



## **Freight terms 2021**

**V 1.6.2**

August 2021



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# 1 GENERAL CONDITIONS OF CARRIAGE

Royal Arctic Line owns terminals and offices in 13 Greenlandic ports. A list with addresses is available at [www.ral.gl](http://www.ral.gl).

General conditions of carriage and sub-conditions apply to all types of cargo, unless otherwise stated in these chapters. In case of discrepancy between wording and terms in the English and the Danish version of Royal Arctic Lines Freight Terms and Condition of Carriage, the Danish wording will apply.

## 1.2 FREIGHT RATES

All cargo to and from Greenland and between Greenlandic towns and settlements are operated by Royal Arctic Line A/S.

The freight rates are Royal Arctic Line's Conditions of Carriage for sea transport of cargo to, from and internally in Greenland, which is carried out in accordance with the concession issued by the Government of Greenland and the service agreements regarding transport to settlements and port service.

Conditions of Carriage in chapter 4, apply to any transport of cargo with Royal Arctic Line's own or chartered vessels and take priority over all terms and conditions that may be referred to under the transport agreement with Royal Arctic Line.

The terms and conditions of the freight rates take priority over other information provided on Royal Arctic Line's website [www.ral.gl](http://www.ral.gl).

## 1.3 TRANSPORT SOLUTIONS

Royal Arctic Line generally packs all cargo in containers, or alternatively on flat racks or similar transport equipment, when possible.

Royal Arctic Line reserves the right to transport cargo in containers, on flat racks or similar transport equipment, as deck cargo.

In special circumstances, general cargo ships are used instead of container ships. In these special circumstances, Royal Arctic Line reserves the right to transport all cargo as general cargo on LCL conditions.

## 1.4 SAILING SCHEDULE

Royal Arctic Line's current sailing schedules and overview of transport areas can be downloaded from the website [www.ral.gl](http://www.ral.gl), or requested from [kundeservice@ral.gl](mailto:kundeservice@ral.gl).

## 1.5 TRANSPORT TO SMALLER PORTS AND SETTLEMENTS

For transatlantic transport or transport between Greenlandic towns, the onward transport of cargo between towns and associated settlements is included in the freight rate, provided this is stated on booking or at the latest, upon receipt of the cargo.

Royal Arctic Line uses smaller ships for transport to settlements, which – along with the sometimes difficult sailing conditions – limits the possibilities of transporting heavy and/or bulky packages.

Cargo to and from Greenlandic settlements is transported, when Royal Arctic Line has available capacity.

Cargo to the settlements must be picked up by the consignee, when Royal Arctic Line brings the cargo to the settlement. When failing to pick up, the right to free transport from the town to the settlement will be forfeited, in



which case, payment must be made for the return freight to the town and storage at the warehouse or at the terminal there.

If subsequent transport of cargo to the settlement is required, it must be paid for separately.

A specification of towns and other destinations capable of handling ISO 20' and/or 40' containers and equivalent FCL equipment at the terminal area, can be found at [www.ral.gl](http://www.ral.gl) or requested from [kundeservice@ral.gl](mailto:kundeservice@ral.gl).

## 1.6 LIABILITY AND INSURANCE

As long as cargo are in the custody of Royal Arctic Line, on board a vessel or on land - in the time from when the cargo are received for transport and until the cargo are handed over to the consignee - Royal Arctic Line's liability follows the Danish Merchant Shipping Act's conditions.

Once the cargo have been declared ready, they are stored at the consignee's expense and risk.

The conditions for Royal Arctic Line's liability are described in chapter **4 Conditions of Carriage**.

Royal Arctic Line's liability is limited in accordance with the Danish Merchant Shipping Act, so that:

- in a number of circumstances, no compensation is awarded,
- in a number of circumstances, compensation is only awarded to a certain amount.

The maximum amount of compensation is SDR 667 (approx. DKK 6,500) per package or SDR 2 (approx. DKK 20) per kg in accordance with the Merchant Shipping Act § 280. Conditions regarding compensation are described in the Conditions of Carriage, and can be found on the website [www.ral.gl](http://www.ral.gl).

Optionally, see the Merchant Shipping Act § 152 regarding SDR, Special Drawing Rights.

Royal Arctic Line's liability for damage, loss, etc. during transport or storage is limited in accordance with the Danish Merchant Shipping Act. It is the customer's responsibility to provide a transport insurance that covers the full value of the cargo. We strongly recommend obtaining such insurance. It is possible to obtain continuous coverage for transport through own insurance company or transport insurance per shipment at Royal Arctic Line.

Current insurance policy can be downloaded from the website at [www.ral.gl](http://www.ral.gl) or requested from [kundeservice@ral.gl](mailto:kundeservice@ral.gl).

## 1.7 CUSTOMS

It is the responsibility of the customer / consignee to ensure the necessary customs declaration for cargo received for sea transport are present and any import and export permits have been granted for cargo where required.

Since Greenland is not a member of the EU, all shipments must be assessed for customs purposes.

Customs declaration of shipments from EU to GL:

- The customer / exporter is responsible for preparing an electronic export declaration and an electronic arrival notification on all shipments with a value of more than DKK 7,500.
- Royal Arctic Line has the responsibility to collect numbers on the electronic export declarations and forward these numbers to the Danish tax authorities (SKAT). This information and additional shipping data, is sent electronically to SKAT via the Manifest System. This must be completed on all shipments transported by the vessels. This is stipulated in Article 796d (1) litra a), conditions for implementation of EU's Customs Code. Failure to comply with these conditions is a breach of Customs Act that could result in criminal liability. Furthermore, failure to comply with this requirement means that it is prohibited to load the cargo. This is stipulated in Article 796d, (1) litra b), conditions for implementation of EU's Customs Code.

- Royal Arctic Line is responsible for following up on missing export declarations and arrival notifications from the exporters.

Customs declaration of shipments from GL to EU:

- The consignee / importer is responsible for preparing customs clearance, or submitting another type of documentation for exemption of customs clearance on all shipments. If no documentation is provided, a Main Industrial Grouping (MIG) cargo classification will be prepared for the consignee at the consignee's expense. The cargo will not be cleared for delivery until the documentation is completed.
- Royal Arctic Line has the responsibility for collecting customs numbers / ICS numbers and forward these to SKAT. This information and additional shipping data, is sent electronically to SKAT via the Manifest System. This must be completed on all shipments transported by the vessels. Failure to comply with these conditions is a breach of Customs Act that could result in criminal liability. Furthermore, failure to comply with this requirement means that it is prohibited to load the cargo.
- Royal Arctic Line is responsible for following up on missing customs clearances with the importers.

Further information is available for download at [www.ral.gl](http://www.ral.gl).

## 1.8 BOOKING

All cargo must be booked prior to receipt of shipment. Only small cargo can be booked at the time of receipt. When booking, a pre-notification and reservation must be made with Royal Arctic Line, prior to the time of receipt.

A booking is essential to ensure, that the cargo are shipped on the requested departure. However, smaller, private packages can be booked at the time of delivery to the terminal.

All bookings must be provided with a valid e-mail, to which all documentation will be sent, including booking confirmation, the bill of lading and invoice. If no e-mail is provided, Royal Arctic Line will charge an administration fee per sent letter. See current Fees & Rates for price at [www.ral.gl](http://www.ral.gl).

The booking is confirmed by Royal Arctic Line, the booking number is provided in the booking confirmation. A copy of the booking confirmation must follow the cargo upon delivery. On general cargo (LCL), Royal Arctic Line affixes a barcode label to the cargo. Customers who regularly sends cargo can receive a stock of labels.

The booking number must be provided for all subsequent inquiries about the shipment. Booking is carried out on the website [www.ral.gl](http://www.ral.gl) using a booking form or by contacting one of Royal Arctic Line's port offices in person. Addresses, telephone numbers, etc. are available on [www.ral.gl](http://www.ral.gl).

### 1.8.1 BOOKING OF LCL (GENERAL CARGO)

The following information must be provided upon booking:

- 1) Port of loading
- 2) Port of discharge (POD)
- 3) Requested ship departure (voyage)
- 4) Sender of the cargo (Customer)
- 5) Consignee of the cargo
- 6) Payer of the freight charges
- 7) Weight and volume, number of units / sizes (Weight of cargo and volume is provided, including pallets / base.)

- 8) Specification of content
- 9) Lifting guidelines or lifting instructions upon booking / delivery.

