



ORDINE DI CARICO VETTORI INGLESE Trip 2026RV80842 Date 20/03/2026

SENDER (FIRST CARRIER)

**Company** Arcese Trasporti S.p.A.  
**Address** Via Aldo Moro, 95  
**ZIP CODE - Locality** 38062 Arco TN IT  
**Cod. Fiscale / Tax code**  
**Partita IVA / VAT** P.Iva / Vat 00122680226 00122680226  
**Phone / FAX / E-mail**  
**Transport Regist. Number** TN2050770F  
**REN Number** N° 314758  
**Community License Number** N° 00071198  
**CCIAA**  
**Transportation License Number** GA0E3D/TN000001  
**Interlocutor** ginevra.folli@arcese.com  
**Plates / Type of Vehicle** IAZ3562 / XA126GG / ARCE0041055 / KOMBI MEGA XLS H.297,5+TOYOTA / ARCE0041055

RECIPIENT (SUB CARRIER)

**Company** KARANASOS GEORGI ODYSSEUS||RE FUE  
**Address** Pafou 31  
**ZIP CODE - Locality** 166 74 Notios Tomeas Athinon/ / EL  
**Partita IVA / Vat**  
**E-mail** x.mitzolis@athensoil.gr; plannereastbalcan\_gree  
**Phone / FAX** 302103417181  
**Transport Regist. Number**  
**REN Number**  
**Community License Number**  
**Transportation License Number**

LOADS 2026RV35999 20/03/2026 - At 03:00

**Address** GR 26500 SARAVALI ALL SERVICE AREA / AGIOI STEFANOI 104 PALEA GLAFK

**Order Ref.**

**Goods** CLOTHING AND ACCESSORIES - KG 20.000 - PAL 26

**Additional instructions**

NEED: CEE license

length: 13,60 m, height: 2,70 m, width: 2,45 m

ADR - UN 2794 - UN 2800 (26 pallets , please info the driver to secure cargo with belts!!!)

UNLOADS 2026RV35999 20/03/2026 - At 08:00 (By 12:00) (Tax)

ATTENZIONE: INVIO OBBLIGATORIO DI UNA COPIA BEN LEGGIBILE DELLA CMR  
IT IS MANDATORY TO SEND A READABLE COPY OF THE CMR

**Address** SYNERGY SA/ THESSI RIKIA / 19300 ASPROPYRGOS// GR /

**Address** GR 19300 ASPROPYRGOS /

**Order Ref.** Order Number 2764/2026/CO

**Goods** CLOTHING AND ACCESSORIES - KG 20.000 - PAL 26

**Additional instructions**

necessary to take the unloading slot., inform Multi

PETROS : Phone Sinergia 3PL: 2130169130 Mobile 0030 6989980984. Contatto: Galateia Patakou

END / UNHOOK

**Address** GR 26500 SARAVALI ALL SERVICE AREA AGIOI STEFANOI 104 PALEA GLAFK

**Date/Time** 20/03/2026 18:00

PAYMENTS/DEBIT

**Payment** BANK TRANSFER 30 DAYS INV. DATE

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**Rental** 203,6 x EUR 1,30 + 202,3 x EUR 1,20 EUR 507,44

The sub-carrier will be assured/covered by the general authorization n **AUG/4478/2017** of **01/01/2023** issued by MISE on behalf of Arcese Trasporti for transport services whose commodity is collection, transport, sorting and distribution of post parcels between 20 and 30 kg, and for express delivery services.

A copy of this authorization must be kept on board of every vehicle dedicated to the above mentioned transports and must be used only and exclusively for services executed on behalf of Arcese Trasporti.

Sub-carrier must abstain from using this authorization for any other purpose and objective.

The use of the authorization for different purposes and objectives foreseen in this clause, will be prosecuted, including actions for damage compensations, in accordance with current law and it will cause the immediate resolution of any cooperation with Arcese Trasporti SpA

Effective from 04/01/2024, should disservices be reported to Arcese Trasporti by its customers and/or verified by Arcese Trasporti itself and should those disservices be attributable to the SUB-CARRIER responsible for the performance of the trip where the disservice took place, and in the cases defined as "base transportation service" (reported here following) €40,00 will be charged to the SUB-CARRIER under the definition of "non-compliance management". This charge will be deducted from the trip where the disservice occurred, or in the first subsequent trip assigned to the same SUB-CARRIER referring to the trip where the disruption occurred. When Arcese Trasporti manages a "base transportation service" non-conformity attributable to the SUB-CARRIER, a notification will be sent via e-mail to the SUB-CARRIER mentioning the issue of the non-compliance, indicating the amount to be withheld and the cause identified.

