

Transport Regulations

GLST s.r.o. — road freight transport

I. Introductory provisions

1.1 The company GLST s.r.o. (hereinafter only the carrier), operating in road transport, issues, pursuant to Section 4 of Act of the National Council of the Slovak Republic No. 56/2012 Coll. on road transport, these transport regulations for road freight transport.

1.2 These transport regulations contain all the carrier's conditions necessary for concluding a contract for the carriage of goods and its content within the meaning of Section 610 et seq. of the Commercial Code.

1.3 The transport regulations contain, in their individual articles and paragraphs, the provisions of road transport regulations applicable to road freight transport, the provisions of the Civil Code on the contract for the carriage of goods, and the provisions of the Commercial Code on commercial obligations and on the contract for the carriage of goods.

1.4 The carrier performs road freight transport in accordance with these transport regulations and in accordance with internationally valid agreements, conventions and their amendments and modifications concerning transport, specifically

1.4.1 the Convention on the Contract for the International Carriage of Goods by Road (CMR) and its protocols

1.4.2 the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR)

1.4.3 the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

1.4.4 the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP) of 1970

II. Scope of road freight transport

2.1 Road freight transport is the carriage of goods and consignments which the carrier performs on the basis of a contract for the carriage of goods, a transport order or another contract, in accordance with the transport regulations and the tariff.

2.2 Road freight transport may be performed only with vehicles which are designated, manufactured and approved for the carriage of goods, in accordance with international treaties and special regulations.

2.3 The term vehicles means motor vehicles, articulated combinations, trailers, semi-trailers and tanks on their own chassis.

2.4 International road freight transport is the carriage of consignments in which the place of taking over the consignment and the expected place of its delivery lie in two different states. Domestic road freight transport is the carriage of consignments in which the place of taking over the consignment and

the expected place of its delivery lie in the same state, and at the same time in the state of the registered office of the company which owns the vehicle.

2.5 According to the character of the carriage, the carrier carries:

2.5.1 full truckload consignments

2.5.2 part consignments

2.5.3 part loads

2.6 For the purposes of these transport regulations, a full truckload consignment means the load and the accompanying documents for the load carried for one customer, to one consignee, in one journey, irrespective of weight, type of load and the number of places of loading and unloading of the load.

2.7 A part load means a consignment carried together with other consignments, for a second or further shipper.

2.8 The carrier has the right to add further loads for second and further shippers, in so far as the loading space and the payload of the vehicle permit. The carrier has the right to decide on the number, volume and weight of part loads. This right may not be taken away from the carrier.

2.9 Consignments to which paragraphs 2.6 to 2.8 do not apply are considered part consignments.

2.10 According to the type of carriage, the carrier performs, in line with its technical base:

2.10.1 carriage of standard consignments in domestic and international transport with platform vehicles

2.10.2 carriage of dangerous consignments of goods under the ADR Agreement in domestic and international transport with platform vehicles

2.10.3 carriage of perishable foodstuffs under the ATP Agreement with refrigerated vehicles

III. Definition of the conditions for concluding a contract for the carriage of goods

3.1 By a contract for the carriage of goods, the carrier undertakes towards the consignor to carry the consignment from a particular place to another particular place, and the consignor undertakes to pay the carrier remuneration.

3.2 A contract of carriage is concluded at the moment the carrier confirms the shipper's order. The order is binding on the shipper even if it is agreed by telephone and confirmed by the carrier by telephone. In the event of cancellation of the order by the shipper, the carrier is entitled to compensation for the damage incurred and for loss of profit, but at a minimum an entitlement to a cancellation fee arises. The cancellation fee is EUR 100 if the carriage was cancelled 1 working day (24 hours) before the scheduled positioning of the vehicle for loading; if the order was cancelled on the day of loading, the cancellation fee is EUR 150. If the order is cancelled only after the vehicle has been positioned for loading, the cancellation fee is EUR 200, but not more than the amount of the carriage charge.

3.3 A transport order may be placed in writing (by fax, e-mail) or orally (in person, by telephone). In the case of an oral and telephone order, the customer is obliged, without being called upon by the carrier, to confirm the order also in writing. In the event of disputes, the carrier's records apply unless the

customer proves otherwise.

3.4 The transport order must contain all the information necessary for its execution and for invoicing the carriage charge, in particular:

3.4.1 identification details of the customer (name, address, contact details)

3.4.2 the exact and full name of the bank, the name and number of the account

3.4.3 the exhaustive name and address of the consignor, the name of the responsible person and contact details for that person

3.4.4 the type of consignment, its content, packaging, and where applicable special conditions for its load handling and securing, the character of the goods (dangerous, carriage temperature under ATP)

3.4.5 the number of pieces of the consignment, total weight, dimensions

3.4.6 the place and time of loading

3.4.7 the place and time of customs clearance

3.4.8 the required routing of the carriage, where applicable the designation of border crossings

3.4.9 the delivery period, the place and time of unloading

3.4.10 the carriage charge – the agreed price for the carriage

3.4.11 the invoice due date. If it is not specified in the order, the due date shall be determined by the carrier. As a rule 21 days.