### 1.8.2 BOOKING OF FCL (CUSTOMER PACKED CONTAINERS)

The following information must be provided upon booking:

- 1) Port of loading
- 2) Port of discharge (POD)
- 3) Requested ship departure (voyage)
- 4) Sender of the cargo (Customer)
- 5) Consignee of the cargo
- 6) Payer of the freight charges
- 7) Type of container, quantity
- 10) Number of units / sizes (Weight of cargo and volume is provided, including pallets / base.)
- 8) Weight of cargo and – volume
- 9) Lifting guidelines or lifting instructions upon booking/delivery.
- 10) Specification of the content

The booking is confirmed by Royal Arctic Line, the booking number is provided in the booking confirmation. The booking number must be clearly indicated on the label for the shipment and on all documents relating to the shipment.

If the volume / weight of the cargo exceeds the quantity booked upon delivery, Royal Arctic Line reserves the right to transfer the cargo, entirely or partly, to the next available departure.

Royal Arctic Line will charge a so-called “dead freight” fee for loss of freight revenue and subsequent consequences, in accordance with the conditions in the Merchant Shipping Act, if a confirmed booking is cancelled or if the volume or weight delivered for shipment is significantly less than booked. See current Fees & Rates for dead freight at [www.ral.gl](http://www.ral.gl).

### 1.8.3 CANCELLATION OR CHANGE OF BOOKING

Change of destination for cargo that have been delivered for shipment or already in transit, is only possible when it is practicable. Royal Arctic Line has the right to charge an amendment fee and costs related to the change.

If a booking is cancelled or changed to a lesser number of (CBMs) m<sup>3</sup>s or containers than originally booked, Royal Arctic Line will charge costs associated with the cancellation or change.

For cancellation of cargo delivered for shipment, a cancellation fee and costs related to retrieval and delivery must be paid.

## 1.9 RECEIPT AND DELIVERY OF SHIPMENT

Royal Arctic Line may require the customer to deliver cargo with lifting brackets and lifting instructions at any time.

### 1.9.1 EARLY RECEIPT OF SHIPMENT

Receipt of shipment must be completed within the specified deadline. For early receipt of shipment, a warehousing fee/terminal space fee is charged in accordance with the current rates, available in Rates and Fees at [www.ral.gl](http://www.ral.gl). If the cargo are received earlier than the specified deadline, Royal Arctic Line reserves the right to transport the cargo on an earlier departure rather than the booked departure date, provided capacity is available.



### 1.9.2 LATE RECEIPT OF SHIPMENT

For late receipt of shipment, later than the specified deadline in the booking confirmation, Royal Arctic Line reserves the right to transport the cargo on a later departure. In this case, the customer carries the costs for storage of the cargo (warehousing fees/terminal space fee).

### 1.9.3 BILL OF LADING AND DELIVERY

Royal Arctic Line prints a bill of lading prior to the ship's arrival at the port of discharge. The bill of lading is sent to the consignee. The bill of lading is also printed in the settlements. If printing is not possible, the bill of lading will be sent on the same ship as the cargo. The expected date of delivery is specified in the bill of lading.

The ship's arrival time and date of delivery may change along the way, consequently it is the consignee's responsibility to contact the local port office for the current delivery date. Information about the date and time of delivery for settlement cargo within the prize zone is specified in the bill of lading. Further and possibly updated information is available from Royal Arctic Line or its representative at the Port of discharge (POD).

Cargo may only be delivered upon presentation of a bill of lading, and Royal Arctic Line requires presentation of a valid ID before the cargo can be delivered. If the cargo are picked up by another party, a signed power of attorney must always be presented.

The consignee of the cargo is obliged to receive the cargo once they have been declared ready for delivery. If the cargo are not received, they will be stored in accordance with current Rates and Fees. The consignee of the cargo is liable for payment of warehousing fee and terminal space fee for uncollected cargo.

## 1.10 SECURITY AGAINST MARITIME TERRORISM

In accordance with the international requirements for the implementation of terror security on ships and port facilities (International Ship and Port Facility Security (ISPS) Code), valid from 1. July 2004, Royal Arctic Line must state the following:

Royal Arctic Line must guarantee that cargo lots do not contain cargo that are not authorized for transport - for example:

- weapons without documentation
- dangerous cargo without declaration
- other devices for use against persons, ships or ports

Royal Arctic Line A/S reserves the right to control that the cargo do not contain the above mentioned devices.

Under normal preparedness (ISPS security level 1), random controls may be carried out, whether the cargo corresponds to the bill of lading. Under enhanced preparedness (ISPS security level 2 and 3), controls will be intensified.

Control of the cargo can be carried out using the following methods:

1. visual and physical control and/or
2. scanning/tracing equipment, mechanical devices or dogs.



## 1.11 PAYMENT OF FREIGHT CHARGES

### 1.11.1 FREIGHT RATES

Please refer to Royal Arctic Line's quick rates (hurtigtarif) and Rates & Fees for the rates below at [www.ral.gl](http://www.ral.gl)

### 1.11.2 HANDLING IN PORT OF LOADING (POL)

The amount paid per m<sup>3</sup>, kg or unit for handling in the port of dispatch, is from the time the cargo are delivered in the port of dispatch until it is loaded on board the ship. Payment for handling includes storage within the deadlines specified in the booking confirmation.

### 1.11.3 SEA FREIGHT RATES

The amount paid per m<sup>3</sup>, kg or unit for sea transport, is from the port of dispatch to Port of discharge (POD).

### 1.11.4 HANDLING IN PORT OF DISCHARGE

The amount paid per m<sup>3</sup>, kg or unit for handling in the Port of discharge (POD), is from the cargo are unloaded from the vessel until they are delivered to the consignee at the Port of discharge (POD). Payment for handling includes storage within the deadlines specified in the booking confirmation. The rates for handling and sea freight are found in the price listing (hurtigtarif) [www.ral.gl](http://www.ral.gl).

### 1.11.5 OIL AND CURRENCY SURCHARGES (BAF/CAF)

The current oil and currency surcharge (BAF/CAF) calculation is based on the total freight, i.e. handling in port of dispatch, sea freight and handling in Port of discharge (POD). See the current rates for oil and currency surcharges at [www.ral.gl](http://www.ral.gl). Oil and currency surcharges (BAF/CAF) are regulated continuously.

### 1.11.6 FEES

For a number of services not covered by sea freight or handling, a fee must be paid. For example, for change of bookings, late receipt of shipment, warehousing fee and terminal space fee, pallet rental, container rental and customs clearance.

Please refer to Fees & Rates, available [www.ral.gl](http://www.ral.gl), for current fee rates.

Freight rates internally in Greenland are divided into prize zones. Current freight rates are available on [www.ral.gl](http://www.ral.gl).

### 1.11.7 CARGO RATES FOR NUUK

Cargo rates for Nuuk are charged on both FCL, LCL and bulk cargo, shipped, received or transited in Nuuk. See current rates at [www.ral.gl](http://www.ral.gl).



### 1.11.8 CONDITIONS OF PAYMENT

All shipments to cash customers must be paid and registered at Royal Arctic Line before the cargo can be released to the customer.

All other outstanding costs, such as container rental and warehousing fee, must also be paid before the cargo can be released to the customer.

Cargo to the settlements will only be forwarded from the port of transit once the payment has been registered. If payment is registered only after the last vessel departure before winter closure, Royal Arctic Line is not responsible for forwarding the cargo by other means.

Royal Arctic Line may at any time require freight charges to be paid prior to shipping.

Companies can enter into a credit agreement with Royal Arctic Line. Conditions for a credit agreement can be requested by contacting [kundeservice@ral.gl](mailto:kundeservice@ral.gl)

### 1.11.9 HANDLING IN OTHER PORTS IN SCANDINAVIA (THE RED LINE)

THC (Terminal Handling Charge) is a handling fee charged to the customer in the Port of loading (POL) or to the consignee in the Port of discharge (POD) when transporting on the red line. Some ports also charge for documentation, packing in containers (stuffing) and the like.

In addition to current rates, the following are added:

- THC in Scandinavia
- B/L fee
- Miscellaneous fees

Further information about handling in Europe can be requested by contacting [kundeservice@ral.gl](mailto:kundeservice@ral.gl)

DHL Global Forwarding, Liner agency Iceland. E-mail to [Lineragency.is@dhl.com](mailto:Lineragency.is@dhl.com)  
Phone no. +45 7217 7179.



