

# Transport Terms and Conditions

DSV Air & Sea AB, Version 8 – 2021



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**These terms and conditions is valid to 2021-12-31 with reservation for changes decided by authorities or equivalent. Changes in fees (new, extended or adjusted) are taken out in their entirety from the date the decision states that the fee should apply, even if adjustments in these terms and conditions has not been implemented.**

## 1. Applicability

### 1.1 Scope

Unless otherwise agreed in writing, these Transport Terms and Conditions are to govern all operations which are performed by DSV Road AB (in the Transport Conditions called DSV).

"Assignment" means all transport, storage and information services performed by DSV as well as other obligations and services described in NSAB 2015 § 3.

"Customer" means the party which has entered into agreement with DSV and/or the party succeeded the first mentioned party.

### 1.2 Applicable terms and conditions for assignments

Assignments are to be carried out by DSV according to:

1. Terms and conditions agreed in writing for the specific assignment.
2. Terms and conditions for a transport service chosen by the Customer.
3. These Transport Terms and Conditions.
4. DSV Standard Terms & Conditions (DSV Group).
5. General conditions of the Nordic Association of Freight Forwarders NSAB (at present NSAB 2015).

## 2. GDPR/Data Privacy

DSV handles personal data in accordance with applicable legislation (GDPR). DSV is the data controller of personal data transferred from DSV's client and/or its customers. Therefore, there is no need to establish a separate Data Processing Agreement between DSV and the client, nor do DSV provide separate warranties and / or assurances regarding the processing of transferred personal data from the client or its customers to DSV. For more information about DSV Data Privacy Policy, see [www.dsv.com](http://www.dsv.com) (Data Privacy).

## 3. Validity of offer or agreement

Unless otherwise specified in the offer, an offer shall apply for a period of 30 days from the offer date specified by DSV.

The agreement ceases to apply if the Customer has not placed an order according to the agreement during a consecutive period of 6 months.

Limited Operations of a one-time nature and accepted by DSV, without fixed contract term or period of notice, applies until DSV has completed the Operation and the Customer has fulfilled its obligations for the Operation.

In addition, and unless otherwise agreed in writing, Assignment applies for an indefinite period subject to one (1) month's notice of termination by either party whereupon the Assignment is to terminate on the last weekday in the calendar month after the calendar month in which notice of termination has been given.

Notice of termination must be given in writing.

## 4. Liability

In connection with forwarding within Sweden, which is not part of a border crossing transport, DSV will be liable according to the provisions of NSAB 2015 and Lag om inrikes vägtransport.

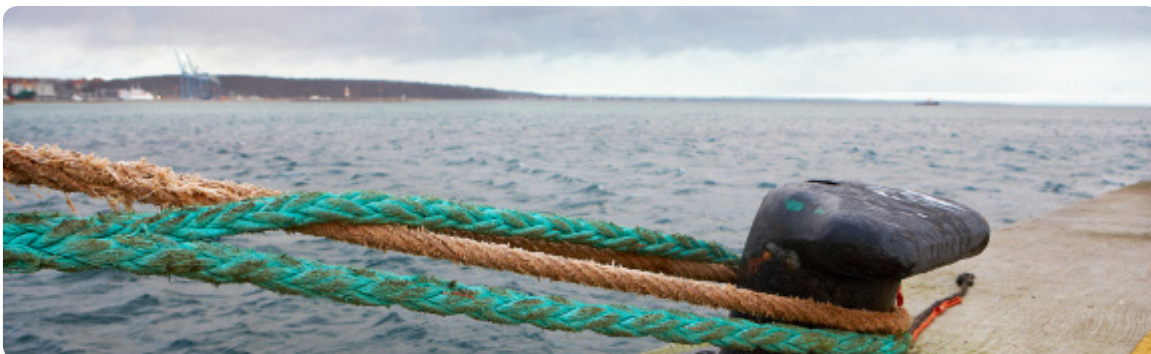
Cross-border transports shall be governed by the provisions of the Convention on Contracts for the International Carriage of Goods of 19 May 1956 (CMR).

If the goods is loaded on a trailer or other cargo carrier but the transport is made by another mode of transport, for example a ferry or a train, the regulation for that mode of transport shall apply.

## 5. Disputes and Time-bar

Disputes in relation to offer, agreements or Assignments shall be resolved according to the rules of Stockholm Chamber of Commerce.

Legal proceedings against DSV shall be commenced within a period of one year as mentioned in NSAB 2015, otherwise the right of claim will be time-barred.



## 1. General Terms and Conditions

### 1.1 Special conditions and restrictions for transport assignments

DSV undertakes transport assignments subject to limitations set forth under 1.1.1 – 1.1.2 below. DSV reserves the right to specify special terms and conditions alternatively to refuse the transport assignment also for other types of goods not specified below.

#### 1.1.1 Special Terms and Conditions for Certain Goods

The following types of goods are only to be accepted following a written agreement:

a) Goods for which special transport restrictions apply by law.

Goods, for which transport restrictions apply by law in either recipient country, country of dispatch or any transit country

b) Dangerous goods or temperature sensitive goods, tobacco, wines and spirits, waste, dangerous waste, theft-prone goods such as computers, home electronics etc valuables (for example art, antiques or jewellery) personal effects or removal goods, living plants, perishable goods.

c) Goods requiring special arrangements for loading, unloading or during transport (for example machinery)

d) Goods with insufficient packaging which consequently can cause damage on other goods and goods that cannot be loaded together with other goods.

e) Transports of foods apply to applicable Food Act and regulations.