3.5 The carrier shall confirm receipt of the order in writing at the customer's request.

3.6 The carrier is obliged to carry the consignment to the place of destination with professional care within the agreed period, otherwise without undue delay. In case of doubt, the period begins to run on the day following the taking over of the consignment.

3.7 If the consignee is known to the carrier, the carrier is obliged to deliver the consignment to it, or, where under the contract the consignee is to collect the consignment at the place of destination, to notify it of the completion of the carriage.

3.8 The carrier may fulfil its obligation by means of a further carrier, and is then liable as if it had performed the carriage itself.

3.9 Within the meaning of the CMR Convention, the document evidencing the conclusion of the contract of carriage is the CMR consignment note. The absence, irregularity or loss of the consignment note shall not affect the existence or the validity of the contract of carriage, which shall remain subject to the other provisions of that Convention.

3.10 The consignment note shall be made out in three original copies signed at least by the carrier. Where the goods have to be loaded on several vehicles, or where they are of different kinds or are divided into different lots, the carrier has the right to require the issue of as many consignment notes as there are vehicles to be used, or as there are kinds or separate lots to be loaded.

IV. Position of the customer ordering the carriage

4.1 Before the carriage begins, the customer is obliged to ensure and to check at the consignor all the necessary acts, in particular:

4.1.1 the completeness and comprehensiveness of the entries in the consignment note

4.1.2 whether the items are not goods excluded from carriage

4.1.3 correct and safe packaging of the consignment and its marking

4.1.4 the possibility for the carrier to examine the consignment before loading

4.1.5 the conditions for ascertaining the weight of the consignment

4.1.6 the consignment must not be heavier than the weight declared in the consignment note

4.1.7 the weight of the consignment must be stated in the consignment note

4.1.8 observance of the time for collection of the consignment

4.1.9 the conditions for loading the consignment onto the vehicle.

4.2 The consignor is liable for the correctness and completeness of the transport accompanying documents and special papers, for handing them over to the carrier in good time (at the latest when the consignment is handed over for carriage) and for damage caused to the carrier by failure to fulfil these obligations.

4.3 Where there is a danger of individual pieces of the consignment being mixed up, the consignor is obliged to mark them properly. In the case of consignments of dangerous goods, it is obliged to mark them in accordance with special regulations, in accordance with the ADR Agreement.

4.4 Where the nature of the consignment requires that it be handled in a particular way during loading, carriage and unloading, the consignor is obliged to mark each piece with the handling symbol for marking transport packaging in accordance with the Slovak technical standards (STN).

4.5 The consignor is obliged to mark a part consignment with the name and address of the consignee.

4.6 The consignor is entitled to require from the carrier written confirmation of receipt of the consignment. However, the carrier confirms receipt of the consignment only to the extent objectively measurable at loading, according to the state of the packaging of the consignment.

4.7 The consignor is liable to the carrier for damage caused to persons, to operating equipment or to other consignments by defects in the packaging of the consignment, as well as for all expenses arising on that account, only where the defect was apparent or known to the carrier at the time the consignment was taken over and the carrier raised no reservations in that regard.

4.8 The consignor is obliged to attach to the consignment note, or to place at the carrier's disposal, the documents necessary for customs and other official proceedings carried out before delivery of the consignment, and to provide the carrier with all information it requests.

4.9 The carrier is not obliged to examine whether the documents and information are correct and sufficient. The consignor is liable to the carrier for all damage arising from failure to supply the documents or the necessary information, or where the documents and information are incomplete or incorrect, unless the deficiency is the fault of the carrier.

4.10 The consignor is entitled to dispose of the consignment, in particular it may require the carrier to stop the carriage, to change the place of delivery or to deliver the consignment to a consignee other than the one stated in the consignment note. This right ceases as soon as the second copy of the consignment note is handed to the consignee, or as soon as the consignee asserts its right to delivery of the consignment.

4.11 If, after the contract of carriage has been agreed, the need for the carriage ceases, the customer is obliged to notify the carrier thereof without delay.

4.12 Where the carriage is not performed for reasons on the consignor's side, the carrier is entitled to compensation equal to the proportion of the agreed price for the carriage not performed, relative to the number of days needed to perform the carriage, at the time it was to take place.

4.13 The customer may withdraw from the contract if the carrier's vehicle, without prior agreement, has not been positioned within 48 hours of working days from the agreed time.