## 1.12 PRIZE/RATE ZONES, TOWNS AND SETTLEMENTS

### **AAL AALBORG REY REYKJAVIK**

### **NAN NANORTALIK**

012 Appilatseq

013 Narsarmijit

014 Tasiisaq

### **QAQ QAQORTOQ**

021 Saarloq

022 Eqalugaarsuit

024 Qassimiut

026 Ammassivik

028 Alluitsup Paa

### **302 NARSARSUAQ**

### **NRQ NARSAQ**

032 Igaliku

035 Qassiarsuk

### **PAA PAAMIUT**

051 Arsuk

### **NUU NUUK**

061 Qeqertarsuatsiaat

065 Kapisillit

### **MAN MANIITSOQ**

071 Atammik ´

072 Napasoq

073 Kangaamiut

### **SIS SISIMIUT**

### **SFJ KANGERLUSSUAQ**

081 Itilleq

083 Sarfannguaq

### **AAS AASIAAT**

102 Ikerasaarsuk

103 Akunnaaq

104 Kitsissuarsuit

105 Kangaatsiaq

106 Attu

107 Iginniarfik

108 Niaqornaarsuk

109 Ikamiut

140 Qeqertarsuaq

143 Kangerluk

### **ILU ILULISSAT**

121 Oqaatsut

122 Qeqertaq

123 Saqqaq

124 Ilimanaq

### **QAS QASIGIANGUIT**

### **UUM UUMMANNAQ**

151 Niaqornat

152 Qaarsut

153 Ikerasak

154 Saattut

155 Ukkusissat

156 Illorsuit

157 Nuugaatsiaq

### **UPE UPERNAVIK**

161 Upernavik Kujalleq

162 Kangersuatsiaq

163 Appilattoq

165 Tasiusaq

166 Nuussuaq

167 Kullorsuaq

168 Nutaarmiut

169 Innaarsuit

### **QAA QAANAAQ**

171 Savissivik

174 Siorapaluk

176 Moriusaq

177 Qeqertat

### **301 PITUFFIK**

### **303 KANGILINNGUIT**

### **TAS TASIILAQ**

182 Sermiligaaq

183 Isortoq

184 Kulusuk

185 Tiniteqilaaq

186 Kuummiut

187 Kulusuk lufthavn

### **ITT ITTOQQORTOORMIIT**

305 Daneborg

306 Danmarkshavn

307 Ella Ø

308 Station Nord

312 Nerlerit Inaat

314 Mestersvig

## 2 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS)

### 2.1 INTRODUCTION TO LCL (GENERAL CARGO)

General conditions of carriage apply to this type of freight unless otherwise specified below:

General cargo is referred to as LCL (Less Container Load) and consist of all cargo not shipped as customer-packed containers (containers, flats, etc. as described in **2.8 LCL (General cargo) and FCL (Customer packed containers) - Flat rack cargo** and classified in the following types of cargo:

Type of cargo	Section
General cargo	<b>2.4 LCL (General cargo) and FCL (Customer packed containers) – General cargo</b>
Temperature regulated cargo	<b>2.5 LCL (General cargo) and FCL (Customer packed containers) – Temperature regulated cargo</b>
<b>Dangerous cargo</b>	<b>Section</b>
Temperature regulated dangerous cargo	<b>2.6.3 Temperature regulated dangerous cargo</b>
Environmental cargo	<b>2.7 LCL (General cargo) and FCL (Customer packed containers) – Environmental cargo</b>
Flat rack cargo	<b>2.8 LCL (General cargo) and FCL (Customer packed containers) - Flat rack cargo</b>
Vehicles and vessels	<b>2.9 LCL (General cargo) and FCL (Customer packed containers) - Vehicles and vessels</b>
Transport equipment	<b>2.10 LCL (General cargo) and FCL (Customer packed containers) – Transport equipment</b>

Cargo exceeding the following maximum sizes are shipped on flat rack, section **2.8 LCL (General cargo) and FCL (Customer packed containers) - Flat rack cargo**, or as section **3.1 Other freight services – Oversized cargo**.

- 2.3 m in length or width or
- 1.9 m in height\*

\*cargo to certain towns and settlements are exempt from the above requirements. A list is available on [www.ral.gl](http://www.ral.gl) under "Restrictions in towns and settlements", in which the cargo must not exceed 1.8 m.

If cargo larger than 0.33 m<sup>3</sup> or weighing more than 15 kg without a base are delivered, Royal Arctic Line adds pallet rental with one pallet for every 2 m<sup>3</sup> cargo per package, see Fees & Rates at [www.ral.gl](http://www.ral.gl) for current prices, and pallet surcharges for pallet volume, see the following section **2.2.2 Measurement and calculation of freight**.

The base must have sufficient strength to withstand transatlantic transport. If joists or the like are used as a base, the ground clearance must be at least 10 cm.

For packing in a container, ship or warehouse, each package must be able to withstand a pressure of at least its own weight.

Dangerous cargo must be packed in accordance with current IMDG regulations.

Royal Arctic Line rents pallets to customers of general cargo. The pallets are reserved upon booking the cargo. Reservation of pallets is subjected to the availability of a sufficient number of pallets in each port. Royal Arctic Line's pallets may only be used for transport to and from Greenland and internally in Greenland within the current transport areas. When handing in pallets with cargo for shipment, the renters telephone number and the number of pallets used for the shipment must be stated on the booking confirmation. Royal Arctic Line adds a fee per pallet per ship voyage. The fee is noted on the receipt for cargo and paid along with the freight amount.

## 2.2 PACKAGING

The cargo must be packaged so that they are adequately protected during handling, transport and storage. Packaging must be of such quality that it provides full protection for both the cargo and the rest of the cargo during handling and transport. Royal Arctic Line reserves the right to reject shipments if they consider the cargo could damage other cargo.

All general cargo larger than 0.33 m<sup>3</sup> or weighing more than 20 kg must be delivered fastened to a base, e.g. a pallet so it can be handled with a forklift from all four sides.

If cargo larger than 0.33 m<sup>3</sup> or weighing more than 20 kg without a base are delivered, Royal Arctic Line adds pallet rental with one pallet for every 2 m<sup>3</sup> cargo per package, see Fees & Rates at [www.ral.gl](http://www.ral.gl) for current prices, and pallet surcharges for pallet volume, see the following section **2.2.2 Measurement and calculation of freight**.

The base must have sufficient strength to withstand transatlantic transport. If joists or the like are used as a base, the ground clearance must be at least 10 cm.

For packing in a container, ship or warehouse, each package must be able to withstand a pressure of at least its own weight.

Dangerous cargo must be packed in accordance with current IMDG regulations.

### 2.2.1 LABELLING

The labelling of cargo must always contain the following:

- Consignee's name and address of consignee
- Port of discharge
- Booking number

Labelling should preferably be with the barcode label, available upon request when booking.

All packages weighing 1,000 kg or more must be labelled with an accurate gross weight. Furthermore, there may be additional labelling requirements for the individual types of cargo. These are given in **2.4 LCL (general cargo) and FCL (Customer packed containers) - General cargo** and labelling must be water-resistant and fade resistant.

Incorrect or incompletely labeled cargo can be rejected upon delivery.

## 2.2.2 MEASUREMENT AND CALCULATION OF FREIGHT RATE

The freight rate calculation is based on the volume or weight of the cargo, including pallet / base.

As a rule, volume is calculated in m<sup>3</sup> with two decimals.

If the weight of the cargo exceeds 600 kg per m<sup>3</sup>, the freight rate is calculated based on the weight in kg with 2 decimals.

All general cargo larger than 0.33 m<sup>3</sup> or weighing more than 20 kg must be delivered so it can be handled with a forklift, cf. above on Packaging. The following apply for all general cargo:

### Cargo by volume

- If the cargo are received on the customer's own pallet/base, then the volume of the cargo is calculated including the pallet/base largest height width and length.
- If the cargo are received without pallet/base, then the volume of the cargo is calculated based on the cargo largest height width and length, with addition of a surcharge for the volume of the pallet/base. Additionally, pallet rental with one pallet for every 2 m<sup>3</sup> cargo per package is added, see Fees & Rates at [www.ral.gl](http://www.ral.gl) for current prices.

### Cargo by weight

- If the cargo are received on the customer's own pallet/base, then the weight of the cargo is calculated including the weight of the pallet/base.
- If the cargo are received without pallet/base, then the weight of the cargo weight is calculated with addition of a surcharge for the weight of the pallet/base. Additionally, pallet rental with one pallet for every 1,200 kg is added.

The freight rate is calculated based on the volume or weight of the cargo, including pallet / base. See current Fees & Rates for pallet purchase and rental at [www.ral.gl](http://www.ral.gl).

Surcharges for pallet weight and pallet rental is calculated based on the following:

<u>Weight of cargo</u>	<u>Surcharge for pallet weight</u>	<u>Surcharge for pallet rent</u>
Over 20 kg up to and incl. 100 kg	15 kg	Yes
Over 100 kg up to and incl. 1.200 kg	30 kg	Yes

For a total gross weight over 1,200 kg, the following is added in the calculation:

Over 0 kg up to and incl. 100 kg	15 kg	Yes
Over 100 kg up to and incl. 1,200 kg	30 kg	Yes

### Pallet rental conditions, RAL pallets

Pallets must be picked up and returned at Royal Arctic Line. The pallets must be returned to Royal Arctic Line no later than 8 days after the end of the transport, unless otherwise agreed. Thereafter, a fee per pallet is charged per additional calendar day.