Terms and conditions and prices governing the performance of the Assignment shall be determined in connection with the agreements.

#### 1.1.2 Goods not accepted for transport

Living animals (exception bumble bees/laboratory animals after agreement), weapons, documents of value, disease-carrying substances and cash.

#### 1.1.3 Goods of dangerous nature

DSV is entitled to destruct or destroy goods received, which are of dangerous nature, provided such action is justified in order to prevent danger.

If no immediate danger exists DSV shall if possible inform the Customer about measures that will be taken with the goods.

### 1.2 Booking of transport

Booking and/or Transport instruction of transport and delivering of goods according to Transport Terms and Conditions applicable from time to time is a prerequisite for the assignment.

Booking and/or Transport instruction is primarily made via EDI, e-mail or fax secondly by telephone or separate agreement.

Obligatory information when booking:

- Consignor (name and address)
- Consignee (name and address) 1
- Collection address 2
- Delivery address 2
- Number of packages and type of goods
- Information about weight
- Information about volume
- Terms of delivery 3
- DSV Air & Sea AB customer number
- Consignment number approved by DSV

1 Phone number is required for homedelivery to private address.

2 In case collection and delivery are not to take place at consignor of consignee.

3 For international transports terms of delivery according to Incoterms 2010.

### 1.3 Transport documentation

To make it possible for DSV to perform the transport assignment and fulfil the agreement according to specified or agreed transport times the Customer is responsible for the consignor leaving correct and relevant information for the assignment for example booking information, commercial invoice and/or packing list.

### 1.4 Transfer of information

All information about the assignment can be given according written agreement or be transferred to DSV via EDI. The format for EDI communication must be in accordance with DSV's specifications as applicable from time to time.

### 1.5 Delivery terms

All transports is handled according to Combiterms 2011. Cost allocation between the seller and the buyer of goods is rules by Incoterms 2010.

### 1.6 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 100% of the agreed freight for the transport.

## 2. Scope of transport assignment

### 2.1 Main types of transport assignment

DSV's transportsystem includes five main types of transport assignments.

a) Air

1 m<sup>3</sup> = 167 Kgs (1:6)

General measurements are:

length 317 cm, width 244 cm, height 159 cm

(Wide body aircraft)

In addition general measures fit for type of aircraft and destination from time to time.

b) Sea

LCL (less than container load) FLC (full container load)

1 m<sup>3</sup> = 1000 Kgs (1:1)

1 loading metre = 5,5 m<sup>3</sup>,

1 pallet = 2,3 m<sup>3</sup>

c) Terminal sea

1 m<sup>3</sup> = 333 Kgs

d) Domestic road transport

1 m<sup>3</sup> = 330 Kgs (1:3)

1 loading metre = 1950 Kgs, 1 pallet = 800 Kgs

e) DSV XPress

See separate terms and conditions for the product.

### 2.2 Fulfilment of the assignment

DSV's transport obligations include transport with collection and delivery during normal office hours.

DSV is entitled to make decisions on mode of transport, type of vehicle and transportation route and to ship the goods in direct traffic or with reloading.

The fulfilment of the transport Assignment presumes free and unhindered traffic and that the entire transport route consists of road and ferry routed with required bearing capacity and a minimum free height of 4.5 metres.

A separate fee shall be charged in the event that local regulations at the place of delivery or place of destination do not allow transport vehicles on affected roads or where collection or delivery cannot take place without extra measures or costs for DSV.

See Price information General, section 1.7 Other services.

### 2.3 Transport subject to time guarantee

Transport subject to time guarantee (according to NSAB 2015) or Guarantee F10/F12 shall only apply if DSV in writing in an agreement or in an offer to the Customer has undertaken to perform the transport subject to time guarantee.

Any wishes or terms specified by the Customer for example in transport documents regarding time of delivery shall not be binding upon DSV unless this has been confirmed in writing by DSV.

Actual costs due to delayed collection or delivery must be proved by the Customer.

### 2.4 Customer's responsibility

The Customer shall be responsible for all such costs due to incorrect or incomplete information. DSV has the right to debit all extra costs.

a) Packaging

(i) The Customer shall ensure that the goods supplied are packed or constructed in such a manner that they can withstand normal transport handling and do not damage other goods. It is also the Customer's responsibility that the packaging complies with all requirements according to national rules and regulations. DSV shall not be liable for damage to goods due to absence or deficiency of wrapping or other packaging. In case the packaging is of display nature, the wrapping is part of the goods' value and shall be protected by the Customer through the use of outer wrapping of the same extension as the goods.

(ii) All wooden packaging for export to countries that require approved labeling, shall be approved and marked according to the standard ISPM 15. For Swedish wooden packing applies that it must be approved by Jordbruksverket (the Board of Agriculture). If approved marking is missing the Customer will be charged additional fees.

b) Securing of cargo

(i) The Customer shall ensure that the consignor, in case the consignor takes care of the loading, secures the load according to regulations issued by the Swedish National Road Administration or equivalent public authority abroad. In this case the consignor is responsible for damage on the goods and the driver for third party injuries/damages on the roads.

(ii) Dangerous goods shall be secured according to applicable transport regulations (ADR, RID, IMDG etc.).

