

## SPECIJANI USLOVI TRANSPORTA / SPECIAL TERMS AND CONDITIONS

### SRB

Cena prevoza je definisana nalogom i naknadne promene cene nećemo prihvatiti. Nalog poslat elektronskim putem ne zahteva overu a samtra se prihvaćenim nakon 24h od slanja, osim ako prethodno drugačije nije regulisano potvrdom/otkazom. Zaštita imena poslovnih partnera mora biti zagantovana, direktan kontakt sa klijentom bez znanja Kontinental Logistike DOO (daljem tekstu nalogodavac) je strogo zabranjen.

### 1. PREDMET NALOGA

Predmet ovog naloga je prevoz robe, od mesta utovara, do mesta opredeljenja, prema nalogu Nalogodavca prevoza.

### 2. UTOVAR I PREVOZ ROBE

Pretovari i dotovari bez znanja Nalogodavca nisu dozvoljeni. Istovar robe sme da usledi samo na dogovorenom mestu istovara. Vozilo koje je angažovano radi prevoza robe po ovom nalogu mora imati adekvatno CMR osiguranje koje pokriva vrednost robe koja se prevozi prema podacima iz transportne dokumentacije. Prevoznik je dužan da dostavi Nalogodavcu polisu CMR osiguranja, kao i ovlašćenje za proveru validnosti CMR osiguranja kod, osiguravajućeg društva. Usluga se smatra izvršenom tek kada prevoznik dostavi Nalogodavcu originalni potpisani i overeni CMR. Plaćanje transporta nije moguće bez originalnog, overen i potpisanog CMR-a, kao i ukoliko postoje primedbe od strane primaoca robe

Vreme od 48 sati za utovar i 48 sati za istovar, vreme u kojem se sprovode carinske formalnosti, kao i subota i nedelja su uračunati u Prevozninu. Adresa utovara ili istovara se odnosi na teritoriju opštine ili grada u kojem je predviđen utovar ili istovar.

Prevoznik je dužan da prevoz robe izvrši vozilom specijalizovanim za prevoz proizvoda koji su u dispoziciji/nalogu za prevoz navedeni, čiji materijali izrade, čistoća, uređaji za održavanje temperature tovarnog prostora, neće uticati na organoleptička svojstva proizvoda (miris, ukus, boja, oštećenja), te da neće doći do promene karakteristika - svojstava gotovih proizvoda od mesta utovara do mesta odredišta. Vozila moraju posedovati odgovarajuću prateću opremu i na mesto utovara moraju doći ispravna i čista (naročito bez rupa na ceradi/hladnjači i podu i bez neprijatnih mirisa u tovarnom prostoru, sa ispravnom ceradom/hladnjačom, ispravnim uređajem za merenje temperature i ispravnim uređajem za termo ispis u hladnjači )

U slučaju da se prilikom prijema robe utvrdi da je došlo do promene u kvalitetu robe kao direktnoj posledici neadekvatnog prevoza, odnosno Prevoznik upotrebi vozilo koje ne ispunjava uslove iz prethodnog stava ove tačke, biće obavezan da Korisniku prevoza nadoknadi svu štetu nastalu po ovom osnovu.

Ukoliko se utvrdi da ima odstupanja u pogledu količine navedene u otpremnici, Prevoznik je dužan da nadoknadi nalogodavcu novčanu protivvrednost neisporučene robe.

Prevoznik je dužan da se postara za sigurnost vozila tokom utovara i istovara, posebno za to da budu preduzete mere protiv mogućnosti da se vozila otkotrljaju, iskrenu ili prevrnu. Vozila koja Prevoznik obezbedi moraju biti takva da dozvoljavaju vozilima za prenos robe (posebno viljuškarima i vozilima sa stegama) da uđu u vozilo radi utovara i istovara robe. Prevoznik je dužan da obavezno pre prihvata Naloga obavesti Nalogodavca ukoliko vozila imaju bilo kakva ograničenja u navedenom pogledu.