The pallets are the property of Royal Arctic Line and the renter is liable for damage or loss during the period the pallet is at the renter's disposal, but not while the pallet is in the care of Royal Arctic Line.

EUR pallets are not exchanged. When Royal Arctic Line's pallets are lost or in case of unauthorized use, purchase prices are paid as compensation, see price Fees & Rates for current prices. Purchase of Royal Arctic Line pallets for transport outside Royal Arctic Line's transport area, see Fees & Rates for current prices.

### 2.2.3 MINIMUM FREIGHT RATE

Minimum freight rate is the minimum chargeable amount. Minimum freight is charged if the calculated freight rate (handling in the port of loading, Port of discharge (POD) and sea freight) is less than the minimum freight amount.

Please refer to Royal Arctic Line's price listing (hurtigtarif) for current minimum freight rates at [www.ral.gl](http://www.ral.gl). The minimum freight rate is added current surcharge rates.

### 2.2.4 WAREHOUSING AND TERMINAL SPACE FEE

Warehousing or terminal space fees must be paid when cargo are delivered before the specified delivery period or when cargo have not been picked up within the specified deadlines. Warehousing or terminal space fee is also added even if the free period expires on a weekend or on public holidays. See [www.ral.gl](http://www.ral.gl) for current rates.

## 2.3 FCL (CUSTOMER PACKED CONTAINERS) IN GENERAL

General conditions of carriage apply to this type of freight unless otherwise specified below.

Customer packed containers (FCL) includes transport of all types of cargo in containers (including flat racks, tank-containers, etc.) packed by the customer and unpacked by the consignee.

Customer packed containers are referred to as FCL (Full Container Load).

All FCL rates are "box rates", where the price is independent of the number of m<sup>3</sup> packed in the container. FCL cargo are classified into the following type of cargo:

Type of cargo	Section
General cargo	<b>2.4 LCL (General cargo) and FCL (Customer packed containers) – General cargo</b>
Temperature regulated cargo	<b>2.5 LCL (General cargo) and FCL (Customer packed containers) – Temperature regulated cargo</b>
<b>Dangerous cargo</b>	<b>Section</b>
Temperature regulated dangerous cargo	<b>2.6.3 Temperature regulated dangerous cargo</b>
Environmental cargo	<b>2.7 LCL (General cargo) and FCL (Customer packed containers) – Environmental cargo</b>
Flat rack cargo	<b>2.8 LCL (General cargo) and FCL (Customer packed containers) - Flat rack cargo</b>
Transport equipment	<b>2.10 LCL (General cargo) and FCL (Customer packed containers) – Transport equipment</b>

#### Container rent and Terminal space fee

Rental of Royal Arctic Line's mini-containers, 20' and 40' containers and other FCL equipment is included in the freight rate to and from Greenland and internally in Greenland. The same applies to transit traffic via Iceland. For FCL



shipments, container rental and terminal space fees are added if the free period of 5 calendar days is exceeded. See current Fees & Rates for container rental.

Terminal space fees must be paid when "shipper's own" containers are delivered before the specified delivery period or when the containers have not been picked up within the specified deadlines. Terminal space fee is also added even if the free period expires on a weekend or on public holidays. See Fees & Rates for current rates for terminal space fees.

### 2.3.1 CONDITIONS OF TRANSPORT

The following conditions of transport apply in addition to the general conditions of carriage in **Chapter 4 Conditions of carriage**. The customer packs the container at customer's own expense and risk, and is free to utilize the container's volume / maximum weight capacity within the following conditions:

- A** 20' and 40' containers must be provided with a valid CSC plate (Convention for Safe Container), showing the container expiration date and max. gross weight. The specified payload capacity must never be exceeded. Restrictions on the weight and dimensions for towns and settlements in Greenland are available at [www.ral.gl](http://www.ral.gl). Payload information for Royal Arctic Line's FCL equipment is available at [www.ral.gl](http://www.ral.gl).
- B** All cargo in the container must be packed and properly secured to prevent damage to the cargo or container during handling and transport. Royal Arctic Line is not responsible for any damage due to poor packing of the cargo in the container. Attention is drawn to the fact that containers and other equipment in Royal Arctic Line's route network can be exposed to very heavy loads due to climate and weather.
- C** Weight balance in the container must be ensured by an even distribution of the weight.
- D** FCL customers are obliged, under liability, to specify the correct type of cargo, weight of cargo and number of m<sup>3</sup> of cargo when booking / delivering.
- E** If an FCL container contains dangerous cargo, the entire container must be labelled, processed, declared, booked and charged for as dangerous cargo.
- F** Dangerous cargo must be packed in accordance with current IMDG regulations, cf. Section **2.4 LCL (General cargo) and FCL (Customer packed containers) - General cargo**
- G** It is recommended that smaller shipments of dangerous cargo be delivered to Royal Arctic Line and shipped as LCL cargo.
- H** The FCL container delivered by the customer to Royal Arctic Line must be securely closed and sealed with an authorized container seal or lock upon delivery.
- I** For liability related concerns an FCL container is handled in accordance with the Danish Merchant Shipping Act § 281.
- J** Royal Arctic Line reserves the right, after advising the customer, to open containers for inspection of lashing / securing heavy cargo and, if necessary, to arrange the necessary stowage at the customer's expense. Containers can also, after advising the customer, be opened and inspected, to control any dangerous cargo or suspected damage to the cargo. Similarly, Royal Arctic Line is permitted, after advising the customer, to control FCL containers to verify that the declared type of cargo on the booking confirmation is consistent with the content. Any discrepancies in the customer's declared type of cargo will subsequently be adjusted in the calculation basis for the freight charges.
- K** For containers and other FCL equipment delivered for shipment, the destination can only be changed against payment of an amendment fee and related costs, as a direct consequence of the changes. If the cargo have been unloaded before the change of destination, then the cargo must be delivered again and a new freight charged.

### 2.3.2 CONDITIONS FOR CONTAINERS

For customer packed containers and other customer packed FCL equipment such as flat racks, tank containers, etc. the following applies:



- A** For FCL transport, the rental of containers is included in the sea freight rate. This includes the renter's use of the container for a maximum of 5 calendar days (including weekends and holidays) prior to the last day of delivery, and 5 calendar days from when the container is reported ready for delivery. The freight rate for ISO 20' and 40' "shipper's own" container is calculated based on Royal Arctic Line's freight rates. Freight rate for other sizes is calculated as LCL.
- B** FCL users pay container rent for excess calendar days in which the container is used (see Fees & Rates at [www.ral.gl](http://www.ral.gl)).
- C** Containers are picked up and delivered at the Royal Arctic Line terminal.
- D** A container is considered as returned, when returned in emptied and cleaned condition to a Royal Arctic Line terminal. Returned but insufficiently cleaned containers will be cleaned by Royal Arctic Line at the customer's expense.
- E** Royal Arctic Line's containers may only be used in connection with transport in the Royal Arctic Line route network, unless otherwise agreed / stated in the bill of lading.
- F** When handing in FCL containers, the customer must note the container numbers on the booking confirmation.
- G** FCL- containers must be sealed by the customer before delivery. Seal number must be applied to the booking confirmation.
- H** The condition of the container at delivery (Port of discharge (POD)) and receipt (port of loading (POL)) is noted by Royal Arctic Line on an EIR report (Equipment Interchange Receipt).
- I** The customer and consignee is liable for any damage or loss during the period the container is at the disposal of the customer, and also bear any risk from the use of the container. The customer has no right to claim compensation for either direct or indirect loss if the container is defective.
- J** If a booking of an export container from Greenland is cancelled or changed to a lesser number of containers than originally booked, Royal Arctic Line may charge costs associated with the cancellation or change.
- K** If a container is damaged, irretrievably damaged or lost during the period the container is at the disposal of the customer, Royal Arctic Line will charge compensation based on the following compensation rates:

Type	Size	Value in USD
DC	20'	3.500
DC/DH	40'	5.000
OT	20'	4.500
FC	20'	5.000
FC/FO	40'	8.500
RF	20'	25.000
RH	40'	30.000
MC	05'	3.000

## 2.4 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) – ORDINARY CARGO

### 2.4.1 LCL (GENERAL CARGO)

General conditions of carriage apply to this type of freight unless otherwise described below.

General cargo such as LCL includes cargo which:

- can be packed in containers
- are not included by the other types of cargo (see table of contents)

Note that not all types of cargo can be sent as general cargo. Certain types of cargo such as paint, chemicals, fuel and oil must be shipped as *dangerous cargo*.

