# Maritime Service Terms and Conditions for Consolidated Cargo (LCL) – Import

a. Subject to space availability versus reservation.

b. Rate valid only for general cargo unless previously indicated in the request and current quotation.

c. Rates applicable according to the vessel's departure date.

d. Rates are for port-to-port shipments (FOB). Local charges at both origin and destination are not included.

e. Rates are based on CFS-CFS; that is, from the consolidation warehouse at the port of origin to the deconsolidation warehouse at the port of destination.

f. Rates apply only to NON-hazardous, stackable, and non-oversized cargo.

g. Transit time is subject to change.

h. The allowed weight per pallet is 1000 kgs; if it exceeds the permitted weight, the shipment must be quoted on a case-by-case basis.

i. For shipments over 10 $m^3$, authorization must be requested on a case-by-case basis.

j. For shipments over 5 tons and less than twice the volume in relation to cargo weight (2x measuring), authorization must be requested on a case-by-case basis.

k. Any cargo that lacks specific dimensions and weight per piece will incur an additional surcharge to be confirmed on a case-by-case basis.

l. Rates DO NOT include: inspection, fumigation, delays, storage, customs clearance, duties and taxes (at origin and/or destination), inland transportation, or transportation within the port, unless otherwise stated.

m. All prices are in USD only, applicable to consolidation service (according to the vessel's departure date), and subject to change without prior notice.

n. This quotation is based on details provided by the customer; any change or discrepancy at the time of loading or departure will directly impact the final cost of the quotation.

o. Rates are valid for standard pallets at the Port of Loading (POL) with a maximum length of 5.00 meters, width of 2.20 meters, and height of 2.20 meters. For transshipment cargo (T/S), approval must be granted on a case-by-case basis by the carrier. Overweight cargo must be reviewed case by case to confirm the overweight charge.

p. A commercial invoice is mandatory for transit services.

q. Origin local charges are not included in these rates and will therefore be charged to the shipper's account.

r. Cargo must be stackable and safely packed to ensure the quoted rates. The shipper is responsible in all cases for proper packaging. The carrier reserves the right to reject improperly packed cargo or recondition it, which will incur an extra cost.

s. The handling of personal items and/or household goods, including household furnishings, is not permitted.

t. All shipments containing finished leather, seeds, personal effects, or human consumption products are subject to final acceptance by the shipping line, transshipment port, and final destination before shipping. Please contact your sales executive.

# Maritime Service Terms and Conditions for Consolidated Cargo (LCL) – Export

a. All rates are valid from the CFS at the port of origin to the final destination CFS; that is, from the consolidation warehouse at the port of origin to the deconsolidation warehouse at the port of destination. All pickup and door delivery services must be verified on a case-by-case basis with your sales executive.

b. Rates DO NOT include: inspection, fumigation, delays, storage, customs clearance, duties and taxes (at origin and/or destination), inland transportation, or transportation within the port, unless otherwise stated.

c. All prices are in USD only, applicable to consolidation service (according to the vessel's departure date), and subject to change without prior notice.

d. All prices are based on current market levels. However, in the event of a General Rate Increase (GRI) or unforeseen circumstances causing ocean freight rates to increase or decrease by more than 20%, Standard Logistics SA de CV reserves the right to revise freight prices, noting that a 15-day notice is required to apply the GRI on certain trade routes.

e. Rates are valid for standard pallets at the Port of Loading (POL) with a maximum length of 5.00 meters, width of 2.20 meters, and height of 2.20 meters. For transshipment cargo (T/S), approval must be granted on a case-by-case basis by the carrier. Overweight cargo must be reviewed case by case to confirm the overweight charge.

f. A commercial invoice is mandatory for transit services.

g. Destination local charges are not included and will therefore be billed to the consignee.

h. Cargo must be stackable and safely packed to ensure the quoted rates. The shipper is responsible in all cases for proper packaging. The carrier reserves the right to reject improperly packed cargo or recondition it, which will incur an extra cost.

i. The handling of personal items and/or household goods, including household furnishings, is not permitted.

j. All shipments containing finished leather, seeds, personal effects, or human consumption products are subject to final acceptance by the shipping line, transshipment port, and final destination before shipping. Please contact your sales executive.

k. This quotation is based on details provided by the customer; any change or discrepancy at the time of loading or departure will directly impact the final cost of the quotation.