Prevoznik je obavezan da obezbedi prisustvo vozača na utovaru, a ukoliko istom ne bude dozvoljeno da prisustvuje utovaru od strane pošiljaoca robe, obavezno je upisati zabeležbu na CMR-u ili otpremnici. Prevoznik je dužan da za sve vreme utovara vrši kontrolu utovara robe, i da ukoliko primeti bilo koju nepravilnost, uputi primedbu licima koja vrše utovar. Ukoliko lica koja vrše utovar ne postupe po njegovim primedbama i ne otklone nepravilnost, Prevoznik je dužan da unese zabeležbu u otpremnicu/CMR, a u suprotnom će se smatrati da je utovar izvršen pravilno i Prevoznik će odgovarati za svu štetu koja eventualno nastane usled nepravilnog utovara robe u vozilo. U slučaju manjka ili viška pri istovaru ili u slučaju da kupac ne želi da preuzme deo robe ili celu isporuku, Prevoznik je dužan da potpiše komisijski zapisnik i ako je kupac odbio da primi isporuku ili deo isporuke, da robu po komisijskom zapisniku vrati uz komisijski zapisnik i jedan primerak otpremenice Nalogodavcu. Prevoznik je dužan da Nalogodavca prevoza blagovremeno obavesti o eventualnom kvaru na transportnom vozilu i da hitno angažuje drugo odgovarajuće transportno vozilo za prevoz robe, poštujući rok isporuke. U protivnom, Nalogodavac ima pravo na naknadu pretrpljene štete.

Prevoznik je dužan da se postara za to da se sa robom koja mu je poverena postupa sa dužnom pažnjom, da je ista potpuno zaštićena od oštećenja na bilo koji način, prljanja (uključujući ambalažu) i vremenskih uslova i da je u potpunosti zaštićena od neovlašćenog pristupa. Prevoznik je odgovoran za neophodne mere predostrožnosti i praćenja u smislu napred navedenog.

Pre nego što vozilo krene sa teretom, Prevoznik je dužan da obavesti Nalogodavca i pošiljaoca robe ukoliko određeni deo ambalaže, metode utovara ili učvršćivanja tereta nisu odgovarajuće prirode. Osim za siguran utovar robe u vozilo, Prevoznik je odgovoran za pravilno korišćenje svoje opreme za učvršćivanje tereta i dužan je da obezbedi dovoljne količine odgovarajuće opreme za učvršćivanje tereta. Prevoznik je dužan da prilikom preuzimanja robe i ambalaže, na licu mesta utvrdi da li ima neslaganja između stvarnog stanja utovarenerobe i ambalaže i stanja navedenog u otpremnici/CMR-u, a nakon što potpiše otpremnicu/CMR smatra se da je preuzeo robu i ambalažu shodno navedenom u otpremnici/CMR-u, te će nakon toga u slučaju neslaganja Nalogodavac biti ovlašćen da mu fakturiše svaku razliku između stanja navedenog u otpremnici/CMR-u i količina konstatovanih na mestu isporuke. U slučaju bilo kakvog oštećenja ili nedostataka, Prevoznik je dužan da stavi primedbu u otpremnicu/ CMR, traži overen zapisnik i da fotografiše oštećenje ili nedostatak.

Prevoznik je dužan da postupa isključivo prema instrukcijama Nalogodavca, a ukoliko postupi po instrukcijama bilo kog drugog lica, uključujući vlasnika robe, primaoca robe ili treće lice koje učestvuje u organizaciji otpreme robe, odgovara za svu štetu koju Nalogodavac ili treće lice pretrpi usled takvog postupanja. Prevoznik je obavezan da robu istovari kod primaoca robe na mesto koje je predviđeno za primopredaju i da zajedno sa primaocem robe na osnovu otpremnih dokumenata kontroliše proces isporuke robe. Ukoliko se konstatuju nepravilnosti (oštećenje, manjak, višak...), obaveza prevoznika je da o tome odmah obavesti Nalogodavca i da nakon dobijenih instrukcija sačini zapisnik o utvrđenoj nepravilnosti, koji zajedno sa primaocem robe potpisuje.