## 2.5 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) – TEMPERATURE REGULATED (REEFER) CARGO

General conditions of carriage apply to this type of freight unless otherwise specified below.

All types of *temperature regulated cargo*, are received and transported only after prior booking.

This type of cargo is also called TCC (Temperature Controlled Cargo). It includes the following temperature groups:

- Frozen cargo/Finished products in form of deep-frozen products, which must be transported at temperature of -18° C or below. LCL receipt temperature: Frozen cargo must be refrigerated to -18° C or below. FCL receipt temperature: Frozen cargo must be refrigerated to -18° C or below before they are packed into the container, and temperature limit must be observed until receipt.
- Note the customs regulations for private shipments of frozen cargo. See [www.ral.gl](http://www.ral.gl).
- Refrigerated cargo i.e.. perishable food, which must be transported at temperatures of 2-5° C. LCL receipt temperature: Refrigerated cargo must be refrigerated to 2-5° C. FCL receipt temperature: Refrigerated cargo must be refrigerated to 2-5° C or below before they are packed into the container, and temperature limit must be observed until receipt.
- "Does not tolerate frost" (T.I.F.), where the cargo may not be exposed to frost and must be transported at temperatures over 0° C. LCL receipt temperature: T.I.F. cargo must have a temperature of 8-10° C or above. FCL receipt temperature: T.I.F. cargo must have a temperature of 8-10° C or above before they are packed into the container, and temperature limit must be observed until receipt.

### 2.5.1 RECEIPT OF CARGO

Upon receipt of temperature regulated cargo, each temperature group must be delivered on separate booking confirmation. If the specified receipt temperatures are not observed, the cargo will be rejected upon delivery/receipt. Dangerous cargo, to be shipped as temperature regulated cargo, e.g. to comply with a minimum temperature of 0° C, must be shipped in accordance with the regulations described in section **2.6.3 Temperature regulated dangerous cargo**.

Temperature regulated general cargo may not exceed the following maximum dimensions:

**2,2 m in length or width or 1,9 in height**

Temperature regulated general cargo may not exceed the following maximum dimensions to settlements:

**2,2 m in length or width or 1,8 in height**

If the specified receipt temperatures are not observed, the cargo will be rejected upon delivery/receipt. Dangerous cargo, to be shipped as temperature regulated cargo, e.g. to comply with a minimum temperature of 0° C, must be shipped in accordance with the regulations described in section **2.6.3 Temperature regulated dangerous cargo**.

## 2.5.2 PAYMENT OF FROZEN CARGO

For private frozen cargo (gift packages) from Greenland to Denmark, the freight charges and possibly onward transport in Denmark must always be paid in advance upon receipt of cargo.

For private frozen cargo (gift packages) shipped internally in Greenland, the freight charges must also always be paid in advance upon receipt of cargo.

## 2.5.3 SETTLEMENTS

Transport of temperature regulated cargo to or from settlements is usually carried in ordinary cargo holds, as Royal Arctic Line only has limited disposal over ships with temperature regulated cargo holds. Such cargo are transported at the customer's own risk.

## 2.5.4 BANANAS

Bananas must be booked separately, as they are transported in a separate container under special temperature conditions.

## 2.5.5 DELIVERY OF CARGO

In Greenlandic ports, temperature regulated cargo, sent as LCL, must be picked up immediately after unpacking the temperature regulated container (regardless of time), unless otherwise agreed, as Royal Arctic Line does not have the possibility of storing these types of cargo.

Cargo sent as "Do not tolerate Frost" (T.I.F.) and refrigerated cargo will be stored in ordinary dry cargo warehouse at the consignee's expense and risk.

## 2.5.6 TEMPERATURE GROUP

The booking confirmation and the bar code label of the cargo must clearly state the temperature group: FREEZER CARGO, REFRIGERATED CARGO or "Does not tolerate frost" (T.I.F.).



## 2.6 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) – DANGEROUS CARGO AND TEMPERATURE REGULATED (REEFER) DANGEROUS CARGO

### 2.6.1 RECEIPT OF CARGO

General conditions of carriage apply to this type of freight unless otherwise specified below.

Royal Arctic Line carries sea transport of dangerous cargo in accordance with the conditions in the current IMDG-CODE (International Maritime Dangerous Cargo-Code) and Addition 36-12.

Dangerous cargo are elements and their compounds, chemical products and waste, including solid, liquid and gaseous mixtures, which through their chemical or physical characteristics are:

- Explosive
- Suffocating
- Flammable
- Self-igniting
- Oxidizing
- Toxic
- Infectious
- Harmful to health
- Radioactive
- Corrosive

and which, by improper storage, handling and transport, can endanger people, animals, the environment, buildings, other cargo and means of transport.

Upon receipt of dangerous cargo for transport to/from or in Greenland, it is the customer's responsibility that the cargo are accompanied by a properly completed and signed dangerous cargo declaration (available for download and can be completed online at [www.ral.gl](http://www.ral.gl)) cf. applicable IMDG conditions and package certificate for FCL transport. If this is not the case, the cargo will be rejected by Royal Arctic Line. For general cargo (LCL), Royal Arctic Line packs the container and prepares the associated package certificate.

If there is dangerous cargo in an FCL container, the entire container will be freight charged as dangerous cargo.

See additional guidelines and rules for transporting dangerous cargo on the website [www.ral.gl](http://www.ral.gl).

### 2.6.2 IMPORT PERMIT

Certain elements, including explosives, require an import permit. It is the customer's responsibility to provide the import permit. Royal Arctic Line may not transport the cargo without the import permit.



### 2.6.3 TEMPERATURE REGULATED (REEFER) DANGEROUS CARGO

Cargo to be sent as Temperature regulated dangerous cargo are transported at the specified temperature.

Temperature regulated dangerous cargo may not exceed the following maximum dimensions:

**2,2 m in length or width or 1,9 in height**

Temperature regulated dangerous cargo may not exceed the following maximum dimensions to settlements:

**2,2 m in length or width or 1,8 in height**

For transports from Greenland to Kommunekemi (waste management service in Denmark), Royal Arctic Line in Denmark will carry out customs clearances for the cargo, unless other arrangements have been made by the customer. The costs for this is carried by the customer, and the fee must be prepaid upon receipt of cargo in accordance with Royal Arctic Line's current Conditions of Carriage. The entire transport cost, incl. onward transport to Kommunekemi's receiving station, is carried by the customer.

### 2.6.4 DELIVERY OF CARGO – DANGEROUS CARGO AND TEMPERATURE REGULATED (REEFER) DANGEROUS CARGO

In Greenlandic ports, temperature regulated dangerous cargo, sent as general cargo (LCL), must be picked up immediately after unpacking the temperature regulated container (regardless of time), unless otherwise agreed, as Royal Arctic Line does not have the possibility of storing these types of cargo.

Explosive elements must not be stored by Royal Arctic Line and must therefore be picked up by the consignee immediately after unpacking.

### 2.6.5 OTHER

See also The Danish Maritime Act § 257 on labelling, properties and safety measures.

Freight weight and volume are always given incl. pallets/base.



## 2.7 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) – ENVIRONMENTAL CARGO

General conditions of carriage apply to this type of freight unless otherwise specified below.

Environmental cargo include all types of iron, whole metal structures or cut steel, iron, copper, aluminum, lead and metal waste, etc. which are intended to be remelted. Including scrapped cars, trucks, construction machinery, tractors, cranes, forklifts, buses, iron structures (excluding whole condemned steel vessels, barges and the like).

### 2.7.1 CONDITIONS OF CARRIAGE

Environmental cargo may not contain dangerous cargo (IMDG) cf. the International Maritime Dangerous Cargo conditions (IMDG codes).

Batteries must be removed and hydraulic fluids, oil, gasoline, kerosene, diesel, etc. be drained prior to receipt of environmental cargo. Otherwise, the scrap will be rejected by Royal Arctic Line. Scrapped motor vehicles will only be accepted, when Royal Arctic Line has been notified about these and has confirmed.

Royal Arctic Line reserves the right to dismantle environmental cargo without advising the customer.

Royal Arctic Line reserves the right to assess whether the received shipment may rightly be described as environmental cargo.

Environmental cargo may only be shipped from settlement to town internally in Greenland. In principle, environmental cargo cannot be imported into Greenland, only exported from Greenland.

### 2.7.2 SETTLEMENTS

Due to capacity and lifting limitations in Royal Arctic Line, there are restrictions for transporting heavy and/or bulky packages. Single packages whose weight exceeds the limits, or whose length, width or height exceed 10 m, 6 m or 2 m, respectively, may be transported only by a special agreement with Royal Arctic Line. See cargo restrictions for the individual settlements and towns on the website [www.ral.gl](http://www.ral.gl).