(iii) The Customer shall ensure that the consignor is providing with all extra securing equipment in addition to spansets provided by DSV, which is equal to one spanset a meter.

(iv) Goods that require special or deviant securing will be done by the consignor or according to his instructions. The consignor is in these cases liable for possible damages to goods and/or property.

(v) In addition, the Customer shall ensure that the consignor, where necessary, issues a cargo-loading-certificate for seafreight, for example Container Packing Certificate (CPC).

c) Frost sensitive goods

DSV is only responsible for damage caused by frost if the transport has been accepted by DSV before transport. DSV shall not be liable for any damage where the outside temperature is below minus 15 degrees centigrade at any time during the transport. Goods booked as frost-free are only provided with thermo hoods (domestic transport)

It is the Customer's responsibility that the goods are marked with "Frostfree".



### 3. Dangerous goods

#### 3.1 Rules and regulations

The rules and Regulations for dangerous goods are ADR/ADR-S, RID/RID-S and IMDG-code where -S stands for Sweden, where specific additions and exceptions apply for domestic transports

- ADR/ADR-S – Regulations for transports of dangerous goods on road issued by Swedish Contingencies Agency
- RID/RID-S – Regulations for transports of dangerous goods on railway issued by Swedish Contingencies Agency
- IMDG-code – Regulations for transport of dangerous goods by sea issued by IMO (International Maritime Organization). The IMDG-code are incorporated in Swedish legislation by the rules TSFS2015:66, issued by Swedish Transport Agency.

Abbreviations and terms used above are defined in the relevant regulation.

#### 3.2 Customers responsibility

When it comes to transport of dangerous goods, the Customer is responsible for informing DSV whether the goods completely or partly are affected by the rules and regulations for dangerous goods on road (ADR), railway (RID) or sea (IMDG-code). The customer shall also provide all information stipulated in goods declaration applicable at the time of booking.

The Customer is responsible for issuing transport documentation. For dangerous goods on road in domestic traffic, this means that a document with dangerous goods declaration must be issued.

International road transports require the same documentation with an additional dangerous goods declaration in English, German or French. An alternative is to refer to the Dangerous Goods Declaration (DGD) or Multimodal Dangerous Goods Form (MDGF) in case such a document is issued.

For transports to Gotland the declaration shall be issued in accordance with the "Memorandum of Understanding for the Transport of Packaged Dangerous Goods in the Baltic Sea".

In conjunction with transport by sea as well as transport by road combined with transport by sea, all documents such as DGD/MDGF and where applicable CPC (Container Packing Certificate), shall be issued in accordance with IMDG-code.

Furthermore, the Customer shall ensure that the consignor classifies packages, marks and labels the dangerous goods pursuant to applicable regulations in ADR/RID/IMDG-code. Each package shall be supplied with prescribed marking and labelling.

Separate documentation shall be issued by the Customer in respect of dangerous goods of various types, which may not be loaded together with other goods in the vehicle.

If dangerous

goods are transported by road as limited quantities, the Customer must provide information regarding the total amount of such cargo at the time of booking. If dangerous goods in limited quantities are transported at the Baltic Sea, the Customer must issue transport documentation in accordance with IMDG-code.

#### 3.3 Restrictions

Substances/objects according to 1.10.3 in ADR (Regulations for High Consequence Dangerous Goods) shall not be accepted for transport other than with a special agreement. These restrictions apply on substances and objects listed in table 1.10.3.1.2 in ADR.

Below listed substances and objects have restrictions and cannot be transported other than after special agreement:

- Class 1 – Explosives (Substances with classification 1.4S are not comprised by these restrictions with exemption of UN0366, 0441, 0455, 0456, 0500, 0513)
- Class 2 – Toxic gases classified 2.3
- Class 3 – Liquid desensitized explosives\*
- Class 4.1 – Solid desensitized explosives\*
- Class 6.1 – Toxic substances in packaging group I
- Class 6.2 – Infectious substances
- Class 7 – Radioactive substances

\*Table with UN-number comprised according to above:

##### Class 3 Liquid desensitized explosives

UN1204, UN2059, UN3064, UN3343, UN3357, UN3379

##### Class 4.1 Solid desensitized explosive

UN1310, UN1320, UN1321, UN1322, UN1336, UN1337, UN1344, UN1347, UN1348, UN1349, UN1354, UN1355, UN1356, UN1357, UN1517, UN1571, UN2555, UN2556, UN2557, UN2852, UN2907, UN3317, UN3319, UN3344, UN3364, UN3365, UN3366, UN3367, UN3368, UN3369, UN3370, UN3376, UN3380, UN3474

For transports related to dangerous goods the Customer shall be charged a separate fee in accordance with the price terms and conditions applicable from time to time.

## 4. Storage

Regulations concerning storage in NSAB (NSAB 2015 § 25 is not valid for storage as part of a transport, but only when a separate agreement for storage is made.

DSV excludes the insurance responsibility in § 25 A 2nd section, but the remaining text is valid. DSV is only obliged to make inventory checks and provide insurance co-verage on behalf of the Customer when a special agreement is made about this.

## 5. Cargo Insurance

DSV's liability for goods is limited pursuant to NSAB 2015 and applicable laws and regulations. In order to protect the Customer's financial interests, DSV recommends that separate goods insurance is taken out. See [www.se.dsv.com](http://www.se.dsv.com) for information about goods insurance via DSV.