# Maritime Service Conditions for Full Container Load (FCL) – Import & Export

a. This quotation is subject to space and equipment availability and compliance with all applicable weight restrictions and regulations.

b. All hazardous cargo is subject to approval at the time of booking, inspection at the port of loading, and additional surcharges.

c. The quotation is subject to the valid local charges at the time of shipment.

d. If inland transportation is required in a single trailer mode (one tractor with one chassis/platform), it is subject to:
   1. Truck availability (one truck and one chassis or platform).
   2. A 60% additional charge over the standard inland freight for double trailer truck (one tractor, two chassis/platforms – full).

e. Free time refers to the number of days granted by the shipping line at no additional cost for the use of the container once it arrives at the destination port. If the container is not returned within the allotted time, the shipping line will begin charging demurrage fees after the free time has expired. These charges accrue on a per-day basis and are the responsibility of the client.

f. If the number of free days is not specified, standard free days as stipulated by the carrier will apply. Any special conditions must be negotiated at the time of quoting, as they cannot be applied retroactively.

g. Our multimodal freight service with delivery to the final destination, covering both ocean (by vessel) and land transport (by truck or rail) under a single contract, is always carried out using a double trailer truck (one tractor, two chassis/platforms). Therefore, it is important to adjust your cargo to the weight restrictions permitted under local regulations in Mexico. Otherwise, an extra charge will apply as mentioned in previous points.

h. According to Federal Regulations applicable within the Mexican Republic for various transport modes, maximum allowed weights will be governed by the stipulations of the Ministry of Communications and Transportation (SCT) and each shipping line.

i. The customer will be subject to all applicable Tariff rules that establish charges related to, but not limited to, any of the following: congestion at origin or destination ports or on land; security requirements or costs; taxes, duties, or charges by any federal, state, or local government entity or port authority; increases in inland transport costs due to federal, state, or local legislation or regulations, including actions by any port authority; or clean air requirements including but not limited to the use of low-sulfur or specific fuels.

j. Service does not include: customs clearance at origin/destination, cargo insurance, export/import taxes, any other expenses related to the cargo (storage, etc.), or any other item not explicitly mentioned herein.

k. Please consider the date and time of document cutoff and container terminal closing at port for your shipments. This information can be consulted with the Operations department.

l. The carrier does not apply high-security seals; it is the customer's responsibility to place the seal at the plant. Without the high-security seal, the container cannot depart and may incur additional costs charged to the shipper.

For Inland Transportation Services After the Bill of Lading:

1. Important Quotation Conditions
    - This quotation is valid only for general, non-hazardous cargo, without over-dimension or overweight. Otherwise, please check with your Sales Executive.
    - The goods to be transported may be subject to restrictions. Please inform your Sales Executive of the specific material at the time of requesting availability. The packing list will be considered, and if hazardous materials are involved, the MSDS is mandatory and subject to carrier approval.
    - Free time for loading or unloading is 8 hours from arrival at the customer's location.
    - Confirm the weight to be loaded in advance to ensure it does not exceed permitted weight limits, as excess weight may incur additional charges.
    - For exports, please consider potential costs for transport to weighbridge and weighing if applicable.
    - For loose cargo or open-top containers, tarping and strapping are mandatory-please consider the extra cost in your invoice.
    - Services are performed at the customer's risk and are quoted without cargo insurance.
    - Service must be requested 48 to 72 hours in advance.

2. Extraordinary/Accessorial Charges
    - Container handling at port: if the container is not returned the day after leaving

the port (loading/unloading), an extra charge will apply and must be fully paid by the customer.
- This rate does not include charges for stays, storage, deconsolidation/consolidation, delays, local movements, or false freight. If incurred, these costs must be fully covered by the customer.
- Services performed during off-hours such as weekends or holidays will incur additional charges.
- Any re-invoicing due to reasons beyond the company's control will incur an additional cost.