

**Beweship has an AEO safety certificate granted by customs. We also expect our partners to follow AEO and official regulations issued by authorities and try to prevent criminal activities in their line of business.**

**Additional information: [Customs – AEO-operator](#)**

## GENERAL CONDITIONS OF CARRIAGE FOR INTERNATIONAL TRANSPORTS

### 1. CONDITIONS OF CARRIAGE

#### 1.1. General

All business is carried out in accordance with the "General Conditions of the Nordic Association of Freight Forwarders (NSAB)" which is valid at the time of transport (unless otherwise stated in these conditions), and the laws and conditions in force in the relevant countries.

#### 1.2. Transportation of goods

The carrier's responsibility begins when he receives the goods for transportation, and ends when the goods are released to the consignee at the place of destination, or placed at the consignee's disposal at the designated place. In case of customs or other technical hindrance, the responsibility may end earlier.

The carrier reserves the right to choose the mode of transport, type of vehicle and route, and to choose whether the goods are transported directly or with transshipment, unless otherwise agreed.

The consignor shall, on their own responsibility, take care of the loading and stowing, when the carrier collects the goods from the consignor's premises. Lashing of the goods is the responsibility of the driver. The consignee shall, on their own responsibility, take care of the unloading of the goods which the carrier has delivered to the consignee's premises. The driver will help with the loading/unloading only when agreed separately. This help means the work carried out by the driver in the stowage area of the vehicle. The driver helps with the loading/unloading on the consignor's/consignee's instructions and responsibility.

The loading/unloading time at the consignor's and consignee's premises is included in the freight rate, when the loading or unloading time, or other waiting time not caused by the carrier does not exceed 1 hour per shipment. Any extra waiting

time will be charged according to waiting time rates valid at the time.

#### 1.3. Goods transported only under separate agreement

The following types of goods will only be accepted for transport under separate agreement:

- goods of exceptional value
- personal effects / removals goods
- goods which require special equipment for loading, lashing, transportation or unloading
- goods with such insufficient packaging that other goods may be damaged
- goods which cannot be stowed together with other goods
- goods which are more than 2,50m high, 6,00m long or 2,45m wide
- goods which cause an unusually uneven weight distribution in the vehicle
- live animals
- live plants
- goods susceptible to temperature change
- waste as specified in the waste legislation
- guns, ammunition, and explosives
- dangerous goods as specified in the dangerous goods legislation

Goods included in the ADR/RID/IMDG codes (dangerous goods etc.) are subject to the regulations in the codes or the international regulations of the relevant countries (see also section 3.4.).

For transport of foodstuffs, the conditions and instructions in the laws concerning foodstuffs are applied. For transport by container, swapbody or flat, or other special transport, the conditions will be agreed separately in each case.

#### 1.4. Transport contract

The contract is deemed to be confirmed when the carrier has received the goods which correspond to the details in the waybill, or when the carrier has received the necessary instructions for transport and confirmed them in the agreed manner.

The consignor shall provide for each consignment a waybill or transport instructions where the following information is clearly shown:

- the consignor's name and address
- the consignee's name and address and the place of destination with postal code
- the number and type of packages and the marks/numbers
- the type of goods (tariff number/official regulations)
- the gross weight and volume of the goods (including transport packaging eg. pallets etc.)
- instructions regarding customs clearance and other formalities
- the trade terms, from which it is clear whether the consignor or consignee pays the various charges (see also section 2.2.)
- any possible conditions of release
- a list of the enclosures attached to the waybill/transport instructions

The consignor is responsible for the information given in the waybill or transport instructions.

The carrier has the right to check whether the consignment corresponds to the information given in the waybill or transport instructions, and whether the regulations have been followed for goods transported under special conditions.

Unless otherwise agreed, the freight charges are payable as soon as the goods are received for carriage.

If the consignee does not accept the shipment, or refuses or is unable to pay the freight, or is prevented from paying by order of the authorities, then the consignor, as the customer who booked the shipment, notwithstanding the terms of shipment, is ultimately responsible for the freight and other costs. Freight for goods which spoil quickly, or whose value will not cover the freight costs must be paid in advance.

The shipper shall provide the export documents required for transportation, and/or the documents and/or instructions required for goods mentioned in section 1.3.

The contract is based on free and unhindered traffic and assumes that the transport can be carried out on roads which are suitable and capable of carrying the required loads.

If the transport started by the carrier is interrupted for reasons beyond the control of the carrier (eg. strike, lockout, etc.) then the carrier is entitled to compensation for the expenses and work carried out.

