

**KING STAR**  
FREIGHT PVT.LTD.

**Amendment as on 17-03-2026**

**STANDARD TRADING CONDITIONS**

All customers dealing with King Star Freight Pvt Ltd are bound by the Standard Trading Conditions and the same has been highlighted in our quotations.

For better understanding, the key terms used are explained below:

1 . KSFPL – KING STAR FREIGHT PVT LTD

2. Booking Party - includes Shipper / Exporter / Freight Forwarder / Clearing Agent / Manufacturer / Merchant Exporter / Trader or any agent appointed by these entities to transact with KSFPL on their behalf.

3. Principal – An organization which has signed an agreement with KSFPL for providing agency services.

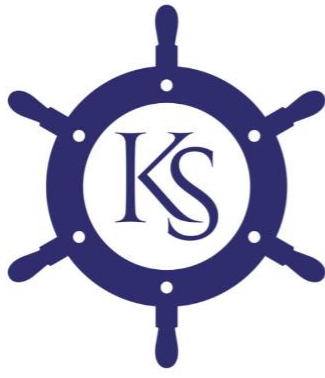
4. NVOCC – Non Vessel Owning Container Carrier.

1. All shipments effected are subject to the terms and conditions of the Bill of Lading issued by any of the following parties :

- Us – King Star Freight Pvt Ltd
- Our principals (for our agency business)
- Our NVOCC Tank Operators or Shipping Lines (for our forwarding business).

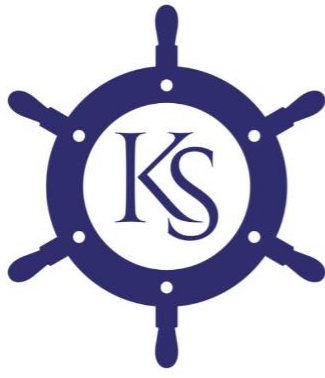
2. Any kind of Cargo related claims if any will be handled by us “as agents” only. Ie. The cargo claim will be settled by our principals / shipping lines / Tank operators or their insurers as per the terms of the Bill of Lading. **KSFPL will not be directly responsible for the settlement of such claims.**

3. Original Bills of Lading that are being sent to our Shipper by courier will remain the responsibility of the Shipper, **in case of loss in transit**. The Shipper will co-operate in every manner to ensure that the process required by the shipping line / tank operator is followed to obtain the release of the cargo.



**KING STAR**  
FREIGHT PVT.LTD.

4. Dangerous Goods (D.G) declaration that is being filed by KSFPL team is only an additional service to our Shipper. The responsibility of the contents declared in the DG declaration continues to remain with the shipper. KSFPL does not accept any responsibility or liability for clerical errors or omissions of any kind. Booking Parties are requested to check the same thoroughly in advance and advise corrections if any.
5. The MSDS provided by the Booking Party must not be more than 5 years old and the shipper has to ensure that the MSDS is correct in all respects. Different shipping lines have levied huge penalties for MISDECLARATIONS. If such misdeclaration is proven by the shipping lines, all such penalties shall be the sole responsibility of the Shipper. The cargo that is stuffed into the tank must match the MSDS provided; failing with the shipper will be directly responsible for the consequences and costs.
6. Tank Operators are provided with a copy of the MSDS prior to the shipment for cargo approval. If there is internal damage to the tank due to the product specification not matching with the MSDS provided, the tank operator will recover such costs from the consignee and in the case of their refusal to pay the same, the claim for repair costs will be made with the shipper. Booking Party will be responsible for such costs.
7. Damage to the equipment will be the responsibility of the shipper or consignee. Booking Party must be able to show evidence of old damage with photos so that their interest is protected. Tank operators expect that their tanks be returned to them in the same condition as it was delivered to the shipper for stuffing at the port of loading. In the event of any damage to the tanks, the cost of repairs will be to booking party or consignee's account at Load port or Discharge port wherever the damage is reported. If the tank is damaged beyond repairs in the assessment of the surveyor appointed by the Tank Operator, the full replacement value of the tank will be payable to tank operator. The replacement value would be as set out by the Tank Operator based on their commercial terms with their Lessors or their internal processes. Detention will be applicable until the tank is repaired and brought back to its original condition. The final decision of the rate of detention will depend on the tank owner.
8. Affixing hazardous placards (stickers) and markings as per the IMDG code is the responsibility of the shipper. Booking Parties must ensure that all such criteria are met before the equipment is gated into the port for shipment. Details on Placarding and Marking are available on our website.



**KING STAR**  
FREIGHT PVT.LTD.

9. The shipper/packer bears sole responsibility for ensuring that all dangerous goods marks, labels, and placards affixed to packages and cargo transport units remain durable, legible, and securely displayed throughout the journey, as required under IMDG Code 5.2.1.2, 5.2.2.2.1.7, and 5.3.1.1.1.2. KSFPL accepts no liability for any non-compliance, loss, or damage arising from the deterioration, detachment, or illegibility of any marks, labels, or placards supplied or applied by the shipper/packer.
10. For shipments in ISO tanks, the destination detention costs that are billed to the consignee at the Port of Discharge are often billed back to the Booking Party for payment, if the consignee refuses to pay such costs at the destination. The Booking Party must bear the responsibility for such cost if the consignee refuses to pay such costs to the destination agents.
11. Quotations are deemed to be valid until the end of the month unless the quotation clearly states a validity date. Quotation will remain valid based on the "SHIPPED ON BOARD" date of the shipment.
12. Cargo Residue - 100% cargo should be discharged from the tank any residue leftover then all expenses for additional cleaning, Waste disposal, will be for the account of the final receiver/consignee. Any kind of additional cleaning costs irrespective of whether there is residue or not will be to the booking party's account.
13. Filling Limits: Hazardous Cargoes loaded into ISO Tank containers have a MINIMUM FILLING LIMIT of 80 percent of the tank container's actual capacity (to be found on the data plate affixed to the tank container frame). MAXIMUM FILLING LIMIT to be as per IMDG CODE Amendment 33\*. We recommend not more than 95 percent of the actual capacity of the tank container.
14. Equipment picked up from the depot by the shipper or their authorized transporter can be returned to the depot without being exported, however, the cost of pre-demurrage (export detention) will be applicable from the date of pick up from depot to the date of return to the depot. LORO charges will also be to the Booking Party's account. If the ISO tank has been returned with residue, resultant cleaning costs and survey cost will also be to the Shipper's account.
15. The safety of the ISO tank while in the possession of the Shipper or his appointed vendor is the Shipper's responsibility. It is recommended that the shipper undertake to insure the tank (not just their cargo) during the road transportation leg to the factory and back to the port. The shipper must assess and cover themselves for such risk and cost.
16. Jurisdiction for any disputes will be Courts in Mumbai, Maharashtra, India.