V. Definition of loads carried with priority

5.1 Having regard to the structure of its technical base – its vehicle fleet – the carrier carries with priority the following loaded consignments:

5.1.1 goods placed on pallets

5.1.2 goods loaded onto vehicles from the side and from the rear

5.1.3 goods which can be placed on double-deck vehicles

5.1.4 foodstuffs which are subject to rapid spoilage

5.2 In securing the transport needs of shippers, the carrier gives priority on the basis of special contracts. The carrier may give priority in particular to the needs of its largest customers.

5.3 In special cases of public interest, the carrier may by contract give priority to and determine a group of shippers with priority for carriage.

VI. Definition of goods excluded from carriage

6.1 The carrier has the right to exclude from carriage goods which, under special regulations, require special and specific arrangements for their carriage where, under the immediate conditions and state of its technical base, vehicle fleet and personnel, the carrier cannot ensure those special conditions.

6.2 By reason of the carrier's technical base and specialisation, the following goods are excluded from carriage:

6.2.1 dangerous substances, in so far as the carrier is not equipped for their carriage

6.2.2 timber – round wood, hazardous waste, live animals, oversized transports

VII. Regulation of the relationship between the customer's employees and the members of the crew of the carrier's vehicle

7.1 In matters of the carriage of consignments in road freight transport, the carrier acts directly or through its representatives, staff and other persons within the scope of their authorisation.

7.2 In performing transport tasks, the carrier is represented before the consignor and the consignee, and in dealings with their employees, by the driver of the vehicle entrusted with performing the ordered carriage, who is at the same time in an employment relationship with the carrier.

7.3 Within the scope of his or her work tasks, the driver is entitled to:

7.3.1 give instructions to the consignor's employees as regards the method of securing and placing the consignment on the vehicle and for reasons of safe carriage

7.3.2 carry out an inspection of the consignment, its packaging, marking and state of securing

7.3.3 request weighing of the consignment with the issue of a weighing ticket

7.3.4 state on behalf of the carrier in the consignment note his or her comments on the condition, number, packaging and securing of the consignment

7.3.5 sign the taking over and acceptance of the consignment for carriage in the consignment note in the carrier's name

7.3.6 state his or her comments on damage to the consignment before the consignor and the consignee

7.3.7 represent the carrier in dealings with the customs authorities

7.3.8 represent the carrier in dealings with the veterinary authorities

7.3.9 deal with the police authorities

7.3.10 exclude consignments from carriage where they do not meet the conditions of safe and reliable carriage.

7.4 The employees and representatives of the customer, the consignor and the consignee of the goods are obliged to:

7.4.1 load and unload the consignment properly and in good time. In good time, unless agreed otherwise, means that the vehicle will be loaded or unloaded within 2 hours from the carrier's readiness to position the vehicle for loading or unloading.

7.4.2 sign and confirm the taking over and the integrity of the consignment

7.4.3 describe truthfully and accurately the extent and the occurrence of the damage event, and sign the driver's record of the damage event

7.4.4 prove their personal identity and the identity of the consignee of the goods without demur

7.4.5 assist with the movement of the vehicle at the place of loading and unloading and give the driver precise instructions

7.4.6 assist the driver in the event of extraordinary events

7.4.7 ensure the correctness and completeness of the transport documents and special papers.

VIII. Conditions for amending the contract and withdrawing from the contract

8.1 Until the consignment has been delivered, the consignor may propose an amendment to the contract of carriage, in particular the return of the consignment to the consignor, its delivery to another consignee, or to the same consignee at a different place of unloading.

8.2 The consignee of the consignment may propose that the consignment be delivered to it at a different place of unloading.

8.3 A proposal to amend the contract of carriage is dealt with in the same way as the conclusion of the contract of carriage.

8.4 Where the carrier's operating circumstances permit, the carrier may accede to the proposal concerning the contract of carriage.

8.5 Withdrawal from the contract of carriage may be proposed by either party on the following grounds:

8.5.1 the ordered carriage was not performed properly by the carrier

8.5.2 there has been a gross breach of the contract

8.5.3 the purpose of the contract has been frustrated

8.5.4 subsequent impossibility of performance of the contract has arisen.

8.6 A gross breach of the contract of carriage occurs where the obliged party has failed to fulfil:

8.6.1 repeated failure to supply information about the consignment

8.6.2 repeated change of the place of loading or unloading not notified in good time and properly

8.6.3 failure to observe the delivery period

8.6.4 failure to pay the carriage charge by the due date

8.6.5 repeated failure to ensure the completeness and correctness of the transport documents and special accompanying papers

8.6.6 failure by the consignor and the consignee of the consignment to observe the time of loading and unloading of the vehicle

8.6.7 failure to pay carriers' demurrage.

IX. Rules for packaging, marking and handling of goods

9.1 The consignor's basic obligations as regards packaging and marking of goods are set out in point 4.

9.2 The consignor is obliged to pack the goods intended for carriage properly and carefully, so that during carriage they are not damaged or destroyed, and so that the carrier's vehicle is not damaged or destroyed.