## 6. Claims

When a deviation in the transport occurs such as damaged or lost goods, a claim must be made, as soon as possible, via DSV's customer service portal, myDSV. It clearly appears which type of information that shall be filled in and which documents that must be uploaded. All communication in the matter, after registration, must be via [claims.cherwell@dsv.com](mailto:claims.cherwell@dsv.com). Claims reference, given after registration, must always be noted in the subject line in the e-mail.

In the event of missing goods, DSV's customer service must be contacted to search for the goods, before a claim is made via myDSV.

Damaged goods including the packaging must be saved and photos must be taken.

### 6.1 Damaged/missing goods noted upon delivery

The Customer shall ensure that the consignor upon delivery of the goods makes a check on the goods. If the goods is impaired by damage or depreciation this must be noted on the transport documentation upon delivery of the goods.

The complaint shall be verified by driver/DSV's representative. Notes on receipt list (klft) do not need to be verified by driver. Visible damage not noted upon delivery can be rejected.

The Customer is responsible for the goods being signed by authorised person on stated receiving address.

### 6.2 Damaged/missing goods not visible upon delivery

Damage or depreciation not visible (hidden damage) upon delivery must be notified to DSV as soon as possible, however not later than 7 calendar days following the receipt of the goods.

If notice of claim is given later than within 7 days from the day the goods were received, it is up to the party who gave notice of claim against DSV to prove that the damage or diminution of the goods had occurred before the goods were received. If the claimant fails to prove this, the goods will be considered to have been delivered in perfect condition.

### 6.3 Liability

If the driver is not present when goods are loaded, DSV is not responsible for damage or missing goods as a consequence of handling or stowing.

For transports of goods with specified temperature DSV is not responsible for damage caused by wrong temperature, if the driver has not been given possibility to check the temperature of the goods before and during loading.

In conjunction with successive transports in which parties other than DSV have handled the goods, DSV shall not be liable for damage, if the damage did not occur whilst DSV or any party for which DSV is liable, was responsible for the goods.

## 7. Sub-carrier's liability

In the event that transport liability rests on DSV, the Customer shall direct any claim for compensation due to damage, diminution, loss or delay to DSV or the partner/representative of DSV, and not to the sub-carrier engaged by DSV.

## 8. Force Majeure

DSV shall be released from liability to perform assignments where DSV is prevented by circumstances beyond DSV's control and which DSV could not reasonably have foreseen. This includes IT-breakdown and power failure. DSV shall inform the Customer when such circumstances occur and cease to apply. A party shall be entitled to cancel an agreement or break an assignment with immediate effect where a force majeure event has continued for more than one month or, where a specific period of notice of termination has been agreed, after a period corresponding to such period of notice.

## 9. Terms of payment

### 9.1 Generally

Payment must be received by DSV not later than 10 days after invoice date. In the event of late payment DSV shall be entitled to interest on overdue in accordance with the interest rate applied by DSV from time to time (at present 2.0 % per month) and other fees and compensation to which DSV is entitled by law.

In the event DSV, according to instructions from the Customer, invoices a party other than the Customer, and payment is not made in due time, the Customer shall be obliged, immediately upon receipt of an invoice to make payment to DSV of invoice amount as well as penalty interest and reminder fees.

Upon request by DSV, the Customer shall be obliged to pay in advance freight and other charges relating to Assignment relating to rapidly perishable goods or goods which value do not with certainty cover freight and such other costs.

The Customer shall at all times be liable for payment of all costs relating to the consignment and outlays if the goods are not redeemed by the consignee or if such party is not creditworthy or fails to pay.

### 9.2 To claim an invoice

In conjunction with complaints concerning part of an invoiced amount, the part of the amount not subject to complaint shall be paid pursuant to the aforesaid.

In the event of unjustified complaints, the Customer shall pay penalty interest, fees and compensation for DSV's other costs.

Complaint according to General Conditions section 6 does not mean that invoiced amount can be withheld. Invoice shall be settled and claim related to the goods shall be handled separately. DSV has the right to immediate termination if the Customer fails to pay the invoice within 30 days after the due date. No compensation will be paid due to the termination.

### 9.3 Lien

In respect of non-payment of due claims DSV is entitled to sell as much of the goods as to cover DSV's total claims against the Customer. DSV shall, if possible, in good time inform the Customer about what measures DSV intends to take in respect of sale of the goods. DSV's lien on goods referred to shall also apply to the

benefit of every other company belonging to the same group of companies from time to time and shall apply to all accounts receivable for the Customer in respect of this other group company. This lien benefiting other group companies shall apply irrespective of whether DSV is a party to the contract from which the claim arises or not.

## 10. Changes in prices and conditions

Unless otherwise specified, the agreed price is based on conditions stated in writing for the assignment.

In the event of change in, or the non-fulfilment of such conditions during an ongoing assignment, DSV shall be entitled to adjust prices and other terms and conditions for the assignment or, alternatively, to cancel the assignment.

In the event of an increase in DSV's costs for an Assignment or part thereof due to exchange rate changed, increased fuel prices including underlying factors, or due to circumstances beyond DSV's control or which it reasonably could not have foreseen, for example, new or amended governmental duties, known but not avoidable cost increases such as ferry freights, DSV shall be entitled to adjust the price in order to compensate for such increases.

Corrections due to currency and/or fuel changes are made monthly in accordance with DSV's key for "Currency and fuel adjustment" which appears on [www.dsv.com](http://www.dsv.com) / see. DSV has the right, at any time, to change the index and decide on the level and duration of withdrawal of fuel surcharges.