#### 1.5. Cash On Delivery

The carrier will only accept and oversee Cash On Delivery shipments if:

1. this is agreed upon beforehand in writing
2. this is shown separately on the waybill
3. the sum for collection is specified
4. the customer's bank details are clearly shown

#### 1.6. Pallets

The transport contract does not include any pallet exchange scheme. In order to take care of further distribution, goods may have to be palletized. In cases like these, an additional charge will be collected according to tariffs valid at the time. Pallet used for palletization will be left with shipment's consignee.

#### 1.7. Insurances

All insurances will be handled only upon written request.

## 2. GENERAL CONDITIONS FOR CALCULATION OF FREIGHT CHARGES

### 2.1. The meaning of "consignment"

A consignment means goods carried under one waybill or transport instruction which are loaded in one transport unit, and carried from one place and one consignor to one destination and one consignee.

The freight is calculated separately for each consignment.

## 2.2. Trade terms

The shipper shall, either on the waybill or transport instructions advise the trade terms in accordance with Incoterms or Combiterms defining the sharing of freight and other costs between the consignor (seller) and consignee (buyer).

## 2.3. Calculation of freight charges

The weight used for freight calculation is the gross weight (weight of the goods including packaging and any transportation accessories).

In road freight, the weight used for freight calculation is either the actual weight, volume weight (1 m<sup>3</sup>=333 kg) or loading meter weight (1 LDM = 2000 kg). Whichever is the largest, will be the one used.

In sea freight, the weight used for freight calculation is either the actual weight or volume weight (1 m<sup>3</sup>=1000 kg). Whichever is larger, will be the one used. Domestic terminal handling will be according to 1 m<sup>3</sup> = 333 kg.

In train freight, the weight used for freight calculation is either the actual weight or the volume weight (1 m<sup>3</sup> = 500 kg). Whichever is larger, will be the one used. Domestic terminal handling will be according to 1 m<sup>3</sup> = 333 kg.

In air freight, the weight used for freight calculation is either the actual weight or the volume weight (1 m<sup>3</sup> = 167 kg). Whichever is larger, will be the one used.

The weight calculated from the freight calculation is rounded upwards to the following complete one hundred kilograms, unless otherwise agreed.

Freight quotations are based on the cost levels and exchange rates at the time. Fluctuations in exchange rates and/or fuel costs and other factors beyond the control of the carrier may cause changes in the freight and other charges levied.

Offered prices are without VAT.

## 3. SURCHARGES (FREIGHT AND OTHER SURCHARGES)

### 3.1.

Among other things we will charge the following items separately: Cash On Delivery and the related recovery expenses, other recovery expenses, separate official charges from the state or local authority (i.e. duties & taxes), costs of

receiving from transport vehicle, airline and terminal company charges, transport and warehousing costs in the port area, airport or terminal, sorting, weighing, taking of samples, inspections, waiting time not caused by the carrier, work and material for supporting cargo, repackaging, repair of damaged packages, hire of cranes or lift trucks, overtime outside normal working hours (8-16), distribution in connection with the transport, customs transit documents and the costs of work and actions carried out on the client's instructions or to his obvious benefit, but which could not be foreseen at the time of quotation. The aforementioned does not preclude the NSAB 2015 - conditions but complements them.

### 3.2.

In addition to the basic freight, other charges related to the transportation will be levied separately in accordance with the tariff valid at the time. The freight rates are dependent on space and available equipment.

### 3.3.

We reserve the right to make alterations in the case of fluctuating surcharges. These surcharges will be levied in accordance with the tariffs valid at the time of transportation.

### 3.4.

For transport of consignments consisting of or containing dangerous goods (see section 1.3.) the valid surcharge will be levied.

### 3.5.

A charge will be levied for waiting time that exceeds the allowed loading and unloading time (see section 1.2.).

### 3.6.

If, due to error or negligence by the client, we are obliged to re-invoice the consignment, we will levy a surcharge for each new invoice in accordance with the valid tariff.

### 3.7.

For airfreight import rates all foreign currency will be changed to Finnish currency in accordance with the valid exchange rates and the IATA regulations.

### 3.8.

A customs guarantee commission will be charged in accordance with the valid tariff for all funds tied up in forwarding activities. The forwarding agent has the right to demand the client all fees for the assignment in advance.

3.9.

If the payment of the invoice is delayed, an interest will be charged from the due date in accordance with the late payment interest generally applied by the carrier/forwarder at each time, the late interest penalty being at least 16%.

If the invoice is not paid in accordance with the agreed payment terms, the whole remaining balance becomes due immediately.

3.10.

A charge will be levied for each payment reminder sent.

#### **4. SETTLEMENT OF DISPUTES**

4.1.

Disputes between the parties shall be settled according to the NSAB 2015.