The "basic transport service" defined by Arcese Trasporti includes the following cases:

- unprofessional behaviour of the driver in dealing with customers and partners of Arcese Trasporti;
- failure to verify the suitability of the vehicles (tractor and trailer);
- failure to prepare the trailer for loading/unloading and intermodal boarding;
- failure to comply with Arcese safety procedures and/or in force at loading/unloading sites, terminals, ports and parking areas;
- inadequate securing of the load;
- irregularities found in mandatory documentation for transport;
- failure to communicate anomalies related to the transport service;
- failure to use the PPE required for the transport service.

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**STANDARD OPERATING PROCEDURES**

The SUB CARRIER (hereafter SC) is obliged to promptly inform in writing ARCESE TRASPORTI SPA (hereafter AT) regarding any discrepancies with respect to the content of the transport order: in case of missed communication, the SC loses the right to claim any extra costs and undertakes full responsibility for any emerging costs suffered by AT and their customer(s). A six-hour franchise is applicable for loading operations and the same for unloading operations: beyond this threshold, AT will acknowledge the SC who can rightfully claim this a compensation to be agreed between the parties (capped at max 30 Euro/hour and 300 Euro/working day). Failure to comply with loading/unloading dates, time windows / bookings implies the SC's loses any rights to claim for extra costs.

The SC is expected to secure the quality of his equipment/processes thanks to a preventive and continuous maintenance programme: such program shall also include periodical safety checks, annual inspections and emission controls, as requested by the laws and regulations.

The SC will duly train his drivers: they must be competent and able to handle and transport suitably the cargo entrusted by AT, respecting the performance and safety requirements. The SC hereby confirms that the drivers are working in full compliance with the laws and regulations, including the working/driving time regulations and breaks. Drivers dealing with ADR cargo will retain a valid, specific licence issued by the competent authorities or a legally recognised organization.

The SC will supply and maintain equipment in perfect conditions to execute the services on behalf of AT: vehicles will be clean, dry, odour-free and in optimal technical conditions to load/transport/unload the goods, respecting the existing laws and regulations.

The SC hereby confirms that the vehicles and trailers meet the DIN EN 126464-XL certification requirements. The SC personnel is responsible for the cargo securing and will supply vehicles equipped with at least 12 straps, 20 corner protectors and 40 anti-slip mats. Derogations to be agreed between the parties in writing.

Drivers must be equipped with the common practice PPE (Personal Protection Equipment) such as: safety shoes, hi-vis jacket, work gloves, safety glasses or goggles, helmet and full-body clothing: in case of missing PPEs, AT will charge the SC a 50, - Euro penalty.

The SC must double check the correctness of paperwork and conformity with the cargo: any discrepancies (nature of the goods, quantity, weight, etc.) must be reported to AT immediately and AT will provide the SC with instructions. Any penalties or fines AT may receive due to the SC's failure to comply with such clause will be fully at the SC's expenses.

Co-loading or transshipping is absolutely forbidden, unless specifically authorised by AT in writing.

Sealing and unsealing must take place under the supervision of the loading/unloading personnel. The seal ID must be indicated on the transport document, duly undersigned by the loading/unloading personnel. Sealing is a rule on all the loads entrusted by AT. Seals cannot be removed or damaged before the arrival at the destination or without written authorisation from AT. During the trip the driver will check the seals and doors/curtain closure at every stop before departing again. Any breaking or damage to the seals or doors or curtains will be immediately reported to the local authorities and to AT. Should the vehicle be inspected by the authorities, the SC will inform AT about this and provide a copy of an appropriate written proof issued by the authorities, specifying why the seals were broken. If possible, the broken seal will be replaced by the SC's driver.

Overnight parking, weekend breaks etc will take place in secured, guarded areas. Should this not be possible, the SC will make sure the trailer is suitably closed with a pin-lock and, in case of box trailers, doors must be closed with a locking bolt.

By taking all the reasonably necessary measures, the SC will do his utmost to prevent crack-action by a third party. Particularly, in case of crossing of the Channel, for no reasons (emergency excluded) the SC will stop or park in areas in a 200 km radius from the departure/arrival ports to prevent beak-ins by illegal immigrants.

The SC should immediately notify to AT any possible delay, theft and/or goods damage happened during the transport. If the receiver notice loss or damage to the transported goods, the SC must inform AT within 1 hour (an hour) or, in any case, at the earliest reasonable promptness.

The SC cannot contact AT's senders, receivers and customers for no reasons. The SC cannot perform for them any activities competing with those performed by/for AT. Such clause is valid for one year starting from the loading date of the present order. Breaching the clause will allow AT to reserve themselves the right to charge the SC a penalty equal to five times the price agreed in the present order.

The SC must ensure that the cargo is properly loaded/unloaded/handled/transported, respecting the safety standards and regulations applicable to the relevant jurisdictions applied in the countries along the route.