### 2.7.3 BOOKING

Booking of environmental cargo must be confirmed and possibly inspected by Royal Arctic Line before shipping can take place.

### 2.7.4 EAST GREENLAND

For East Greenland, FCL and LCL rates are only valid for scrap metal from the ports directly operated by Royal Arctic Line and only by prior agreement. For booking environmental cargo from East Greenland please contact Royal Arctic Line in Nuuk.



## 2.8 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) - FLAT RACK-CARGO

General conditions of carriage apply to this type of freight unless otherwise specified below.

Flat rack cargo includes customer-packed flat racks and all LCL packages exceeding 2.3 m in length or width.

Cargo is considered oversized if it exceeds:

**11.9 m in length or 2.4 m in width or 1.9 m in height**

### 2.8.1 SETTLEMENTS

Due to capacity and lifting limitations in Royal Arctic Line, there are restrictions for transporting heavy and/or bulky packages to settlements. Flat racks to and from the settlements may be transported only by a special agreement with Royal Arctic Line.

### 2.8.2 RECEIPT OF CARGO

Conditions and rates for oversized cargo can be found in section **3.1 Other freight services – Oversized cargo**.





## 2.9 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) - VEHICLES AND VESSELS

General conditions of carriage apply to this type of freight unless otherwise specified below.

Motor vehicles are defined as passenger cars, trucks, firefighting vehicles, ATV, ambulances and buses. Construction machinery are defined as bulldozers, front loaders, tractors, excavators, scrapers, dumpers, forklifts, compressors, cranes and similar autonomous vehicles. Construction cranes must be dismantled. ATV requires SPS363 (Special Provision) and must be a maximum of 2.3 m long. Construction cranes must be dismantled. ATV requires SPS363 (Special Provision) and must be a maximum of 2.3 m in length.

Vessels are defined as, vessels with or without engine and deck, barges, pontoons, cabin boats and cutters and dinghies etc.

Please note, that the freight rates for snowmobiles are not calculated as vehicles, but as general cargo – general cargo; see section 2.4 **LCL (General cargo) and FCL (Customer packed containers) – General cargo**.

### 2.9.1 CONDITIONS OF CARRIAGE

Royal Arctic Line is not liable for damages caused by loose accessories and equipment or theft and their loss.

Motor vehicles and vessels fuel tank may contain a maximum of 1 liter of fuel for relocation during transport.

If a machine is to be operated by Royal Arctic Line personnel during transport, loading or unloading, an operating manual and the necessary keys must be provided.

All packages must be labeled with accurate gross weight and length, width and height.

Loose accessories must be delivered separately to Royal Arctic Line, and freight rate is calculated in accordance with the freight rates.

Motor vehicles, construction machinery and vessels may not contain other cargo, including loose accessories or equipment.

If the cargo is equipped with particularly valuable equipment, including radio, tape player, radar, GPS and the like, this must be listed on the booking confirmation.

### 2.9.2 BOOKING

Motor vehicles, construction machinery and vessels will only be accepted, when Royal Arctic Line has been notified about these and has confirmed. When notifying, please specify the exact dimensions (length, width and height) and gross weight. When booking, please specify the vehicle's / vessel's brand.

### 2.9.3 LABELLING AND PACKAGING

Construction machinery must be fitted with solid and approved lifting brackets capable of withstanding subsequent lashing and lifting. Dumpers must have brackets for locking the front and rear.

Vessels - including dinghies and boats - must be delivered on solid transport racks that can withstand the impacts of the North Atlantic, and constructed so enabling handling with a forklift, unless otherwise agreed with Royal Arctic Line. The vessel must be securely fastened to the transport rack.

## 2.9.4 FREIGHT RATE

The freight rate is calculated by m<sup>2</sup>s per category and in relation to the height in the following maximum dimensions and weight:

	<b>Width</b> <u>meter</u>	<b>Length</b> <u>metre</u>	<b>Height</b> <u>metre</u>	<b>Weight</b> <u>tons</u>
Motor vehicles	5	11.9	2.0 - 4,0	40
Construction machinery	5	11.9	2.0 - 4.5 - 7.0	40
Vessels and the like	5	11.9	2.0 - 4.5 - 7.0	40

If the specified dimension and weight limits are exceeded, the cargo are calculated as oversize, section **3.1 Other freight services - Oversized cargo**, or Project cargo, section 3.2 Other freight services - Project cargo.

## 2.10 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) – TRANSPORT EQUIPMENT

General conditions of carriage apply to this type of freight unless otherwise specified below.

Transport equipment includes:

- Oxygen and gas racks, element frames, boat racks, cable drums, lattice pallets, plastic drums for lumpfish roe, pallet frames, fishing bins, fishing boxes and pallets.
- Empty "shipper's own", MC, 20 'and 40' containers, tank containers, flat racks etc.

Cargo that exceeds the following maximum dimensions are sent as flat rack, section **2.8 LCL (General cargo) and FCL (Customer packed containers) - Flat rack cargo**, or as oversized cargo, section **3.1 Other freight services - Oversized cargo**:

**2.3 m in length or width or 1.9 m in height**

### 2.10.1 LCL HANDLING

Pallets, frames, boxes and the like must be bundled or otherwise assembled so that they are easy to handle.

### 2.10.2 FCL CONDITIONS OF CARRIAGE

The customer is responsible for the validity of the container's CSC plate (Convention for Safe Container). "Shipper's own" containers without a valid CSC plate will not be accepted.

## 2.11 LCL (GENERAL CARGO) AND FCL (CUSTOMER PACKED CONTAINERS) – LIQUID TANK CONTAINERS

General conditions of carriage apply to this type of freight unless otherwise specified below.

Tank containers include filled, individual 20' tank containers ("shipper's own"), designed specifically for transporting beverages, other liquids, cement, asphalt, etc. Please note that empty tank containers can be transported as transport equipment.

This type of cargo does not include cargo defined as dangerous cargo according to the conditions of the IMO (IMDG codes). Agreement on the transport of tank containers carrying dangerous cargo must be entered into separately with Royal Arctic Line.

### 2.11.1 SPECIFICS ABOUT FCL POWER

Tank containers are not connected to electricity during sea transport. Handling and power consumption are charged for any connection during storage in terminal area.

It is the customer's responsibility to ensure that the container specifications comply with current ISO standards. Not all ports have capacity to receive tank containers, just as some ports have maximum weight restrictions for receiving and handling. These restrictions for towns and settlements in Greenland are available at [www.ral.gl](http://www.ral.gl).



## 3 OTHER FREIGHT SERVICES

### 3.1 OTHER FREIGHT SERVICES – OVERSIZED CARGO

General conditions of carriage apply to this type of freight unless otherwise specified below.

Oversized cargo include all shipments - e.g. houses and sheds, modules, machinery, production equipment - with dimensions exceeding:

**11.9 m in length or 2.4 m in width or 1.9 m in height, max weight 40 tons**

Smaller units with a total volume of up to 2 m<sup>3</sup> exceeding the dimensions specified above, for example flagpoles and masts, freight rate is calculated as flat rack cargo.

#### 3.1.1 CONDITIONS OF CARRIAGE

Freight rates for oversized cargo is calculated in relation to the number of 20' and 40' container berths that the cargo occupy (in whole or in part) after the cargo has been lashed and strapped on board.

The units must be fitted with solid and approved lifting brackets. Lashing brackets must also be fitted. Lifting instructions must be included with the booking. Depending on the properties and / or dimensions of the oversized cargo, Royal Arctic Line reserves the right to require specially approved lifting yokes delivered with the cargo.

Oversized cargo on customer-packed flat racks must be securely lashed to the container equipment, and when the cargo exceed the 20' or 40' format, the corner posts of the container equipment must be free for lifting.

Please note that oversized cargo will be transported as deck cargo all year round.

#### 3.1.2 BOOKING

Oversized cargo will only be accepted, when Royal Arctic Line has been notified about these and has confirmed. When notifying, please specify the exact dimensions (length, width and height) and any special measures to be taken in connection with the transport. In addition, the freight rate must be approved by the customer / payer of the freight charges, prior to transport. It is the customer's responsibility to provide the approvals before shipment. If no approval is provided from the customer / payer of the freight charges, the cargo will be rejected.

#### 3.1.3 CALCULATION OF FREIGHT RATE

Freight rate is based on the number of 20' and 40' container berths that the cargo occupy (in whole or in part) after the cargo has been lashed and strapped on board.

For each stand width occupied in addition to the stand on which, the oversized cargo rest, a surcharge of 100% of the oversize rate is added.

