



Choice of delivery terms

In modern transport systems, goods are not always inspected at points where the risk is transferred according to Incoterms 2010. To avoid dispute concerning where loss or damage has incurred along the transport chain, it is advisable to agree on terms of delivery where one part bears the risk for the goods during the entire transport.

State incoterms (R) 2010.

When making an agreement based on Incoterms, it is advisable to state the terms of delivery agreed on in the contract of sale and commercial invoices e.g. "FOB Gothenburg, Incoterms (R)2010". This prevents problems with interpretation which may arise in countries having their own definition of delivery terms.

Bring recommends the use of Incoterms (R) 2010 for international shipments and strongly advises against forming own delivery terms.

Delivery terms

Incoterms® 2010

Clarifies responsibilities between seller and buyer

Claim Deadlines, time-bars and liability

Applicable rules	Notice of claim Apparent loss or damage	Not apparent loss or damage	Period of limitation	Limitation of liability for loss of damage
1.Carriage by Sea Haag-Visby Rules. The Rotterdam Rules Appli- cable national legislation	Upon receipt of goods	3 days 7 days 3 days	1 year 2 years 1 year	SDR*667/package/SDR 2/kg SDR 875/package/SDR 3/kg SDR 17/kg
2. Carriage by Air The Montreal Convention	Upon receipt of goods	14 days (in the event of delay 21 days)	2 years	SDR/19kg
3. Carriage by Rail CIM Convention	Upon receipt of goods	7 days	1year	SDR/17 kg
4. Carriage by Road CMR Convention Applicable national legislation	Upon receipt of goods	7 days Without delays	1 year 1 year	SDR 8,33/kg SDR 17/kg
5. Nordic Forwarding NSAB (when liability as carrier)	Upon receipt of goods	7 days	1 year	SDR 8,33/kg Norway SDR 17/kg

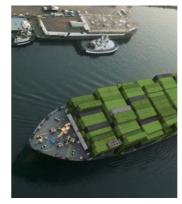
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Please observe limitation for carriers above and thus the need for cargo assistance.

Shipping companies and freight forwarders have limited liability regarding the cost of replacement goods due to loss / damage, see table above. You should therefore consider whether any items should be insured for their full value during shipment. In such cases insurance can be taken out directly with an insurance company or the forwarder. Our recommendation would be to take out general transport insurance to ensure the goods are fully insured from point of collection through to delivery. This would also ensure that your product would not simply be subject to the respective transport ϑ shipping industry liability average. Contact us for more information.









Incoterms

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EXW - Ex Works (named place) ex factory ex mill, ex warehouse etc)	Risk Costs Documents				
FCA - Free Carrier (named place)	Risk Costs Documents	Specify named point The buyer is at risk when the goods have been delivered to the first carrier or terminal at agreed time and place	Insurance to be covered by the buyer (the seller up to the named point)		
FAS (only by sea) Free alongside ship (named port of shipment)	Risk Costs Documents	The buyer is at risk when the goods have been delivered alongside the ship at the port of shipment	Insurance to be covered by the buyer (the seller up to the ship)		
FOB (only by sea) Free on board (named port of shipment)	Risk Costs Documents	The buyer is at risk when the goods have been delivered onboard the ship at the port of the shipment	Insurance to be covered by the buyer (the seller up to the ship)		
CFR (only by sea) Cost and freight (named port of destination)	Risk Costs Documents	The buyer is at risk when the goods have been delivered onboard the ship at the port of the shipment	Insurance to be covered by the buyer (the seller up to the ship)		
CIF (only by sea) Cost, insurance and freight (named port of destination)	Risk Costs Documents	The buyer is at risk when the goods have been delivered onboard the ship at the port of the shipment	The seller contracts insurance to the named port of destination Insurance to be covered by the buyer.		
CPT - Carriage paid to (named place of destination)	Risk Costs Documents	The buyer is at risk when the goods have been delivered to the first carrier or terminal	Insurance to be covered by the buyer		
CIP - Carriage and insurance paid to (named place of destination)	Risk Costs Documents	The buyer is at risk when the goods have been delivered to the first carrier	The seller contracts insurance to the named place of destination Insurance to be covered by the seller to the terminal (further transport by the buyer)		
DAP Delivered at place (named place of destination)	Risk Costs Documents	The buyer is at risk when the goods have been placed at his disposal agreed place of destination ready for unloading	Insurance to be covered by the seller. The seller bears the ridk during the whole transport		
DAT 1) Delivered at terminal (named terminal at port or place of destination)	Risk Costs Documents	The buyer is at risk when the goods have been placed at his disposal at agreed terminal unloaded not cleared for import and with duties unpaid	Insurance provided by seller unti goods are delivered to terminal (then by buyer)		
DDP - Delivered duty paid (named place of destination)	Risk Costs Documents	The buyer is at risk when the goods have been placed at his disposal at agreed place of destination cleared for import and with duties paid ready for loading	Insurance provided by the seller. The seller bears the risk during transport.		