Prevoznik se obavezuje da će za izvršenje usluga iz ovog naloga angažovati samo zaposlene koji nisu kažnjavani za imovinske delikte. Nalogodavcu svaku štetu koja eventualno proizađe iz nepoštovanja ovih obaveza. Prevoznik je odgovoran za osovinsko opterećenje vozila i dužan je da vodi računa o pravilnom rasporedu tereta unutar vozila. Troškovi međunarodnog platnog prometa idu na teret primaoca naloga, ukoliko nije drugačije dogovoreno. Ukoliko prilikom prevoza robe dođe do delimičnog ili potpunog uništenja, oštećenja ili gubitka robe, Prevoznik je dužan da Nalogodavcu plati naknadu štete u visini celokupne vrednosti uništene, oštećene ili izgubljene robe koja je bila predmet prevoza, po maloprodajnim cenama, a ukoliko klijent to zahteva od Nalogodavca, i bez mogućnosti ograničena odgovornosti po CMR Konvenciji ili drugom propisu. Prevoznik prihvatanjem naloga potvrđuje da je saglasan da procenu o oštećenju robe vrši klijent čija je roba oštećena i/ili uništena, u skladu sa svojim internim procedurama i da se na osnovu takve procene utvrdi visina štete, te se obavezuje da isplati Nalogodavcu celokupnu štetu i troškove za koje klijent zaduži Nalogodavca. Ukoliko klijent traži da se oštećena/uništena roba vrati pošiljaocu, Prevoznik je dužan da izvrši takav prevoz o svom trošku. U slučaju oštećenja ili drugih nepravilnosti usled kojih može doći do kontaminacije robe (npr. prisustvo lica, druge neplanirane robe, prljavštine itd. u tovarnom prostoru) prilikom transporta robe prehrabene industrije, Prevoznik je saglasan da izvrši povrat celokupne pošiljke pošiljaocu i da snosi svu štetu koja naročito obuhvata vrednost robe i troškove uništenja robe. S obzirom na to da pojedini klijenti Nalogodavca usled sopstvenog poslovnog ugleda ili opasnosti po ljudski život ili imovinu ne plasiraju oštećenu ili uništenu robu na tržište i ne predaju je trećim licima već je uništavaju po sopstvenoj proceduri, Prevoznik nema pravo i ne može potraživati da mu takav klijent ili Nalogodavac predaju oštećenu robu nakon što isplati naknadu štete. Bilo kakav nedostatak ili uzorkovanje robe od strane carinika, špeditera ili inspekcijских organa mora biti zabeleženo u CMR; u suprotnom, Prevoznik će biti zadužen za sav manjak. Svaki T5/TC11/EX1/T1 dokument Prevoznik mora obavezno overiti na poslednjoj granici Evropske unije i dostaviti isti Nalogodavcu originalni primerak. Ako je potrebna zamena paleta i neće se dogoditi u vreme utovara, Izvođač je obavezan da vrati palete utovarivaču u roku od 14 dana od dana utovara. U slučaju nedostatka povrata, Nalogodavac može da naplati Izvođaču ugovornu kaznu u visini od 15 EUR za svaku nepovraćenu paletu.

### 3. ODRŽAVANJE ROBE NA VOZILU

Prevoznik se obavezuje da čuva primljenu robu sa pažnjom dobrog privrednika i po pravilima struke. Prevoznik se obavezuje da tovarni sanduk kamiona kojim će se vršiti prevoz bude čist, a ukoliko je u pitanju cerada, da ista bude neoštećena. Ukoliko Prevoznik postupi suprotno napred navedenom, biće dužan da nadoknadi Nalogodavcu prevoza svu štetu koju zbog toga bude pretrpeo. Prevoznik odgovara za gubitak ili oštećenje pošiljke koja nastane na robu od časa preuzimanja do njene predaje.

### 4. RASKID NALOGA

Raskid naloga je moguć 48 Časova pre termina utovara bez materijalne naknade.

### 5. KAŠNJENJE

A. Ukoliko nas informišete o kašnjenju najkasnije 24 časa pre termina utovara/istovara i kašnjenje nije duže od 24 časa, bez materijalne nadoknade.

B. Ukoliko nas ne informišete o kašnjenju 24 časa pre termina utovara/istovara ili je kašnjenje duže od 24 časa materijalna nadoknada iznosi 200,00 EUR po danu kašnjenja, i da nadoknadi Nalogodavcu svu pretrpljenu štetu, što naročito podrazumeva iznos ugovorne kazne, naknade štete i/ili drugih troškova koje je klijent fakturisao Nalogodavcu kao i eventualni iznos neplaćene prevoznine od strane klijenta iz navedenih razloga, bez obaveze Nalogodavca da prethodno vodi sudski postupak protiv klijenta.

### 6. NEPREUZIMANJE ROBE

Ukoliko ne izvršite preuzimanje robe prema nalogu, a o tome nas ne obavestite u skladu sa tačkom 5.

Snosićete materijalne troškove u iznosu od 500,00 EUR, i da nadoknadi Nalogodavcu svu pretrpljenu štetu, što naročito podrazumeva iznos ugovorne kazne, naknade štete i/ili drugih troškova koje je klijent fakturisao Nalogodavcu kao i eventualni iznos neplaćene prevoznine od strane klijenta iz navedenih razloga, bez obaveze Nalogodavca da prethodno vodi sudski postupak protiv klijenta.

