



Additional terms and conditions

Note: All terms are based on transports within the EU, unless otherwise indicated.

Included in the transport rate

1. (Waiting)time for loading or unloading and/or export clearance or import clearance:
 - a. 0.5 hours for loading and 0.5 hours for unloading an express freight
 - b. 1 hour for loading and 1 hour for unloading a partial load, trailer or combi load
 - c. 1.5 hours for loading and 1.5 hours for unloading a LHV
 - d. 2 hours for loading and 2 hours for unloading an exceptional freight
 - e. 1 day for loading and export clearance in the EU and 1 day for import clearance and unloading in the Balkans
 - f. 1 day for loading and export clearance in the EU and 1 day for import clearance and unloading in CIS Countries (excl. Azerbaijan), Iran, Iraq and Turkey in case of LTL
 - g. 2 days for loading and export clearance in the EU and 2 days for import clearance and unloading in CIS Countries, Iran, Iraq and Turkey in case of FTL
2. 1 (waiting)day at the border when entering or exiting a non-EU/EFTA country.
3. Daily status update. All costs mentioned in our daily update sheets are fixed if the customer does not object in 24 hours.
4. TIR Carnet or Transit Declaration and 5 HS codes.

Not included in the transport rate

5. Any additional (waiting)time for loading/unloading costs 52.50 EUR per hour, or part of an hour, rounded up to the nearest half hour.
6. Any additional (waiting)time for loading/unloading an exceptional freight costs 65.00 EUR per hour, or part of an hour, rounded up to the nearest half hour.
7. Any additional (waiting)time for transports whereof at least 1 loading and/or unloading address is outside the EU:

Day 1-2:	250 EUR per day
Day 3-4:	280 EUR per day
Day 5-29:	450 EUR per day
As from day 30:	900 EUR per day
8. Customs documents, including EX documents and T documents.
9. Convoy costs/surcharge for the transport of high value and/or exceptional load.
10. Demurrage or other costs imposed by the local authorities, delays in customs clearance and/or unloading.
11. Guidance cars and special licenses in case of an exceptional transport.
12. Covering the load with a tarpaulin in case of an exceptional transport.

General

13. The transport costs that will be invoiced eventually will be definitely established if all factors regarding the transport are known and have been assessed. This includes among others the real loading and unloading times, opening hours, the number of stops, the number of orders and the distribution of these orders in time. For time-deliveries and night-deliveries other fees apply.
14. Prices are adjusted monthly based on the fuel prices. We adjust prices by 1% for every 2.5 eurocents fluctuation of the daily fuel price as published by Oliecentrale Nederland:
<http://www.oliecentrale.nl/media/rtf/prijzen%20internet.pdf>
15. Our fees follow the cost adjustments as calculated by Panteia.
16. Cancellations occur in a written notification and the agreement ends on the time the cancellation is received by us. In case of cancellation of a transport we will charge you all actual costs made for that particular transport (e.g. possible waiting costs for loading, empty run to and from the loading place, permit costs).
17. Invoices are sent by e-mail without CMR. A digital copy of the CMR is available upon request.

Other

18. Proof of Delivery: for sending the original POD by post, we charge 25 EUR.
19. In case of exceptional transports to and from non-EU/EFTA countries, 45% of the transport price needs to be paid in advance.
20. Partial loads (LTL) with destinations outside the EU will be delivered to the customs terminal.
21. Transports are arranged without exchange of pallets.
22. The drop-off and pick-up of (hire-) trailers and bodies will be charged.
23. Commercial invoice, packing lists and other import/transit related documents are to be arranged by the sender/client (e.g. CvO, phytosanitair certificate).
24. The transit time is an estimation of the time it will take for the truck to get to destination. Border crossings, road and weather conditions and previous unloading addresses may influence the transit time.
25. The customer is responsible for import clearance at the destination.