Additional taxes and duties imposed by the authorities will be charged for entirely as from the day such change is effective and this applies to all Assignments.





## 1. Transport documentation and labelling

### 1.1 Groupage

#### 1.1.1 Delivery information

- Obligatory information in transport documentation and/or transport instructions:
- Consignor's full name, collection address and telephone number
- Package number and postal code in clear text and consignment number approved by DSV in clear text and bar code
- Customer number
- Consignee's name, delivery address and telephone number
- Consignee's postal address, if other than delivery address
- The consignment's total number of packages, weight and volume
- Delivery terms according to Incoterms 2010
- Common description of type of goods and method of packaging and, in relation to dangerous goods, the generally accepted description thereof.
- Necessary instructions regarding customs and other formalities.

#### 1.1.2 Package labelling

- Obligatory information on package label:
- Consignor's name and collection address
- Consignment number clearly visible and approved by DSV
- Package number and postal codes in clear text and barcode
- Consignee's name, delivery address and telephone number
- Delivery address must be mentioned if other than the address of the consignee.
- The consignment's total number of packages, weight and volume
- Weight symbol according to recommendations issued by the Swedish Work Environment Authority
- Routing information according to applicable STE-specification (see [www.se.dsv.com](http://www.se.dsv.com))

#### 1.2 Transport of container FCL

For each consignment, the Customer is responsible to issue a correct and complete filled in standard freight-letter with freightletter number and consignment number in clear text. Any other freight document shall be approved by DSV.

#### 1.3 SOLAS / VGM

It is the liability of the consignor to weigh, document and verify the total weight of the goods and the container. Extra costs on DSV will be invoiced according to standard tariff at the time of the cost.

## 2. Transport times

### 2.1 Container FCL/LCL

The transport time for containers FCL/LCL is decided from time to time and is not set in any special transport plan. Transport times given by DSV is to be expected as normal transport time and is not to be seen as a time guarantee. See General Conditions clause 2.3, Transport with time guarantee.

## 3. Loading and unloading

### 3.1 Liability during loading and unloading

The Customer shall ensure that consignor or consignee provides necessary assistance at designated loading and unloading locations. Packages of such weight (max 1000 KGs) and size as to require use of technical appliances shall be loaded or unloaded by consignor or consignee with the assistance of the crew of the vehicle (normally one person).

Loading and unloading must be able to take place from the back or the side of the vehicle from or to a quay or ground level onto an area, which is sheltered from the elements. Container must be able to be loaded/unloaded from the rear.

### 3.2 Other terms

- As regards supplementary services, extra fees shall be payable as determined in agreements from case to case. Such fees may be payment to DSV for:
- Special appliances (e.g. fork lift and crane lorry) for loading or unloading
- Special securing facilities
- Special equipment on vehicles
- Obtaining authorization and special measures taken in conjunction with transports requiring exemption from existing traffic regulations
- Special measures in conjunction with transports of objects with a height more than 2.5 metres and a length more than 6 metres
- Cleaning of vehicles/container
- Measures due to demands that the transport is carried out without reloading or by using certain modes of transport
- Reloading as a result of local traffic regulations or limited accessibility.

## 5. Impediments to delivery of goods

In the event of the delivery of the goods being impeded and the Customer has not provided the necessary instructions as to the manner in which the goods are to be dealt with, DSV is entitled to sell the goods.

- a) Immediately, as regards goods which are liable to deterioration or impending destruction or which require inordinate expense in respect of storage.
- b) as regards other goods, following a period of 60 days from the receipt of the goods for forwarding

If possible DSV shall in advance give the Customer notice of the sale of the goods.

Following deduction, in respect of DSV's claims based on the transport Engagement or other claims attributable to the goods such as costs for storage of the goods and the sale thereof, the proceeds of sale shall be placed at the Customer's disposal without delay provided the Customer's address is known to DSV.

In the event the Customer's address is not known and where the Customer does not give notice of its right to the proceeds in question within one year from the date of sale, such proceeds shall pass to DSV.

## 6. Price and freight calculation rules

### 6.1 Generally

Unless otherwise agreed in writing, DSV's pricelist as applicable from time to time shall apply. Tariffs and costs in offers are based on DSV's contract with suppliers. At price increases outside DSV's control, DSV reserves the right to increase agreed price and also chose forwarder on the Customer's account. Rates and costs are, if not otherwise agreed, based on standard goods.

VAT and any other charges will be added to the price. The freight is calculated per consignment on the basis of the effective weight of the goods and the freight calculation distance pursuant to the principles set forth below.

### 6.2 Breakpoint calculation

A so called breakpoint calculation applies, meaning that: where the freight price is lower due to the fact that the goods are taxed according to a weight which is greater than the actual weight and the consignment is thereby placed into a higher weight class, the freight price shall be calculated in accordance with the lowest weight in the higher weight class pursuant to the applicable terms and conditions therefore. Breakpoint calculation shall not apply between different types of tariffs and goods. Examples of types of goods: groupage and part-loads.

Breakpoint calculation shall not apply between different types of tariffs and goods. Examples of types of goods: groupage and part-loads.

