

PFLG/NPDL

SLOT CHARTER AGREEMENT

FMC AGREEMENT NO. 201356-001

Original Effective Date: February 16, 2021

Expiration Date: None

**TABLE OF CONTENTS**

ARTICLE 1. FULL NAME OF AGREEMENT	1
ARTICLE 2. PURPOSE OF THE AGREEMENT	1
ARTICLE 3. PARTIES TO THE AGREEMENT	1
ARTICLE 4. GEOGRAPHIC SCOPE OF THE AGREEMENT	1
ARTICLE 5. AGREEMENT AUTHORITY	1
ARTICLE 6. AGREEMENT OFFICIALS AND DELEGATIONS OF AUTHORITY	1
ARTICLE 7. VOTING	1
ARTICLE 8. DURATION AND TERMINATION OF AGREEMENT	1
ARTICLE 9. GOVERNING LAW AND ARBITRATION	1
ARTICLE 10. MISCELLANEOUS	1

## **ARTICLE 1. FULL NAME OF AGREEMENT**

The full name of this Agreement is the PFLG/NPDL Slot Charter Agreement ("Agreement").

## **ARTICLE 2. PURPOSE OF THE AGREEMENT**

The purpose of this Agreement is to authorize PFLG to charter space to NPDL in the Trade (as hereinafter defined).

## **ARTICLE 3. PARTIES TO THE AGREEMENT**

The parties to the Agreement (hereinafter "Party" or "Parties") are:

1. Pacific Forum Line (Group) Limited ("NPDL")  
P.O. Box 782,  
Port Vila  
Vanuatu
2. Neptune Pacific Direct Line Pte. Ltd. ("PFLG")  
8 Wilke Road, #03-01  
Wilkie Edge, Singapore 228095

## **ARTICLE 4. GEOGRAPHIC SCOPE OF THE AGREEMENT**

The geographic scope of the Agreement is the trade between and among ports in New Zealand, American Samoa, Samoa and Tonga (hereinafter referred to as the "Trade").<sup>1</sup>

## **ARTICLE 5. AGREEMENT AUTHORITY**

5.1 PFLG shall sell and NPDL shall purchase, on full liner terms, on a used/not used basis, slots for 475 TEUs (or a maximum of 8,075 deadweight tons) (including 75 reefer plugs) on each sailing of PFLG's vessel in the Trade. Additional slots may be sold/purchased on an ad hoc basis, and such additional space shall not be unreasonably withheld. To determine the space

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<sup>1</sup> The inclusion of non-U.S. trades within the scope of this Agreement does not bring such trades within the scope of the U.S. Shipping Act or the jurisdiction of the Federal Maritime Commission ("FMC").

allocation used by any breakbulk cargo loaded on the Vessel pursuant to this Agreement, the amount of any such breakbulk cargo shall be converted at a rate of 17 revenue tonnes per TEU.

5.2 The sale of slots under Article 5.1 shall be on such terms and such conditions as the Parties may agree from time to time.

5.3 Except for sub-chartering slots to ANL Singapore Pte Ltd, which is expressly permitted, NPDL shall not sub-charter slots made available to it hereunder to any third party, including NPDL affiliates, without the prior written consent of PFLG.

5.4 Any additional charges incurred in the port of loading or discharge beyond the customary free time will be charged back to the container operator. These include but are not limited to, port storage charges and reefer power and monitoring charges incurred after free time, as well as any quarantine or customs inspection charges incurred within or after free time including container lift charges incurred on full and empty containers. Each party is authorized to discuss and agree on their respective responsibilities for port charges assessed to NPDL as the vessel operator at island ports in the trade.

5.5 The Parties are authorized to discuss and agree upon routine operational and administrative matters including, but not limited to, procedures for allocating space, forecasting, stevedoring and terminal operations, recordkeeping, responsibility for loss, damage or injury (including provisions of bills of lading relating to same), the interchange of information and data regarding all matters within the scope of this Agreement, terms and conditions for force majeure relief, insurance, guarantees, indemnification, and compliance with customs, safety, security, documentation, and other regulatory requirements. The parties are not authorized to jointly negotiate, contract or procure marine terminal services.