9.3 The goods must be secured so that during normal road carriage they do not come loose, do not spill out and do not impair the quality of the goods or the vehicle.

9.4 The consignor must palletise the goods secured with corner elements and strapping. If palletised goods cannot be stacked on the loading area of the vehicle, the consignor must inform the carrier

thereof without delay.

9.5 The consignor is liable for the proper marking of the goods as regards their nature, handling, centre of gravity, gripping elements, correct loading and carriage position, fragility and the risk associated with the goods, and protection against weather influences. The marking must meet the requirements of the Slovak technical standards (STN).

9.6 If the goods are damaged during carriage, a representative of the insurance company with which the carrier has taken out goods insurance shall be called and a record of the damage event shall be drawn up. The record shall be signed by the consignee and, on behalf of the carrier, by the driver who carried the consignment.

9.7 In the event of damage to or destruction of the goods, the consignor has the right to lodge a claim with the carrier.

9.8 A claim with the carrier must be asserted properly and in good time, at the latest within 5 days of the date on which the event occurred; otherwise the right to claim lapses.

9.9 The claim must be submitted in writing. The entitled party must define its requirements precisely and justify their merits. It must attach the documents relating to the amount claimed. The consignee of the goods must store the goods which are the subject of the claim until an agreement on the claim and its settlement is concluded, or until the liquidation of the damage event is completed. The carrier is entitled to take over the goods for which it pays the damage in the claims procedure.

X. Matters concerning transport documents

10.1 The consignor is liable for the correctness and completeness of the transport accompanying documents and special papers and for handing them over to the carrier in good time, and is obliged to hand them over at the latest when the consignment is handed over for carriage.

10.2 The transport accompanying documents are:

10.2.1 the consignment note (CMR)

10.2.2 the invoice for the value (price) of the consignment, the specification of the consignment, the delivery note

10.2.3 the document on weighing of the consignment (weighing ticket)

10.2.4 the document on the origin of the goods (EUR 1)

10.2.5 the document on customs clearance of the goods (SAD, SAD supplementary), the customs accompanying document

10.2.6 the document on securing the customs debt in the state of the consignee

10.2.7 the transit document T1–T5

10.2.8 the veterinary import, transit and export document

10.2.9 the phytopathological import, transit and export document for the carriage of goods of plant origin

10.2.10 the safety instructions for the carriage of dangerous goods, oversized loads and perishable foodstuffs

10.3 The driver is responsible for handling the transport documents during the carriage.

XI. Procedure of the crew of the goods vehicle in the event of a traffic accident, fire, damage to the load or another extraordinary event during the carriage.

11.1 Extraordinary events during the carriage of consignments are:

11.1.1 traffic accidents involving the vehicle

11.1.2 fire of the vehicle

11.1.3 damage to or destruction of the consignment

11.1.4 theft of the vehicle together with the consignment

11.2 In the event of a traffic accident or fire of the vehicle and the consignment, an injury or sudden illness of members of the crew, or in the event of an extraordinary event during the carriage in which the lives or health of the crew are endangered, or there is a danger of damage to, destruction or theft of the consignment, the members of the vehicle crew are obliged to:

11.2.1 provide, according to their abilities and possibilities, the necessary first aid and call professional medical assistance without delay, and take measures to rescue persons

11.2.2 take appropriate measures so that the extraordinary event does not endanger the safety of road traffic, the vehicle and the consignment

11.2.3 take the necessary measures to save the property of the carrier and the shipper, and call the fire and rescue service. In the event of damage to goods subject to excise duty and other duties, also call the customs service.

11.2.4 ensure that a record is drawn up with the person who caused the accident

11.2.5 notify the extraordinary event without delay to the carrier and to the police, where a criminal offence or an administrative offence has been committed in connection with the extraordinary event

11.2.6 in the event of damage to or destruction of dangerous goods, comply with the safety instructions which form part of the accompanying documents

11.3 The carrier shall without delay arrange a replacement vehicle and the presence of an average adjuster at the place of the accident.

11.4 The carrier shall inform the shipper of the extraordinary event without delay.

XII. Final provisions

12.1 These transport regulations form, in relation to consignors and consignees, part of the proposal to conclude a contract for the carriage of goods from the day of their publication and making available.

12.2 These transport regulations take effect on 19 December 2019. All changes and amendments to the transport regulations take effect on the day of their approval by the company director, who is authorised by the carrier's managing director.

12.3 The carrier is obliged to make the valid transport regulations available to shippers at its business premises.

In Košice, 20 August 2026

Kristína Delejová, Managing Director

GLST s.r.o.

Informative translation. The transport regulations are issued in Slovak under Section 4 of Act No. 56/2012 Coll. and the Slovak wording prevails in the event of any discrepancy.