### 6.3 Freight calculations rules domestic road transport

#### 6.3.1 Effective weight

Effective weight is equal to the goods' actual weight including packaging and loading accessories or the freight weight of the goods calculated in accordance with the principles set forth below, whichever is the highest. If the transport document/waybill is missing or if the information of weight / volume is incorrect, DSV reserve the right to weigh and measure for control purposes. This takes place on approved/controlled weigh and measure stations. The new weight/volume information is added to the transport document/waybill to calculate the freight.

##### a) Cubic metre calculation

If the actual weight of the goods is less than 250 kilos per cubic metre, the goods shall be calculated to have a freight weight of 280 kilos per cubic metre. The goods must be able to stow and handled.

##### b) Pallet spaces

Groupage, which are handled on a standardised EUR-pallet with the external dimension of 120 \* 80 cm, and which are fastened, wrapped in plastic, strapped or not otherwise capable of being sorted or stowed, shall be calculated to have a freight weight of 780 kilos, (1 pallet space).

For individual pallets with a height below 130 cm and not being stackable a freight weight of 800 kilos is calculated.

For individual pallets with a height below 130 cm, and by the consignee stated as stackable, the freight weight is calculated according to section 10.3.1 a. (=cubic metre calculation).

##### c) Stackable pallet

In order for a pallet to be considered stackable, the top must be level and it must be possible to place a pallet weighing maximum 400 kilos on the top of the pallet.



#### d) Load metre calculation

Packages with a length of 6 metres and more are calculated to load metre as follows:

- 0-60 cm width  
metre of length x 0,6/2,5 m
- 61 -80 cm width  
metre of length x 0,8/2,5 m
- 81 – 120 cm width  
metre of length x 1,2/2,5 m
- 121 – 160 cm width  
metre of length x 1,6/2,5 m
- exceeding 161 cm width  
metre of length x 2,4/2,5 m

Example:

6 metres long, 90 cm wide =  $6 \times (1,2/2,5) = 3$  loading metres

#### e) Goods difficult to stow/handle

In respect of goods which are difficult to stow due to the nature of the goods or the type of packaging, and which hinder normal co-loading with other cargo or a maximum usage of the loading space, the freight weight shall be calculated as 1,950 kilos per loading metre taken up by the cargo.

Packages with a weight exceeding 35 kilos and a length exceeding 120 cm or with a width exceeding 80 cm are considered difficult to stow (=loading metres calculation).

If a consignment includes one single package with a real weight exceeding 35 kilos and a length from 240 cm to 599 cm or a height exceeding 220 cm it is considered to have a freight weight of minimum 1,561 kilos, notwithstanding the fact that the actual weight for the total consignment is below 1,561 kilos.

1 loading metre = (the good's length in metre \* the good's width in metre) / 2.5 metres, if the space between the side wall of the carrier and the goods after loading is exceeding 80 cm. Otherwise the loading metre dimension is the same as the good's longest dimension in relation to the length of loading space.

Freight pursuant to the respective weight classes in the freight rate shall be calculated in accordance with effective weight as mentioned above.

For consignments between 101 and 2,500 kilos, rounding up of the effective weight to the nearest whole 10 kilos shall take place. In respect of consignments exceeding 2,500 kilos, rounding up of the effective weight shall take place to the nearest whole 100 kilos.

#### 6.3.2 Freight calculation distance

Freight calculation distance is calculated as the distance between the collection and delivery locations as specified in the Swedish National Road Administration's Distance Table, taking into account the weight and height restrictions on the routes in question.



## 1 Supplementary services

Freight for a transport is charged pursuant to an agreement or offer and DSV pricelist applicable from time to time. In respect of transport to or from specific destinations, transports that require specific measures or other supplementary services, charges shall be imposed, where applicable, according to the provisions set forth below. All fees can be invoiced separately and retrospectively.

### 1.1 Notification fee

In those cases where DSV notifies the consignor a notification fee of SEK 155 will be charged for each consignment. The fee may be invoiced separately and in arrears.

In the event of notification, the transport time will be extended by at least 24 hours. DSV cannot undertake to deliver within a timeframe of less than 4 hours, for example delivery 10.00 – 14.00.

See also unloading on time section 1.4-1.5.

### 1.2 Extra loading- or unloadingtime

Unless otherwise agreed in writing, freight rates in pricelist, offers and agreement are based upon loading or unloading being commenced immediately after the vehicle is placed at the disposal of the consignor or the consignee.

The following loading and unloading times have been included in the freight rates for the respective weight categories:

Weight in kilos:	Minutes:
1 – 100	15
101 – 1 560	20
1 561 – 5 000	30
+5 000	45
+20 000	60

"Weight" means here the total effective weight which has been loaded or unloaded on one occasion.

In the event loading or unloading work requires more time than set forth above, DSV shall charge a fee of SEK 415 per commenced 30 minute period.

### 1.3 Loading/unloading holidays

In conjunction with, agreed in writing, loading/unloading on Saturdays, Sundays and public holiday a fee of SEK 1,030 for each commenced hour shall be charged for vehicle and driver, however minimum SEK 2,450.

### 1.4 Loading/unloading on specific time

Loading or unloading of goods on a specific agreed time, a minimum of SEK 650 will be charged.

### 1.5 Warehouse leasing

As regards goods which remain in the custody of DSV, e.g. due to the non-acceptance of the goods by consignee, a warehousing fee shall be charged commencing when the goods are placed at the disposal of the consignee.

The fee will be charged from day 3 and is based on freight-weight, however minimum SEK 450 per consignment. Fee per day is SEK15:50 per 100 Kgs.