Any deviation from the requested safety standards breaches AT procedures and the SC will be liable for any consequence of this.

The SC commits to minimize as much as possible the environmental impact of his activities, fully respecting the laws and regulations, and to use recyclable and reusable products whenever it's possible.

The SC will make sure their drivers adopt an eco-friendly, economic driving style: equipment and cargos will be transported in full compliance with the environmental standards of all the applicable jurisdictions. Any deviations from such standard breaches AT's procedures and the SC will be held exclusive responsible for any consequences of this.

**GENERAL TERMS AND CONDITIONS FOR THE EXECUTION OF TRANSPORTATION SERVICES**

AT will provide the sub-carrier SC with all the necessary instructions for the execution of the transport to allow the SC to duly perform the service in every case, in full compliance with the present and future laws and regulations in terms of work health and safety and road regulations.

The SC specifically agrees to perform the transport in absolute compliance with the aforementioned paragraph and in no case will undertake, while performing the activities of the current agreement, behaviours or actions contrasting or breaching such laws and regulations. In case the SC finds breaches the above-mentioned rules (even only partly or occasionally) for any reasons, including possible incompatibilities with the instructions given by AT or AT's incorrect evaluations, the SC will immediately refrain from undertaking any actions or behaviours implying or possibly causing any unlawful consequences: the SC will also immediately contact AT to inform.

The SC explicitly agrees to retain a copy of the present agreement on board the vehicle(s) performing the services at issue. Violation of the disposition will entail the application of a 500, - Euro penalty, without prejudice to AT's right to claim greater damages in case the competent authorities should inspect the vehicle and amend AT for the absence of such document.

The SC must get from the receivers the original document proving the return of the packaging/pallets involved in the transport at issue. Upon returning the document, the SC will undersign for receipt the document which must indicate quantity and type of the packaging returned to the receiver and will provide the document to AT. In case of discrepancies in terms of quality and typology between the content of the document and the actual packaging returned, the SC shall compensate AT for the relevant damages, as well as in the case of deterioration/loss of such packaging during the redelivery to AT or to any other subject appointed by AT. Nevertheless, in case the receiver refuses to return the packaging material or returns a different type/quantity compared to the shipped type/quantity, the SC will immediately inform AT and wait for instructions.

The SC is not allowed to sub-contract the transport, not even partly or temporarily, unless explicitly authorized by AT in writing. Even in case of further, authorised subcontracting, the first SC is entirely held responsible for the transport towards AT and AT's customer(s). Further subcontracting levels must be specifically authorised, in writing, by AT. The first SC will make sure any other subcontractors will fully respect the quality standards and qualification criteria AT applies to the first SC. Any

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subcontracting agreements between the first SC and other subcontractors must be regulated by a written contract.

In case of breaching the present subcontracting rules AT may charge the appointed SC a 2.000 Euro penalty for every transport performed by the aforementioned additional SCs, in addition to the compensation any possible, additional damages. The SC hereby explicitly declares and agrees that the amount of the above-mentioned penalty was established to save AT's fundamental right to make sure their transports are carried out exclusively by SCs whose technical and professional qualifications have duly been evaluated by AT. For this reason, the SC - specifically agreeing on the legitimacy of such penalty - renounces to any request of reduction of this amount.

The SC-forwarder is also liable for the commitment of the transports commissioned by AT to other carriers. The Forwarder ensure that the transport entrusted by AT is executed only by the carrier appointed by the forwarder. Therefore, AT forbids additional subcontracting.

The conditions reported in the present transport order have exclusive priority over any possible order confirmation AT will receive from the SC: written confirmation or loading of the goods trigger full acceptance of the content of this agreement.

The SC is exclusively liable for the obligations he enters, both for his own agents and operators, and for any other party whose services he makes use of to perform the appointed service. Additionally, the SC must make sure the compliance to the rules, laws and regulations is guaranteed even between himself and his agents/operators: this includes compliance with any minimum wage regulations in specific countries. The very same responsibility, including any further subcontracting levels, is applicable to the economic remuneration of the people involved: the remuneration must comply - for all the duration of the present agreement - with all the laws, national regulations (also with reference to the places where the appointed service is performed), Community and international regulations, and collective labour agreements. The same applies for insurances, social security policies and provisions, contributions, taxes. The SC undertakes full and exclusive civil and criminal liability.

The SC relieves AT from any detrimental consequences, contingent liabilities, obligations, losses, damages or expenditures depending by acts, facts or operations that would have not happened in case the aforementioned declarations and guarantee would have been truthful. In the event that any claims or related disciplinary proceedings to the above mentioned laws were applied to the SC-employees or its suppliers, the SC will promptly notify AT.

