves the right to change any of them. The Carrier does not promise or undertake to load, carry or discharge the Goods on or by any particular Vessel, date or time.

20.Late Customs Declaration Fines :
When it is the Merchant's responsibility to file Custom declaration and the Carrier is fined in consequence of the Merchant's late, incomplete or erroneous filing the merchant shall indemnify the Carrier for the fine and for all costs losses and expenses, whatsoever incidental thereto.

21.LEO Shipping Bill Submission :
Customers must ensure submit the relevant Shipping Bill " out of charge" (electronically/digitally) to the MSC office or to the nominated / appointed surveyors at Ports/ICD's within the prescribed Document Cut Off Timelines specified by the Carrier.

22.High Value Cargo Declaration :
Any cargo with a commercial value exceeding USD 500,000 per container must be declared to MSC or its agent at the time of booking. Failure by the Merchant to inform MSC will result in the application of a High Value Commodity Mis-Declaration Fee of 25000 USD, being expressly agreed that such information to MSC shall not be considered as a declaration of value and the documentation so issued will not be deemed ad valorem unless this has been formally agreed by MSC and the corresponding surcharge paid by the Merchant."

B.Local Requirements:

1.Merchant shall submit shipping instructions with complete details as soon as cargo/container is given customs out of charge and within the Shipping Instruction deadline, failing which late documentation charges Rs.1000 per BL, will be applicable, and container can be deemed to shutout. Further, the shipping instruction furnished should be identical to shipper's export declaration (shipping bill) to customs, and carrier/agent not responsible to verify the contents. It is the shipper's responsibility to keep contents of both shipping bill and bill of lading to be identical and any discrepancy causing amendment, customs fine, delay, penalties or any other expenses will be solely on account of merchant, and merchant undertake to pay such penalties or charges billed to Line from authorities.

2.All factory/house packed containers must be given customs out of charge and brought back within FREE TIME(INCLUDING SUNDAYS AND HOLIDAYS) failing which detention charges will be recovered as per prevailing LINE TARIFF :

Export detention: (Equipment type wise - Tariff per day)

- 20DV (Non HAZ) : First 7 days free		Next 7 days USD 27		Next 7 days USD 54		Thereafter USD 71
- 20DV (HAZ) : First 7 days free		Next 7 days USD 30		Next 7 days USD 57		Thereafter USD 74
- 40HC (Non HAZ) : First 7 days free		Next 7 days USD 54		Next 7 days USD 108		Thereafter USD 142
- 40HC (HAZ) : First 7 days free		Next 7 days USD 60		Next 7 days USD 114		Thereafter USD 148
- 40DV (Non HAZ) : First 7 days free		Next 7 days USD 54		Next 7 days USD 108		Thereafter USD 142
- 40DV (HAZ) : First 7 days free		Next 7 days USD 60		Next 7 days USD 114		Thereafter USD 148
- 20SP (Non HAZ) : First 6 days free		Next 7 days USD 30		Next 7 days USD 60		Thereafter USD 80
- 20SP (HAZ) : First 6 days free		Next 7 days USD 33		Next 7 days USD 63		Thereafter USD 83
- 40SP (Non HAZ) : First 6 days free		Next 7 days USD 60		Next 7 days USD 120		Thereafter USD 160
- 40SP (HAZ) : First 6 days free		Next 7 days USD 66		Next 7 days USD 126		Thereafter USD 166
- 20RE (Non HAZ) : First 7 days free		Next 7 days USD 45		Next 7 days USD 65		Thereafter USD 90
- 20RE (HAZ) : First 7 days free		Next 7 days USD 48		Next 7 days USD 68		Thereafter USD 93
- 40RE (Non HAZ) : First 7 days free		Next 7 days USD 90		Next 7 days USD 130		Thereafter USD 180
- 40RE (HAZ) : First 7 days free		Next 7 days USD 96		Next 7 days USD 136		Thereafter USD 186
- 40HR (Non HAZ) : First 7 days free		Next 7 days USD 90		Next 7 days USD 130		Thereafter USD 180
- 40HR (HAZ) : First 7 days free		Next 7 days USD 96		Next 7 days USD 136		Thereafter USD 186
- 45HC (Non HAZ) : First 7 days free		Next 7 days USD 54		Next 7 days USD 108		Thereafter USD 142
- 45HC (HAZ) : First 7 days free		Next 7 days USD 60		Next 7 days USD 114		Thereafter USD 148

3.If container(s) picked up against this booking is/are interchanged with other booking/for any other or port without prior intimation to MSC office, penalty will be applicable for same.