### 1.6 Impediments delivery of goods

In the event of the delivery of the goods being impeded due to circumstances for which the Customer is liable, e.g. that the consignee is not contactable during weekdays 8.00-16.00 or that the consignee does not accept delivery, DSV shall deliver the goods to the nearest DSV-terminal.

DSV will charge the Customer for cancellations, warehouse leasing and any new delivery or return transport, minimum SEK 390 per consignment.

### 1.7 Other services

- As regards supplementary services, extra fees shall be payable as determined in agreements from case to case. Such fees may be payment to DSV for:
- Special appliances (e.g. fork lift and crane lorry) for loading or unloading
- Special securing facilities
- Special equipment on vehicles
- Obtaining authorization and special measures taken in conjunction with transports requiring exemption from existing traffic regulations
- Special measures in conjunction with transports of objects with a height more than 2.5 metres and a length more than 6 metres
- Cleaning of vehicles/containers
- Measures due to demands that the transport is carried out without reloading or by using certain modes of transport
- Reloading as a result of local traffic regulations or limited accessibility.

### 1.8 Incorrect/incomplete transport instruction

A fee of SEK 150 per consignment or document is charged in respect of incorrect or incomplete transport instruction (=freightletter, CMR, label and edi). In addition absence of label/text for additional service is compared to incomplete document.

### 1.9 Incorrect/incomplete weight or volume

A fee of SEK 60 per consignment is charged in respect of incorrectly or incompletely written weight or volume information.

### 1.10 Marking of package

A fee of SEK 99 per package is charged in respect of incomplete or incorrectly written package marking, see General Conditions section1.3.

### 1.11 Handling of loose boxes

When goods arrives as loose boxes, they will be palletised och plastic wrapped. An additional fee of SEK 150 per pallet will be charged.

### 1.12 Other fees or costs associated with the transport assignment

Bridge, ferry and harbour fees as well as other similar fees normal for certain types of transport and goods are charged in addition to the freight amount.

Certain long waiting times related to ferry, bridge, and tunnel traffic are charged according to Price Information section 1.2.

### 1.13 Fuel discharge

Fuel discharge will be invoiced for domestic road transports and for air transports if not otherwise agreed. For sea transport will also CAF/BAF be charged. See [www.se.dsv.com](http://www.se.dsv.com).

### 1.14 Security fee

Security fee will be charged for air transports and security fee/ISPS will be charged for sea transports.

### 1.15 SOLAS / VGM

Costs for weighing, verification and issuance of documents will be charged according to specified tariff.

### 1.16 Invoicing fee

Invoicing fee to the amount of SEK 110 per invoice. No fee is charged for electronic invoices.

### 1.17 Combination fee invoice

A fee of SEK 25 per invoice will be charged in cases the Customers requires two invoices for the same assignment (for example e-invoice and paper invoice).

### 1.18 Environmental fee

Environmental fee will be charged with SEK 140 per consignment.

### 1.19 Expense reimbursement / Payment mediation

At expense of customs costs and VAT a fee of 3% of paid amount will be charged, minimum SEK 450 per consignment. Expenses will not be charged for cash payment.

A fee for payment mediation will be charged with SEK 450 per consignment.

### 1.20 Terminal leasing

A terminal fee will be charged for all air transported-goods which are left more than two customs clearing-days in a bonded warehouse. Delivery day is not counted. After the free days all days including Saturdays, Sundays and holidays will be charged.

A terminal fee will be charged for sea transports. Free time and costs vary depending on transport setup why DSV reserves the right to charge different prices.

### 1.21 Cleaning of container

The Customer is liable for cleaning the container after unloading. If the container has been loaded with dangerous goods all labels must be removed. DSV will charge the Customer for cleaning or removal of labels if the Customer has not fulfilled his obligations.

### 1.22 Other

Costs for handling of dangerous goods, bank notifications, special letter of credit conditions, valuables or other special arrangements.

## 2. Supplement due to decision of public authority or specific traffic conditions - domestic roadtransport

### 2.1 Congestion fee greater-Stockholm

All consignments to Greater-Stockholm (locations with postal codes beginning with 10-19) shall be subject to a fee per consignment pursuant to the following:

Kilos:	Fee:
1 – 99	55
100 – 1 560	88
1 561 – 9 999	180
10 000 – 20 999	280
21 000 – 27 999	380
>28 000	480

### 2.2 Congestion fee Göteborg

All consignments to/from Göteborg (locations with postal codes beginning with 40-43) shall be subject to a fee per consignment pursuant to the following:

Kilos:	Fee:
1 – 99	8
100 – 1 560	9
1 561 – 9 999	22
10 000 – 20 999	37
>21 000	52

### 2.3 Gotland supplement

On all consignments, a Gotland supplement of 0,4 % on the invoice value will be added. The level can be changed due to authorities' decisions.

### 2.4 Price supplement to/from Gotland

Consignments to or from Gotland shall be subject to an extra fee of 20 % (DMT 9912) alternative 30 % (DMT 1512) of the freight amount. The price supplement on agreed prices, based on transports to/from zip code 62 or prices to/from cities on Gotland, is included.

### 2.5 Price supplement for driving and rest regulations

A supplement of 4.8% on the freight amount is charged on all transports.

### 2.6 Price supplement for archipelagos

A shipping fee will be charged for deliveries to islands without bridge connections. The fee can vary depending on destination.