**PAYMENT GENERAL CONDITIONS**

Payment deadline is indicated in the first page of the present Agreement under the relevant paragraph: any modifications to such paragraph must be agreed between the parties in writing.

The SC will provide to AT the CMR (international transports), delivery notes and any other document issued by senders/receivers, duly signed and stamped by senders/receivers: such documents, together with the SC's invoice, must be received by AT within the 20th day of the month following the transport execution. In case the documents are not provided within the requested deadline, AT reserve themselves the right to charge 20 Euro for every day of delay and to suspend the payment until all the documents are received. Payment can be suspended in case of disputes, until they are solved. AT can compensate their credits, including possible compensations for claims, with the amount due to the SC for their services.

The parties hereby agree to grant legitimacy to their business relations by defining the following clause of forfeiture, which - in any case - will not excessively penalize the SC's rights. The SC must claim any right, power, demand, compensation of any nature and category, including for example rate deviations they may consider as due, even as a consequence of the application of the existing and future laws.

The SC, in order to claim his rights within the six-month deadline, must send AT or to AT's customer a written request for compensation: such request must specify the amount and the legitimating reason, as well as the analysis of the costs. For the request to be valid, the SC must send the request by registered letter with advice of delivery. This deadline is valid as a protective clause for both AT and their customers. This deadline clause is valid as it is an autonomous part of the contract and is applicable and effective regardless of the contract validity or invalidity or even in case the contract is not concluded in written form.

In case the deadline clause is declared invalid or ineffective, the whole contract is invalid as the parties agree that they would not have stipulated the contract without such clause, which represent a necessary part for the contract validity.

**The SC can't transfer any credit resulting from the transport services provided, not even through factoring assignment or advanced payment, without declared written authorization of AT.**

AT will respect the payment commitment indicated above, within the agreed deadline, by addressing the payment to the bank account indicated by the SC: in case of any changes to the bank references, the SC will send a written notification to AT.

**RESPONSIBILITIES OF THE SUB CONTRACTOR**

The SC's limits of liability are set in the Legislative Decree 286/2005 for the national transports in Italy and in the Geneva Convention CMR (undersigned on 19/05/1956) for the international transports.

**INSURANCES**

The SC is obliged to subscribe, on his own expenses, an insurance policy with a recognised insurance company: the insurance cap must be adequate to the responsibilities of the carrier as determined by the relevant national and international laws and by the Community rules, as amended. The SC must provide to AT a copy of his insurance policy as well as the yearly proofs of payment/renewal, including - if applicable - the receipt indicating the insurance premium.

**COMPETENT COURT AND APPLICABLE LAW**

Any disputes which may arise between the parties with reference to this private agreement and its annexes will be subject to the jurisdiction of the competent court: (i) Court of Rovereto if the SC has registered office in Italy, (ii) Court as indicated by art 31 of the Geneva Convention CMR (19/05/1956) if the SC has registered office out of the Italian territory. This is applicable even in case of disputes regarding the existence, validity, effectiveness, interpretation, execution, cancellation, withdrawal of the contract itself. Unless otherwise provided by the Geneva Convention CMR (19/05/1956), such agreement is subject to the dispositions of the Italian law.

Place and date

19/03/2026

Subcarrier signature for acceptance

Signee

Emanuele Arcese



**Approval of particularly onerous clauses**

After carefully reading all the clauses of this order, the Parties declare to approve specifically in accordance with articles. 1341 and 1342 of the Italian Civil Code the following clauses:

- payment general conditions
- competent court and applicable law

Subcarrier signature for acceptance

**EN: Subject: NEW Invoicing procedure for trips made on behalf of Arcese Rovereto FTL**

Dear Business Partner,

It has been activated a new procedure of sending digital PODs within the VLM portal.

We ask you to proceed as follows by accessing the link: <https://vlm.arcese.com/>

- Click on the "TRIP" icon on the portal to view all transport orders assigned and upload all PODs in digital format (PDF format)

All documents must be clearly readable and must have the signature and stamp as proof of delivery.

If it's mandatory for us, received the original CMR (specificized on the loading order), you must send it to:

Arcese Trasporti S.p.A. - FTL Back Office - Via Fornaci 1 - 38068 Rovereto (TN) - Italy

- Invoice must be sent only by email to: [ftl.invoice@arcese.com](mailto:ftl.invoice@arcese.com)

For any question regarding credential of access on VLM portal, you can contact: [anagraficafornitori@arcese.com](mailto:anagraficafornitori@arcese.com)

For any question regarding instructions of used the VLM portal, you can contact: [transportpurchasing@arcese.com](mailto:transportpurchasing@arcese.com)

For any question regarding preinvoices, invoices or others, you can contact: [spesefornitori@arcese.com](mailto:spesefornitori@arcese.com)