

- All cargo loaded at Masters discretion.
- Cargo to be presented for shipment in clean condition free of any oil, soil, dust, grease or other contamination.
- Parking brake must be in good working condition
- Break-bulk cargo must be strong enough to carry over - width (over and above 2,5m wide).
- Operating instructions to follow the cargo.
- Goods are not to be shipped inside vehicles or other cargo unless this agreed in writing with carrier.
- Cargo to be marked with the following; Vessel, pol/pod (incl. transit port(s)), consignee, length, width, height & weight, center of gravity (when applicable), cargo id and the booking number.
- Break bulk cargo should be marked with center of gravity, lifting points and lashing / securing points.
- Unless otherwise agreed it is not allowed to ship dangerous cargo. If agreed, visible IMO stickers should be attached to the cargo.
- Packed cargo must be secured inside the packaging so that the cargo cannot move during sea voyage.
- All offer/quotes subject schedule and space confirmation Carrier entitled to re-measuring of cargo dimensions and weight and if not as per booked confirmation entitled to reject or adjust freight accordingly.
- The Customer warrants that unless otherwise previously agreed in writing, the Customer shall not deliver to the Company or cause the Company to deal with or handle Goods of a dangerous or damaging nature, nor with Goods likely to harbor or encourage vermin or other pests, nor with Goods liable to taint or affect the safety of the ship, personnel or other cargo, the Goods are properly and sufficiently packed, marked, documented, labelled, stuffed and stowed for any operations or transactions affecting the Goods the Customer has obtained all necessary licenses or permits, including, but not limited to, export, re-export, import, transportation licenses or permits.
- Other costs for extra handling: UECC has right to charge costs for extra handlings for loading/discharging/transship of self-drivable units, including, not limited to, refill fuel, battery charge, jumping start etc.

Remarks:

- If not otherwise specified, offer based on standard terms and conditions as stated on UECC bill of lading or UECC non- negotiable sea waybill, both incorporating the Hauge-Visby rules with certain exceptions and limitations of carrier's liability. UECC not to be responsible for missing items not declared in the documentation for the unit(s).
- UECC's liability for cargo is limited by the Terms & Conditions of Carriage as stipulated within the UECC Bill Of Lading. We strongly recommend that Marine Cargo Insurance is taken out by the shipper/cargo owner with a reputable cargo underwriter / insurance company.
- By accepting the UECC booking confirmation the shipper guarantees that appropriate checks are made to ensure dangerous cargo is not loaded as any part of the declared cargo. The shipper accepts total responsibility for any mandatory financial penalties or prosecution arising from incorrect or omitted declaration for dangerous cargo, including all resulting operating costs to ensure safety of the vessel. UECC reserve the right to discharge such cargo in nearest safe harbour.
- As from JULY 01- 2016: The latest amendment of Safety of Life at Sea Convention (SOLAS) is applicable for containers on a chassis or trailer. There is an obligation of the shipper to provide the VERIFIED GROSS MASS of the container 24 hrs. prior to loading of vessel.
- Cargo Tracking: The accuracy of the information provided for on this page is affected by system data replication, and for some locations by manual data entry. All data shown is purely indicative and is in no way binding on UECC (or any of its subsidiaries) by way of liability and/or responsibility, directly or indirectly. For official information about cargo tracking please contact a local UECC office or representative.

If you need more information regarding terms and conditions please contact your UECC representative.

Claims and insurance

- UECC's liability for cargo is limited by the Terms & Conditions of Carriage as stipulated within the UECC Bill Of Lading. We strongly recommend that Marine Cargo Insurance is taken out by the shipper/cargo owner with a reputable cargo underwriter / insurance company.
 - **Claims filing procedure (if you have cargo insurance)**
 - Please submit the claim directly to your insurers, who will settle it in accordance with your policy.
 - **Claims filing procedure (if you do not have cargo insurance)**
 - You may file your claim directly with UECC. All claims and/or notices of loss or damage must be filed within the period prescribed by the Bill of Lading and/or applicable law.
 - Please make sure you compile the following documents and information:
 - General statement of the damage together with the amount being claimed.
 - Survey report with original photographs or other documents to show the extent of the damage.
 - A copy of both sides of the Bill of Lading or Sea Waybill.
 - Itemised repair invoice or itemised estimate of repair costs.
 - All correspondence with UECC or other parties regarding the damage.
 - Any other documentation that may assist our examination of your claim.
 - Your address, telephone numbers and e-mail address.
- Please send scanned copies of all documents to uecc.claims@carconsulting.com, or by post to:

Claims Management on behalf of UECC
Muelle Costa S/N, Planta 2
08039 Barcelona, Spain