For each stand height (over 1.9 m) occupied in addition to the stand on which, the oversized cargo rest, a surcharge of 50% of the oversize rate is added.

Only one weight fee is calculated per oversized cargo shipment.



## 3.2 OTHER FREIGHT SERVICES – PROJECT CARGO

General conditions of carriage apply to this type of freight unless otherwise specified below.

Project cargo include cargo immediately unable to fit into the normal Master Sailing Plan or the conditions of the freight rates, because they are very large or difficult to handle, or they consist of large quantities of uniform cargo.

Under Project cargo, there may also be cargo not covered by the other cargo groups and therefore require special measures or considerations.

Project cargo with final destination outside Royal Arctic Line's normal master shipping schedule in Greenland will not follow current freight rates but freight rate is calculated relative to the operational circumstances, requirements and costs.

### 3.2.1 CONDITIONS OF CARRIAGE

Transport options and rates will be determined individually, taking the transport, working hours and resource consumption into account.

Depending on the properties of the cargo (weight, dimensions and destination), Royal Arctic Line reserves the right to require special freight conditions and lifting yokes delivered with the cargo.

### 3.2.2 BOOKING

Project cargo will only be accepted, when Royal Arctic Line has been notified about this and has confirmed. When notifying, please specify the exact dimensions (length, width and height) and gross weight and if relevant special measures required for the transport.

All inquiries about Project cargo must be directed to Royal Arctic Line via [projects@ral.gl](mailto:projects@ral.gl).

All transports are carried in accordance with Royal Arctic Line's Conditions of carriage as described in Chapter 4 **Conditions of carriage**. Please note that Royal Arctic Line's liability is limited in accordance with the Merchant Shipping Act.

## 3.3 OTHER FREIGHT SERVICES - LIVE ANIMALS

Transport of live animals is only possible to a limited extent and only in the summer period. Depending on the voyage and possibility for animal care on the ships, it is possible to transport animals with Royal Arctic Line.

Royal Arctic Line disclaims any liability for the transport of live animals in accordance with the Conditions of Carriage.

Transport of live animals is subject to the approvals of the relevant authorities. Transport of live animals must thereby comply with various sets of regulations, legislation and reports thereof.

For further information and booking please contact Royal Arctic Line in Nuuk. E-mail inquiry to [kundeservice@ral.gl](mailto:kundeservice@ral.gl).



### 3.4 LATE RECEIPT OF CARGO

Please refer to the current Fees & Rates for conditions and prices at [www.ral.gl](http://www.ral.gl).

### 3.5 OTHER FREIGHT SERVICES – COFFIN TRANSPORT

Death certificates must be provided for all coffin transports. The coffin will be transported in a separate 20' temperature regulated container. If there is no available temperature regulated container in the town / settlement in question, the coffin will be moved to another container upon arrival at the nearest transit port. For further information and an agreement about coffin transport please contacting Royal Arctic Line.

#### 3.5.1 COFFIN TRANSPORT – FREIGHT RATE

The freight rate consist of one amount:

From Aalborg to Greenland	DKK	1.500
From Greenland to Aalborg	DKK	1.500
Internally in Greenland	DKK	1.000

#### 3.5.2 CONDITIONS OF CARRIAGE

Royal Arctic Line offers coffin transport in accordance with the LCL conditions.

The deceased must be placed in a closed body bag inside a liquid-proof coffin.

The coffin transport must be prepacked upon delivery to Royal Arctic Line. Royal Arctic Line offers neither packaging nor unpacking.

Customer is responsible for packaging and protection during transport and unpacking in the receiving port.

#### 3.5.3 SPECIFICS

Coffin transports are loaded last before the ship's departure. Upon arrival of the ship, the coffin transport is unloaded first.



## 4 CONDITIONS OF CARRIAGE

The following conditions apply to any transport of cargo with Royal Arctic Line's own or chartered vessels and take priority over all other conditions and terms that may be referred to in connection with a transport agreement with Royal Arctic Line.

**§ 1** Royal Arctic Line generally packs all cargo in containers, or alternatively on flat racks or similar transport equipment used for consolidating cargo. Packing and stowage of cargo is carried out in accordance with the conditions of DHAB 2007, unless the packing and stowage is carried out in the port area of the Port of loading (POL) or port of discharge, in which case the Maritime Act applies to these tasks.

**§ 1A** Royal Arctic Line reserves the right to transport all cargo in containers, on flat racks or similar transport equipment, as deck cargo. When necessitated by special circumstances, general cargo may be transported on deck. Royal Arctic Line does not examine cargo, including packaging, condition and stowage, delivered to Royal Arctic Line packed in a container or other closed transport device.

**§ 2** Royal Arctic Line's services include loading of received cargo to the vessel in the Danish port of loading, the transport, and unloading the cargo in the port of discharge. Royal Arctic Line's liability follows the Merchant Shipping Act's conditions for cargo in Royal Arctic Line's custody on board a vessel or in port from the date the cargo is received for carriage and until the cargo is delivered to the consignee, but no later than the specified date on the delivery receipt for the calculation of warehousing/container rental fees. Unless otherwise agreed in writing, the period after date for the calculation of warehousing/container rental fees, the cargo is stored at the consignee's expense and risk. Furthermore, cargo received before the specified delivery period in the booking confirmation is stored at the customer's expense and risk, unless otherwise agreed in writing, in the period until the beginning of the delivery period.

**§ 2 A** Cargo transported in accordance with the bill of lading may be delivered to the consignee indicated on the bill of lading by Royal Arctic Line.

**§ 3** Royal Arctic Line's liability for the cargo can not exceed the liability of the carrier under § 280 of the Danish Merchant Shipping Act, which limits the liability to SDR 667 per package / other cargo unit or SDR 2 per kg gross weight of cargo. Liability for the delay can not exceed 2.5 X the actual freight. However, the liability may not exceed the total freight rate according to the freight agreement. Any information in the transport document or other document submitted to the carrier stating the value of the cargo does not imply that Royal Arctic Line has assumed a liability that exceeds the carrier's liability in accordance with the conditions in the Danish Merchant Shipping Act.

**§ 4** Royal Arctic Line is not liable for loss of or injury to live animals associated with the special risks of such transports, cf. section 277 of the Danish Merchant Shipping Act.

**§ 5** Regardless of whether there is a fault or negligence on the part of Royal Arctic Line, or anything Royal Arctic Line is responsible for, Royal Arctic Line hereby disclaims any liability with respect to cargo not listed on the manifest or for which there is no booking confirmation. Royal Arctic Line is entitled to discontinue the transport of such cargo without notice.

**§ 6** Royal Arctic Line has the right to have the carriage carried by another vessel than the agreed or specified. Booking confirmation provided by Royal Arctic Line is subject to the vessel's final loading plan allows the booked cargo to be loaded onboard. It is agreed that Royal Arctic Line can rebook cargo for a later departure, on which the customer cannot make any claim against Royal Arctic Line.

**§ 7** Royal Arctic Line reserves the right, by expressly advising the customer, to specify that a particular part of the transport must be carried by a named sub-carrier, and that Royal Arctic Line is not liable for losses caused by an incident that occur while the cargo are in the custody of the sub-carrier.

**§ 8** Royal Arctic Line has the right to deviate from sailing plans and routes, when conditions according to Royal Arctic Line's assessment warrants this.

**§ 9** Royal Arctic Line is not liable for damage, loss or delay due to difficult conditions for loading, unloading and/or storing cargo in Greenland and Denmark. It is the responsibility of Royal Arctic Line to document that damage, loss or delay has occurred in such circumstances.

**§ 10** In case of general average, adjustment is carried out at a location of Royal Arctic Lines choosing, in accordance with the most recent York/Antwerp Rules and the cargo consignee (the cargo owner) assumes to pay the general average contribution according to the legally calculated statement, regardless of whether the general average liability is not required of the consignee.

**§ 11** The carriage is calculated in accordance with Royal Arctic Lines current freight rates, and the rules of Chapter 13 of the Danish Merchant Shipping Act.

**§ 12** If the cargo have been delivered without the consignee having given Royal Arctic Line written notice of loss or damage that the consignee had discovered or should have discovered, and of the general nature of the loss or damage, all cargo are considered delivered in the condition described in the bill of lading. If the loss or damage is not evident at the time of delivery, the same applies if the written notice is not given within three days after delivery. When damage or loss has occurred, or is believed to have occurred, Royal Arctic Line and the consignee must give each other reasonable access to, in a convenient manner, inspect the cargo and ascertain the weight, dimensions and unit numbers.