### 7. NAPOMENA CMR/NALOG

U slučaju naknadne izmene količine utovarene robe ili istovarnih mesta na utovarnom mestu, u odnosu na dati nalog u obavezi ste da nas o tome pismeno odmah informišete kao i da novo stanje utovarene količine robe, kao i izmena istovarnih mesta, upišete na CMR-u/NALOGU. U suprotnom ste saglasni da snosite kako materijalnu tako i moralnu odgovornost za nastali propust.

### 8. NAPOMENA - OSTALO

Pretovari i dotovari su zabranjeni osim ukoliko nije drugačije naznačeno na nalogu i uz saglasnost Nalogodavca. Bez odgovarajućeg naloga za preuzimanje robe od Nalogodavca Prevoznik od klijenta ne sme da preuzme dodatne pošiljke. Štete i troškove usled neblagovremenog postavljanja vozila snosi Prevoznik. Prevoznik se odriče prava na zalogu ili zadržavanje robe. Na poslovnu saradnju Nalogodavca i Prevoznika primenjivaće se pravo Republike Srbije, a u slučaju spora, nadležni sud će biti u Subotici. Račun ili priznanicu nam prosledite uz fakturu, faktura bez kompletne dokumentacije neće biti primljena. Potpisivanjem naloga prevoznik se obavezuje da neće stupati u direktne kontakte sa pošiljaocem/primaocem robe. U suprotnom Kontinental Logistika zadržava pravo da ne isplati izvršenu uslugu Prevoznika i, a prevoznik prihvata da plati oštetu Nalogodavcu u visini od 10% naknadno utvrđenim godišnjim poslovanjem između klijenta i Nalogodavca.

Strogo je zabranjeno dalje prosleđivanje naloga bez znanja i saglasnosti Nalogodavca.

Podrazumeva se da je roba za vreme transporta osigurana od strane prevoznika a u skladu sa CMR Konvencijom. Valuta plaćanja je

60 dana od dana prijema kompletne dokumentacije ukoliko nije drugačije naznačeno na nalogu. Sva međunarodna plaćanja se vrše SHA tipom uplate, osim ako nalogom drugačije nije definisano. Sav domaća plaćanja se vrše cena transporta +PDV, osim au slučaju ako nalogom drugačije nije definisano.

**LEGENDA: ALL IN - kompletna cena (dodatne troškove snosi prevoznik), SHA – deljeni troškovi međunarodne uplate. Fature za izvršenu uslugu prevoza dostaviti najkasnije 5 dana od dana izvršenog prevoza.**

### **ENG**

The price of transportation is defined by the order and we will not accept subsequent price changes. An order sent electronically does not require verification and is accepted after 24 hours of sending, unless otherwise regulated by confirmation / cancellation. The protection of the names of business partners must be guaranteed, direct contact with the client without the knowledge of Kontinental Logistika DOO (hereinafter the client) is strictly prohibited.

#### **1. SUBJECT OF THE LOADING ORDER**

The subject of the loading order is the transport of goods, from the place of loading, to the place of destination, according to the order of the Client.

#### **2. LOADING AND TRANSPORTATION OF GOODS**

Transshipments and reloads without the knowledge of the Client are not allowed. Unloading of goods may take place only at the agreed place of unloading. A vehicle hired for the transport of goods under this order must have adequate CMR insurance that covers the value of the goods transported according to the data from the transport documentation. The Carrier is obliged to submit to the Client the CMR insurance policy, as well as the authorization to check the validity of the CMR insurance with the insurance company. The service is considered performed only when the carrier delivers to the Client the original signed and certified CMR. Payment for transport is not possible without the original, certified and signed CMR, as well as if there are objections from the recipient of the goods.

The time of 48 hours for loading and 48 hours for unloading, the time during which customs formalities are carried out, as well as Saturday and Sunday are included in the Freight. The address of loading or unloading refers to the territory of the municipality or city in which the loading or unloading is planned.

The carrier is obliged to transport the goods with a vehicle specialized in the transport of products listed in the disposition / transport order, whose materials, cleanliness, devices for maintaining the temperature of the cargo space, will not affect the organoleptic properties of the product (odor, taste, color, damage), and that there will be no change in the characteristics - properties of the finished products from the place of loading to the place of destination. Vehicles must have the appropriate accessories and must come to the place of loading correct and clean (especially without holes in the tarpaulin / cooler and floor and without unpleasant odors in the cargo area, with the correct tarpaulin / refrigerator, correct temperature measuring device and correct thermal printing device in the refrigerator).

