



## SEA - TRADING CONDITIONS

### 1. COMPOSITION OF COSTS

Prices are valid for sea shipments taking into account the information received at time of listing. Any change in quantity, equipment used, and established routes are subject to changes in values.

We recommend attention to the Incoterm of your transaction, because all the expenses of services that are not paid in the source will be automatically charged at the destination.

Weight /cube will be considered within specific rules of each transport mode. Airline companies reserve the right to charge for the position of pallets in large shipments, thus ignoring the conventional Ratio 1: 6.

### 2. PAYMENT OF FREIGHT

The payment of the freight and other charges shall be made in national currency, by converting the value in foreign currency by the price of market rate at the date of issue of the bill of loading, billing and/or payment.

Subject to the IOF incidence of 0.38% on the invoice value.

### 3. TIME FOR PAYMENT:

Time and rate set by the shippers will be informed in the invoice. Clients must send the voucher via e-mail or by fax. In order to avoid delays in the release of documents, we recommend confirm the receipt of e-mail or fax. Payments out of the scheduled time will not be accepted.

### 4. OPERATIONS INCOTERM DDU or DDP

For shipments in modal DDU / DDP, any remittance is subject to tax of 33.33% Income Tax (IR) on the amounts to be remitted, with the exception of taxes in accordance with Articles 685 and 725 from Decree 3000/99.

### 5. INSURANCE

Cargo insurance must be arranged by the importer, from the collection to the clearance / delivery of the goods at the final destination. IDL, as an agent and carrier, has limited liability according to the Warsaw Convention. If not arranged properly, in case of accidents, the international carrier will be responsible for only the limits, as listed below:

\* Sea company: USD 500.00 per container, or in cases of part load, in proportion to this value.

### 6. SHIPMENTS FROM LOCATIONS CONSIDERED FISCAL PARADISE

As to the Instruction of the Internal Revenue Service No 188, 6 August 2002, in shipments from locations considered fiscal paradises, the importer will be responsible for collecting the 33% IR tax on the value of international freight.

Below, a list of some countries:

- Hong Kong
- Panama
- Singapore
- Macau
- United Arab Emirates

The complete list is available on the site of SRF

(<http://www.receita.fazenda.gov.br/Legislacao/ins/2002/in1882002.htm>):



## **7. CONDITIONS**

As of this date, this proposal is the single document which governs the rights and obligations of the parties with respect to its object, being expressly canceled any understanding or arrangement prior to that.

Any questions regarding the terms of this proposal should be clarified before the statement of shipment to the agent and/or representative of IDL, which requires the immediate acceptance of these terms. Questions that have not been described in this proposal will be resolved on the basis of international agreements and treaties, as well as according to the national legislation governing the national and international transport of cargo.

This proposal follows the conditions described in the back of the waybill transportation from the carrier that will run the freight, being it an integral part of this proposal for appropriate action and effect of law.

As stated in the Declaratory Act No. 2 / 2003, in Article 8, and in section 1.2.1.5 of Annex One, all containers received for export should be weighed. The cost of weighing will be paid by the exporter. As stated in the Declaratory Act No. 2 / 2003, in Article 8 and in section 1.2.1.5 of Annex One, all containers received for export should be weighed. The cost of weighing will be paid by the exporter. As stated in the Declaratory Act No. 2 / 2003, in Article 8 and in section 1.2.1.5 of Annex One, all containers received for export should be weighed. The cost of weighing will be paid by the exporter.

ISPS: The amounts charged by the terminal will be the responsibility of the exporter.

It is the responsibility of the contractor to reimburse the fees related to Capatazias, Release of B / L, and other port fees required for effective shipment.

IDL is not liable for damages resulted from delay in delivery of cargo, due to communication problems, strikes, work stoppages by public departments or utilities companies, stoppage of their electronic communication systems, delays resulting from the shipment schedules of carriers or problems in their boats and aircraft and even change in the routes, finally, for reasons not directly attributed to the services now provided.

The exporter will be responsible for additional costs caused by delays in the release of goods, caused by conflicting information sent by him to the coordination of the shipment.

This notice does not imply any obligation on the sea carrier to do it with customary character, and can not in any way be construed as an obligation of the carrier, considering the art. 752 of the Civil Code.

## **PRICES SUBJECT TO AVAILABILITY OF SPACE.**

### **7. DEMURRAGE**

As to the Free Time, the sea carrier offers ACCRUED 20 DAYS FREE. After this period, daily fine will be charged according to the sea carrier table. Remember that the rate of exchange is provided by the shipping agency holding the shipment, according to the base rate provided by the Central Bank, plus hedging defined by it.

### **8. CHECK GUARANTEE**

For disposal of container FCL, a check deposit of \$ 2,000.00 must be submitted along with the documentation. The check will be returned as soon as the empty container is on the premises of the shipper.

### **9. DATE OF PROPOSAL**

The validity of the tender is 10 days after the date of issue. After this period, the same shall become invalid, requiring a review of our Sales Department.