**§ 13** If it is proven that a damage, loss or delay has occurred while transporting the cargo by other means of transport other than a ship in accordance with the transport agreement with Royal Arctic Line, then Royal Arctic Line is liable, in accordance with the legal provisions and general conditions of carriage applicable to the mode of transport, used by Royal Arctic Lines sub-carriers.

**§ 14** Royal Arctic Line is only liable for money, securities and valuables if an explicitly written agreement has been made.

**§ 15** Royal Arctic Line has pledged in cargo which are under the company's control, partly for the freight rate on the cargo and partly for the warehousing fee, also for all Royal Arctic Line's other claims on the contracting entity arising from previous transports and services. If the cargo are lost or destroyed, Royal Arctic Line has equivalent rights to insurance sums relating to the cargo to cover due freight rate and other costs. If Royal Arctic Line's overdue claim is not paid, the company is entitled to sell so much of the cargo in a reassuring manner that the company's total claims, including costs are covered.

**§ 15** A Freight rate must be paid in all cases, and regardless of whether the cargo are retained at the end of the journey, the freight rate must not be refunded or replaced in any case even if the cargo are not retained.

**§ 16** Under Section 272 of the Danish Merchant Shipping Act, Royal Arctic Line may sell cargo that are not received/collected despite notifications. Written notification submitted by Royal Arctic must be considered to have been received by the customer, unless otherwise documented. If Royal Arctic Line considers that the value of the cargo does not cover the cost of sale, Royal Arctic Line may dispose of the cargo in another responsible manner. If the cargo are sold without covering the costs, the customer is liable for the uncovered costs.

**§ 17** Royal Arctic Line is not responsible for damage caused by transport, unloading and storage when such damage is caused by weather conditions or temperature conditions. Royal Arctic Line cannot accept responsibility for any resulting frost damage to cargo delivered as general cargo.

**§ 18** The provisions of the Conditions of Carriage concerning Royal Arctic Line's objections and liability limitations apply mutatis mutandis if the claim is brought against someone for whom Royal Arctic Line is liable and the concerned proves that he or she acted within the scope of service or to complete the task. The total liability that can be imposed on Royal Arctic Line and the case in which Royal Arctic Line is liable cannot in any case exceed the liability limits set out in section 280 of the Danish Merchant Shipping Act cf. paragraph 3.



**§ 19** The contracting entity is obliged, even if there are no errors or omissions, to indemnify Royal Arctic Line for the loss or damage caused to the shipping company as a result of a) the information regarding the cargo being incorrect, unclear or incomplete, b) the cargo are deficiently packaged, marked or declared, or improperly loaded or stowed by the contracting entity; (c) the cargo have such harmful properties as Royal Arctic Line could not reasonably realize; (d) the shipping company is required, due to maladministration by the contracting entity, to pay customs duties or public taxes or to provide a security. In determining the contracting entity's liability in accordance with point a) and b) it must be taken into account whether, Royal Arctic Line despite knowledge of the circumstances has approved or failed to raise objections to the contracting entity's information regarding the cargo.

**§ 20** If the customer has delivered dangerous cargo or cargo unable to be transported without a separate dangerous cargo declaration to the shipping company without any information, or without such correct declaration, the customer is liable to the shipping company and any sub-carrier for damage and loss, including fines arising from this. In such cases, the customer is also obliged to pay a fee to the shipping company of DKK 25,000, regardless of whether the shipping company has incurred a financial loss.

**§ 21** Danish law applies to all agreements regarding transport and other services with Royal Arctic Line. In cases where the contracting entity is domiciled in Greenland, the High Court of Greenland has exclusive jurisdiction to settle any disputes relating to or arising from transport or other services provided by Royal Arctic Line under these provisions, including the adoption of the provisions. In cases where the contracting entity is domiciled outside of Greenland, the Danish courts, including the Maritime and Commercial Court in Copenhagen, have equivalent exclusive jurisdiction.

**§ 22** Rental/lending of containers. Royal Arctic Line is not liable for any damage or loss caused by the customer's use of any container leased or lent by Royal Arctic Line, including damage to cargo stored in the container, as a result of faults or defects in it (regardless of how the claim is justified), unless the damage or loss is caused by an fault caused by Royal Arctic Line or the gross negligence of Royal Arctic Line's own employees. Royal Arctic Line is not liable for faults or negligence, including product liability, that may be imposed on manufacturers, dealers, and other third parties in connection with the manufacturing, sale, service, repair or maintenance of containers, whether such faults or negligence are due to gross negligence. Royal Arctic Line's total liability to the customer may under no circumstances exceed DKK 15,000 per. rented or lent container that has caused damage. The customer is responsible for any damage including loss that may occur on the container during the rental / lending period.

In case of discrepancy between the English and the Danish version of Royal Arctic Lines Freight Terms and Condition of Carriage wording, the Danish wording will apply.

## 4.1 CONDITIONS OF CARRIAGE – DEFINITIONS

The definitions below are part of Royal Arctic Line's Conditions of Carriage.

### 4.1.1 FREIGHT RATES

The freight rates is Royal Arctic Line's Conditions of Carriage for sea transport of cargo to, from and internally in Greenland, which is carried out in accordance with the concession issued by the Government of Greenland and the service agreements regarding transport to settlements and port service. In addition, a number of associated services are included in the freight rates.

### 4.1.2 TYPES OF SHIPMENTS

All cargo to, from and internally in Greenland are considered to be one of the following types of shipments:

- A **General cargo (LCL).** General cargo consist of all cargo not shipped as customer-packed containers (FCL), oversized cargo or as project cargo. General cargo is also referred to as LCL (Less Container Load).
- B **Customer packed containers (FCL).** Customer packed containers consist of all cargo shipped in ISO containers or other FCL-equipment (as described below in transport equipment / FCL equipment) that are packed by the customer and unpacked by the consignee. Customer-packed containers are also referred to as FCL (Full Container Load).
- C **Oversized cargo.** Oversized cargo consist of all cargo exceeding the height, width or length specified in the freight rates.
- D **Project cargo.** Project cargo consist of all cargo, included in the definitions described in this freight rates.
- E **Cargo types.** All cargo to and from Greenland and internally are divided into the following types of cargo:

#### Type of cargo

- General cargo
- Temperature regulated cargo
- Temperature regulated dangerous cargo
- Dangerous cargo
- Environmental cargo
- Flat rack-gods
- Vehicles and vessels
- Transport equipment

- F **Customer packed containers (FCL)**

#### Type of cargo

- General cargo
- Temperature regulated cargo
- Dangerous cargo
- Environmental cargo
- Flat rack cargo
- Transport equipment

- G **Other**

#### Type of cargo

- Oversized cargo
- Project cargo



### 4.1.3 TRANSPORT EQUIPMENT

Transport equipment in Greenland consist of the following:

H **LCL-equipment.** LCL-equipment includes all:

- “shipper’s own” containers, flat racks, collapsible flat racks, flatbeds, and tank-containers that do not meet the definition below of FCL equipment
- RAL and EUR pallets or comparable equipment

I **FCL-equipment.** FCL-equipment consist of:

- Royal Arctic Lines own MC-containers
- Royal Arctic Lines own and “shipper’s own” 20’ and 40’ ISO-containers (dry cargo and temperature regulated cargo), flat racks, collapsible flat racks and tank containers, FCL-equipment are described in the container descriptions at [www.ral.gl](http://www.ral.gl)

J **Rate zones.** Rate zones include the towns and settlements, listed in the overview of transport areas for Royal Arctic Line and listed at [www.ral.gl](http://www.ral.gl) within the individual rate zones, the rate for handling is the same for the individual type of cargo.

K **Transport areas.** Royal Arctic Line's normal transport areas consist of the towns and settlements in Denmark, Iceland and Greenland (red line), listed in the overview of transport areas available at [www.ral.gl](http://www.ral.gl) and other destinations in Greenland outside towns and settlements, that may come as a result of construction projects, oil and mineral extraction etc..

L **Container rent for customer packed containers (FCL).** For customer packed containers a container rental fee is added if the free period specified in the booking confirmation or the bill of lading is exceeded.

M **Terminal space fee for customer packed containers (LCL).** A terminal space fee is added for "shipper's own" containers and other FCL equipment if the free period specified in the booking confirmation or the bill of lading is exceeded. A terminal space fee is also added even if the free period expires on a weekend or on public holidays. Please find provisions and prices for container rental and terminal space fees for customer-packed containers (FCL) at [www.ral.gl](http://www.ral.gl).

Oil and currency (BAF/CAF) surcharges are not added to the additional services mentioned above. Some of the additional services are subject to VAT if the service is provided in Denmark.

### 4.1.4 OTHER

N **SDR** (Special Drawing Rights) is an international currency unit consisting of a so-called weighted average of a number of currencies. It is used, among other things, as a stable basis for calculating compensation.