In case it is determined during the receipt of goods that there was a change in the quality of goods as a direct consequence of inadequate transport, ie the Carrier uses a vehicle that does not meet the requirements of the previous paragraph, it will be obliged to compensate the Transport User.

If it is determined that there are deviations in terms of the quantity specified in the delivery note, the Carrier is obliged to reimburse the principal for the monetary value of the undelivered goods.

The carrier is obliged to take care of the safety of the vehicle during loading and unloading, especially to take measures against the possibility of the vehicle rolling, rolling or overturning. Vehicles provided by the Carrier must be such as to allow goods vehicles (especially forklifts and clamping vehicles) to enter the vehicle for the purpose of loading and unloading goods. The Carrier is obliged to inform the Client before accepting the Order if the vehicles have any restrictions in this regard.

The carrier is obliged to ensure the presence of the driver at the loading, and if he is not allowed to attend the loading by the consignor, it is obligatory to enter a note on the CMR or delivery note. The carrier is obliged to control the loading of goods for the entire time of loading, and if it notices any irregularities, to send a complaint to the persons performing the loading. If the persons performing the loading do not act upon his objections and do not eliminate the irregularity, the Carrier is obliged to make a note in the delivery note / CMR, otherwise the loading will be considered correct and the Carrier will be liable for any damage due to improper loading of goods in the vehicle. In case of shortage or surplus at unloading or in case the buyer does not want to take over part of the goods or the whole delivery, the Carrier is obliged to sign the commission minutes and if the buyer refused to accept delivery or part of the delivery, to return the goods according to the commission minutes together with the commission minutes and one copy of the delivery note to the Client.

The carrier is obliged to inform the Client in a timely manner about a possible breakdown on the transport vehicle and to urgently hire another appropriate transport vehicle for the transport of goods, respecting the delivery deadline. Otherwise, the Client is entitled to compensation for damages.

The carrier is obliged to take care that the goods entrusted to him are treated with due care, that they are fully protected from damage in any way, dirt (including packaging) and weather conditions, and that they are fully protected from unauthorized access. The carrier is responsible for the necessary precautions and monitoring in the sense of the above.

Before the vehicle leaves with the cargo, the Carrier is obliged to inform the Client and the consignor if a certain part of the packaging, methods of loading or securing the cargo are not of an appropriate nature. In addition to the safe loading of goods into the vehicle, the Carrier is responsible for the proper use of its cargo securing equipment and is obliged to provide sufficient quantities of appropriate cargo securing equipment. When taking over the goods and packaging, the carrier is obliged to determine on the spot

whether there are discrepancies between the actual condition of the loaded goods and packaging and the condition specified in the consignment note / CMR, and after signing the consignment note / CMR specified in the delivery note / CMR, and after that in case of disagreement, the Client will be authorized to invoice him for any difference between the balance stated in the delivery note / CMR and the quantities found at the place of delivery. In case of any damage or defects, the Carrier is obliged to put a remark in the delivery note / CMR, request a certified record and to photograph the damage or defect.

The Carrier is obliged to act exclusively according to the instructions of the Client, and if it follows the instructions of any other person, including the owner of the goods, consignee or a third party participating in the organization of shipment, he is responsible for all damage suffered by the Client or a third party. The carrier is obliged to unload the goods at the consignee at the place provided for handover and to control the delivery of goods together with the consignee on the basis of shipping documents. If irregularities are found (damage, shortage, surplus...), the carrier is obliged to immediately notify the Client and to make a report on the identified irregularities after receiving the instructions, which he signs together with the consignee.

The carrier undertakes to hire only employees who have not been punished for property offenses to perform the services from this order. To the client any damage that may result from non-compliance with these obligations.

The carrier is responsible for the axle load of the vehicle and is obliged to take care of the correct distribution of the load inside the vehicle. The costs of international payment transactions shall be borne by the recipient of the order, unless otherwise agreed.

If during the transport of goods there is a partial or complete destruction, damage or loss of goods, the Carrier is obliged to pay compensation to the Client in the amount of the total value of destroyed, damaged or lost goods that were transported, at retail prices. Client, and without the possibility of limited liability under the CMR Convention or other regulation. By accepting the order, the Carrier confirms that it agrees to assess the damage to the goods performed by the client whose goods were damaged and / or destroyed, in accordance with its internal procedures and to determine the amount of damage based on such assessment, and undertakes to pay the Client for which the client is in charge of the Client. If the client requests that the damaged / destroyed goods be returned to the shipper, the Carrier is obliged to perform such transport at his own expense.

