



GENERAL TRANSPORTATION/TENDERING TERMS AND CONDITIONS FOR INTERNATIONAL ROAD TRANSPORTATION IN DSV ROAD OY'S TRANSPORT SERVICES

STARTING FROM 1 JANUARY 2017

1. TRANSPORTATION TERMS AND CONDITIONS

1.1 General

All assignments will be performed

- according to the laws and regulations valid in each country.
 - according to the general regulations of the Nordic Association of Freight Forwarders (NSAB) valid during transportation. Of the NSAB 2015 terms and conditions, we exclude the promised time set out in section 7, subsection 2 and section 19, item B, as well as the insurance obligation set out in section 25, item A.
- The forwarder's liability for any misplaced, reduced or damaged goods is limited to SDR 8.33 per kg from the gross weight of the goods.
- according to DSV Standard Terms and Conditions.
 - according to DSV's valid transportation/tendering terms and conditions.

The transport agreement will be deemed confirmed once the freight carrier has received the goods that correspond with the waybill or has received the instructions required for transportation and has accordingly arrived to pick up the goods.

1.2 Prices

Prices are based on the transportation volumes you have reported and the agreed operating methods and schedules. If there are significant changes in operating conditions, we require that you contact us in order to revise the offer. We reserve the right to price changes.

The prices are applied to goods of a normal weight, size and quality that do not require any special handling or equipment. The prices are not applied to hazardous substances or collies of excess length. Freight surcharges (currency, fuel, war risk, weight and other such surcharges) valid at each time will be charged separately according to the current rates of shipping companies and airlines, unless otherwise stated in the offer. In case of a breach of the agreed payment terms, the outstanding receivables will immediately fall due in full.

Value added tax valid at the time of transportation will be added to the prices.

The weight on which the freight rate calculation is based will be rounded up to the nearest full hundred kg.

The freight rate provided are based on the current cost level and valid exchange rates. Any changes in exchange rates and/or fuel prices, as well as other factors independent of the freight carrier, may cause changes in the freight rates and charges collected. The freight rate will fall due once goods have been delivered for transportation.

1.3 Load securing, and loading and unloading times

The shipper will be individually responsibly for loading, stowing and load securing when the freight carrier picks up the goods from the shipper. The consignee will be responsible for unloading the goods that the freight carrier has transported to it. If the freight carrier takes part in loading or unloading, they will only work in the vehicle's loading space and always in the name of and under the responsibility of the shipper/consignee. The freight carrier shall have the right to collect a separate additional charge specified in the price list for any factors slowing down the loading or unloading process and for any additional services.

The freight rate includes time spent on loading or unloading a foreign transport unit or on other waiting independent of the freight carrier as follows: **0.5 hours** for less than 5,000 kg/15 m³/2.5 loading metres per consignment; **1.0 hours** for more than 5,000 kg/15 m³/2.5 loading metres per consignment. A waiting charge valid at each time will be collected for any excess time.

Loading or unloading starts when the freight carrier drives their vehicle to the agreed loading or unloading location, and the vehicle is ready for loading or unloading. Loading ends after the loaded consignment has been secured in the transportation unit, and unloading ends after the consignment has been unloaded from the transportation unit.

1.4 End of transportation

Transportation ends when the transported goods are in the agreed location ready for unloading from the delivered transportation unit. If there is no safe and/or sufficient access to the consignee's facilities or there is no proper unloading place, transportation will be deemed ended after a notification of the specific defect has been given to DSV's Customer or the shipper. The freight carrier shall have the right to collect a separate additional charge for any factors slowing down the loading or unloading process and for any additional services, such as carrying indoors/upstairs, unloading from a platform, or other similar separate activities. The manual carrying limit is 20 kg.

1.5 Goods transported solely on the basis of a specific agreement

With regard to goods covered by the ADR/RID/IMDG code (hazardous substances, etc.), the regulations set out in the code or international regulations valid in each specific country will be applied. The minimum charge is set according to a half pallet (0.2 loading metres = 400 kg).

- Thermo and waste transportation must be agreed upon separately.
- Food transportation is governed by the provisions and guidelines of the valid food legislation.
- For container/pallet transportation and various special transportation, terms and conditions will be agreed upon separately.
- Pallets will not be exchanged during loading and unloading.