## 2.7 Dangerous goods

For transports of dangerous goods an extra freight supplement per consignment will be charged as follows:

Small goods (kilos)	SEK
1 – 100	255
101 – 1 560	405
>1 560	580

In addition, other extra fees shall be charged for special measures or arrangements if such are required for the transport of dangerous goods.

Taking into account the extra measures required in connections with the carriage of dangerous goods by sea, the fee will be increased by 50% in conjunction with such transport.

## 3. Supplementary services Customs

### Export

#### 3.1 Export controls/clearance

Goods which are cleared for export shall be subject to a fee of SEK 350 for each declaration including two statistics numbers. Any statistics number exceeding two is subject to a fee of SEK 60 for each additional statistics number.

Above provided that statistic number is clearly specified in the commercial invoice or in a separate attachment.

#### 3.2 Documentation handling customs id

SEK 375 per declaration is charged when the client arrange export- and import customs clearance.

Handling of customs clearance documents (handover fee) if/when the customer himself, or via a representative, does import/export customs clearance is charged SEK 275 per declaration.

#### 3.3 Forwarding in transit to third country

As regards documentation in conjunction with forwarding in transit to third country a fee of SEK 650 per transit is charged.

Shipments to/from Ireland is transported via UK and will be charged as below:

Groupage and partloads SEK 175  
Fullloads SEK 325

#### 3.4 Issue and/or stamping of EUR-certificate or A.TR-certificate

A charge of SEK 650 per shipment is charged for stamping of EUR- or A.TR-certificate.

Issue of EUR- or A.TR-certificate is charged with SEK 1000 per shipment.

Transport to the Customs is not included and will be charged according to outlay.

## 3.5 Import controls/clearance abroad

Goods which are cleared for import shall be subject to a fee of SEK 650 for each declaration including two statistics numbers. A fee of SEK 60 is charged for each additional statistics number exceeding two.

It must be clear on the commercial invoice if the consignor shall pay VAT, customs fees or other governmental fees in the recipient country.

## 3.6 Documentation

Required and correctly completed documentation (commercial invoice, pro forma invoice etc.) must be submitted to DSV at latest 15:00 on the loading day, in order for DSV to be able to perform correct customs clearance. Shipments where documentation arrives too late are charged SEK 150 per shipment.

Documentation with a complete list of loaded goods must be fully consistent with the loaded goods in terms of statistics number, number of items and total volume. Shipments with deviations are charged with the actual cost of post-registration, new declaration and any other governmental cost, minimum cost SEK 650.

### Import

#### 3.7 Import controls/clearance

Goods which are cleared for import shall be subject to a fee of SEK 650 for each declaration including two statistics numbers. A fee of SEK 60 is charged for each additional statistics number exceeding two.

#### 3.8 Simplified declaration

For simplified declaration a fee of SEK 495 per declaration is charged.

#### 3.9 Declaration after simplified declaration

For final declaration SEK 495 per declaration including two statistics numbers is charged.

Any statistics number exceeding two is subject to a fee of SEK 60 for each additional statistics number.

#### 3.10 Export controls/clearance abroad

Goods which are cleared for export abroad shall be subject to a fee of SEK 350 for each declaration including two statistics numbers. Any statistics number exceeding two is subject to a fee of SEK 60 for each additional statistics number.

#### 3.11 Payment transfer service and outlay compensation

As regards payment transfers on behalf of the Customer, for customs fees, VAT and other governmental fees, a fee of SEK 185 for each declaration will be charged. Outlay compensation is charged with 3% on the outlayed amount with a minimum of SEK 230 per outlay.

### 3.12 Reassessment of customs duties

Reassessment of customs duties is subject to a fee of SEK 440 per declaration including two statistic numbers. A fee of SEK 60 is charged for each additional statistics number exceeding two.

### 3.13 Domestic forwarding in transit

A charge of SEK 650 per transit will be made for forwarding in transit from customs warehouse to customs warehouse.

### 3.14 Setup fee customs warehouse

Setup fee customs warehouse/temporary warehouse regarding import groupage/partload shipments is charged SEK 95 per assignment.

### 3.15 Termination of transit and arrangement in customs warehouse

For termination of transit and arrangement in customs warehouse a fee of SEK 950 per transit is charged.

### 3.16 License handling

For application for a license hos Kommerskollegium a fee of SEK 350 per license is charged.

### 3.17 Settlement note after active processing

For settlement note after active processing a fee of SEK 550 per processing is charged.

### 3.18 Intra state

For intra state reporting a fee of SEK 450 kr per declaration including five statistic numbers will be charged. Any statistics number exceeding two is subject to a fee of SEK 60 for each additional statistics number.

## 5. Statistics and other summary

To produce large statistics and other delivery specifications a fee of 0,03 %, minimum SEK 1,000, on the latest three month's freight amount will be charged.

## 4. Administrative and other fees

### 4.1 Dangerous goods

An extra freight supplement per consignment is charged for transports of dangerous goods pursuant to the following:

Small goods	Weight classes	
1 – 100 kilos	101 – 2,500 kilos	>2,500 kilos
SEK 1 125	SEK 1 625	SEK 2 395

### 4.2 Completion of FCR

A charge of SEK 430 per assignment is made for completion of FCR in conjunction with letters of credit procedures.

### 4.3 Delivery with tail-lift

An extra fee is charged for consignments with a freight-weight above 2,499 Kgs, which must be unloaded with a tail-lift.