5.6 Each Party shall retain its separate identity and shall have separate sales, pricing and marketing functions. Each Party shall issue its own bills of lading and handle its own claims.

5.7 The Parties shall collectively implement this Agreement by meetings, writings, or other communications between them or within committees established by them, and make such other arrangements as may be necessary or appropriate to effectuate the purposes and provisions of this Agreement.

#### **ARTICLE 6. AGREEMENT OFFICIALS AND DELEGATIONS OF AUTHORITY**

The following are authorized to subscribe to and file this Agreement and any accompanying materials and any subsequent modifications to this Agreement with the Federal Maritime Commission:

- (i) Any authorized officer of either party; and
- (ii) Legal counsel for either party.

#### **ARTICLE 7. VOTING**

Except as otherwise provided herein, all actions taken pursuant to this Agreement shall be by mutual agreement of the Parties.

#### **ARTICLE 8. DURATION AND TERMINATION OF AGREEMENT**

8.1 This Agreement shall be effective as of the later of the dates this Agreement becomes effective under the U.S. Shipping Act of 1984, as amended, or the termination of the SOUTH PAC Service under FMC Agreement No. 201296-001 is effective. It shall continue in effect indefinitely. Either Party may resign from this Agreement by giving not less than ninety (90) days advance written notice.

8.2 Notwithstanding Article 8.1 above, either Party may by written notice summarily terminate this Agreement with immediate effect if:

- (a) the other Party breaches any term of this Agreement or the terms of the Slot Charter Party which is not capable of remedy or in the case of a breach capable of remedy, is not remedied within seven (7) days of a written notice from the innocent party specifying the breach and requiring its remedy;
- (b) the other Party goes into insolvency or bankruptcy whether compulsory or voluntary (or if the other Party is a commercial entity, and order is made or a resolution is passed for the winding up or a receiver or administrator is appointed or it enters into any arrangement or composition with its creditors generally or ceases to carry on business or to be able to pay its debts when they fall due or becomes subject to other proceedings analogous in purpose or effect including, without limitation, the appointment of a receiver, trustee or liquidator for any such purpose).

#### **ARTICLE 9. GOVERNING LAW AND ARBITRATION**

9.1 The interpretation, construction and enforcement of this Agreement, and all rights and obligations between the Parties hereunder, shall be governed by the laws of New Zealand, provided, however, that nothing herein shall relieve the Parties from the applicable requirements of the U.S. Shipping Act of 1984, codified at 46 U.S.C. § 40101 et seq.

9.2 Any dispute or claim arising out of or in connection with this Agreement which cannot be resolved amicably shall be referred to arbitration in Auckland, New Zealand in accordance with the procedures applicable there for the time being in force at the commencement of the arbitration.

#### **ARTICLE 10. MISCELLANEOUS**

10.1 The Parties agree that neither Party hereto shall have the right to assign or transfer

any of its rights or obligations hereunder without written consent of the other Party.

10.2 Nothing in this Agreement shall give rise to nor shall be construed as constituting a partnership for any purpose or extent. Except as the Parties may otherwise agree, neither Party shall be deemed the agent of the other for the purpose of this Agreement and/or for any matters or things done or not done under or in connection with this Agreement.

10.3 Any correspondence or notices hereunder shall be made by courier service or registered mail, or in the event expeditious notice is required, by facsimile confirmed by courier or registered mail, to the following addresses:

<p><u>PFLG:</u></p> <p>C/- Neptune Pacific Agency Australia Pty Limited Level 12, 45 – 47 York Street Sydney, NSW 2000 Australia</p>	<p><u>NPDL:</u></p> <p>Neptune Pacific Direct Line Pte. Ltd. 8 Wilke Road, #03-01 Wilkie Edge, Singapore 228095</p>
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**SIGNATURE PAGE**

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their  
duly authorized representatives as of this 17th day of March, 2021.



Pacific Forum Line (Group) Limited

Name: David K. Monroe

Title: Attorney-in-Fact



Neptune Pacific Direct Line Pte. Ltd.

Name: David K. Monroe

Title: Attorney-in-Fact