2. GENERAL FREIGHTING TERMS AND CONDITIONS

2.1 Consignment

"Consignment" refers to goods that are marked on a single waybill or transport instructions, sent by a single shipper from a single location to a single consignee in a single location and loaded in a single transportation unit.

The freight rate is calculated separately for each consignment.

The freight carrier shall have the right to change the chargeable weight if the chargeable weight provided by the shipper is incorrect.

The shipper is obligated to pack the consignment in a manner suitable for mechanical handling if the weight of a single parcel exceeds 20 kg. The weight must be marked on each colli. Collis under 20 kg must be palletized when the total amount is 5 collis or more. If DSV terminal does this palletizing, DSV will debit the costs caused by this.

2.2 Freight calculation rules

The freight rate is calculated, taking into account the gross weight of the consignment (weight of goods, including packaging and loading accessories). The freight rate of a colli, the weight by volume is less than 333 kg/m³, is calculated according to its volume (maximum consignment length x width x height). In such a case, the freight rate will be calculated according to the weight by volume of 333 kg/m³. 2,000 kg per loading metre taken up by the cargo.

1 EUR pallet space (length 1.20 m x width 0.8 m) = 0.4 loading metres/800 kg (minimum).

1 FIN pallet space (length 1.20 m x width 1.0 m) = 0.5 loading metres/1,000 kg (minimum).

Freight calculation rules for full units are:

13.6 m EURO trailer	13.6 loading metres; 27,200 kg or 82 m ³
22 m road train	18 loading metres; 36,000 kg or 110 m ³
24 m road train	20 loading metres; 40,000 kg or 120 m ³

The possibility for stacking (clearly marked on collies and also stated in the transport assignment) can be taken into account if:

- the colli or pallet is suitable for loading on top or at the bottom
- the height of a single colli or pallet does not exceed 1.20 m
- the weight of a single colli is at most half of the chargeable weight of a similar pallet space

The minimum charge for an EUR pallet consignment is 0.2 loading metres.

The minimum charge for a half pallet consignment is 0.1 loading metres.

Stackable collies must be suitable for mechanical handling. If a product is suitable for stacking, it must be clearly marked on the colli.

For groupage consignment the maximum height of a single colli is max 2.1 m and weight max 1,200 kg.

The freight rate of a consignment which is difficult to stow due to nature of goods or the type of packaging, and which hinder normal co-loading with other cargo or a maximum usage of the loading space the chargeable weight of long goods (1.21–6.0 m) is defined in relation to an EUR pallet (1.20 x 0.80 m) and, in terms of loading metres, is at least one third of the length of a colli. If, for example, a colli is 6.0 m in length and 0.80 m in width, the freight rate is $\frac{1}{3} \times 6.0 \text{ m} \times 2,000 \text{ kg} = 4,000 \text{ kg}$, provided that the specific colli has not been secured in a manner as to prevent loading next to it or that the consignment is not so heavy that it must be loaded in the middle of the loading space.

If long goods (2.5–6.0 m) weigh less than 20 kg, freight rate will be calculated according to a half pallet space (0.2 loading metres = 400 kg).

The chargeable weight of long goods (more than 6.0 m) in loading metres is at least half of the length of the colli. If, for example, a consignment is 10.0 m in length and 0.80 m in width, the freight rate is $\frac{1}{2} \times 10.0 \text{ m} \times 2,000 \text{ kg} = 10,000 \text{ kg}$, provided that the specific consignment has not been secured in a manner as to prevent co-loading or that the consignment is not so heavy that it must be loaded in the middle of the loading space. If the width of the consignment is more than 1.2 m, the chargeable weight will be the length of a colli in loading metres.

3. ADDITIONAL FEES (FREIGHT SURCHARGES, ETC.)

3.1 In addition to the actual freight rate, other transportation-related costs will be charged according to DSV Road Oy's valid price lists, such as:

- extra trailer rent
- terminal rent (> 3 days)
- scheduled delivery/pick-up
- manually sent documents
- call charge
- paper invoices

3.2 Change and cancellation of assignment

Agreed assignment may be cancelled or changed by the Customer at no additional expense up to 24 hours prior to agreed collection time for the goods. Cancelling of assignment less than 24 hours prior to agreed collections time for the goods is to be considered as a "missed transport" entitling DSV to charge 80 % of the agreed freight for the transport.