In case of damage or other irregularities that may result in contamination of goods (eg presence of persons, other unplanned goods, dirt, etc. in the cargo space) during transport of food industry goods, the Carrier agrees to return the entire shipment to the shipper and bear all damage which includes in particular the value of the goods and the costs of destroying the goods. Considering that some clients of the Client do not place damaged or destroyed goods on the market due to their own business reputation or danger to human life or property and do not hand them over to third parties but destroy them according to their own procedure, the Carrier has no right and cannot claim such the client or the Client delivers the damaged goods after paying the compensation. Any defect or sampling of goods by customs officers, freight forwarders or inspection bodies must be recorded in the CMR; otherwise, the Carrier will be responsible for all deficits. Each T5 / TC11 / EX1 / T1 document must be certified by the Carrier at the last border of the European Union and the original copy must be submitted to the Client.

If a pallet replacement is required and will not occur at the time of loading, the Contractor is obliged to return the pallets to the loader within 14 days from the day of loading. In case of lack of return, the Client may charge the Contractor a contractual penalty of EUR 15 for each unreturned pallet.

### 3. MAINTENANCE OF GOODS ON THE VEHICLE

The carrier is obliged to keep the received goods with the care of a good businessman and according to the rules of the profession.

The carrier undertakes that the cargo box of the truck that will be used for transport will be clean, and if it is a tarpaulin, that it will be undamaged. If the Carrier acts contrary to the above, he will be obliged to compensate the Client for all the damage he will suffer as a result.

The carrier is liable for loss of or damage to the consignment resulting from the time of collection until delivery.

### 4. TERMINATION OF THE LOADING ORDER

The Loading Order termination is possible 48 hours before the loading deadline without material fees.

### 5. DELAY

A. If you inform us about the delay no later than 24 hours before the loading / unloading date and the delay is not longer than 24 hours, without material compensation.

B. If you do not inform us about the delay 24 hours before the loading / unloading date or the delay is longer than 24 hours, the material compensation is 200.00 EUR per day of delay, and to compensate the Client for all damage, which includes the amount of contractual penalty, damages and / or other costs invoiced by the client to the Client as well as the possible amount of unpaid fare by the client for the above reasons, without the obligation of the Client to conduct court proceedings against the client.

### 6. NOT TAKING OVER THE GOODS

If you do not pick up the goods according to the order, and do not inform us in accordance with point 5. of this terms

You will bear the material costs in the amount of EUR 500.00, and to compensate the Client for all damage, which includes the amount of contractual penalty, damages and / or other costs invoiced by the client to the Client and any unpaid fare by the client for these reasons , without the obligation of the Client to previously conduct court proceedings against the client.

### 7. NOTE CMR / ORDER

In case of subsequent change of the quantity of loaded goods or unloading places at the loading place, in relation to the given order, you are obliged to inform us in writing immediately and to register the new state of the loaded quantity of goods and change of unloading places on CMR / TASK. Otherwise, you agree to bear both material and moral responsibility for the omission.

#### 8. NOTE - OTHER

Transshipments and reloads are prohibited unless otherwise stated on the order and with the consent of the Client. Without the appropriate order for taking over the goods from the Client, the Carrier may not take over additional shipments from the client. Damages and costs due to untimely installation of the vehicle shall be borne by the Carrier. The carrier waives the right to pledge or retain the goods. The law of the Republic of Serbia will apply to the business cooperation between the Client and the Carrier, and in case of a dispute, the competent court will be in Subotica.

Send us the invoice or receipt with the invoice, the invoice without complete documentation will not be received. By signing the order, the carrier undertakes not to enter into direct contacts with the consignor / consignee. Otherwise, Continental Logistika reserves the right not to pay for the performed service of the Carrier, and the Carrier agrees to pay compensation to the Client in the amount of 10% subsequently determined annual business between the client and the Client.

It is strictly forbidden to forward the order without the knowledge and consent of the Client.

It is understood that the goods during transport are insured by the carrier in accordance with the CMR Convention. The currency of payment is 60 days from the date of receipt of the complete documentation, unless otherwise stated on the order. All international payments are made by SHA type of payment, unless otherwise defined by the order. All domestic payments are made by the price of transport + VAT, unless otherwise specified by the order.

**LEGEND: ALL IN - complete price (additional costs are borne by the carrier), SHA - shared costs of international payment. Invoices for the performed transport service must be submitted no later than 5 days from the day of the performed transport.**