



**SCHENKER**

# **DB Schenker Terms and Conditions of Transport (Sweden)**

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For land transport in Europe



July 2024

An updated version is always available for  
downloading from [www.dbschenker.com/se](http://www.dbschenker.com/se)

## Contents

<b>CHAPTER A</b>	<b>General terms and conditions</b>	
	1. Basic undertaking.....	4
	2. Surcharges and option costs.....	9
	3. Freight calculation and terms and conditions of payment.....	10
	4. Supplementary conditions for domestic transport.....	11
	5. Claims.....	12
	6. Exchange of EDI messages.....	12
	7. Terms for the handling of personal data (GDPR).....	15
	8. Force Majeure.....	16
	9. Trade Compliance.....	16
	10. Miscellaneous.....	16
<b>CHAPTER B</b>	<b>Product-specific conditions</b>	
	Dimensions, weight and volume, Domestic.....	17
	Dimensions, weight and volume, Domestic Coldsped.....	18
	Dimensions, weight and volume, International.....	19
	Distribution.....	20
	Documents in conjunction with transport to a third country.....	21
	Invoicing.....	21
	Freight payment.....	21
	Collection.....	21
	Loading/unloading.....	21
	Securing goods.....	22
	Delivery obstacles.....	22
	Uncollected goods.....	22
	Pallet.....	22
	Timetable.....	22
	Lead time guarantee.....	23
	Transport exceptions.....	23
	Freight calculation.....	24
<b>OPTIONS</b>	<b>Conditions and prices</b>	
	Fix day, defined by customer / Fix day 10 / Fix day 13 (international).....	26
	Fix day, to be agreed (international).....	27
	Automated Fix Day Delivery to be agreed (international).....	27
	Fix day pick up.....	27
	Fix day delivery.....	27
	Time window pick up, morning/afternoon.....	27
	Time window delivery, morning/afternoon.....	28
	Same Day collection (international).....	28
	Pre-advice and Notifications (Domestic).....	28
	Fix day, to be agreed (Domestic).....	28
	Driver notification (Domestic).....	29
	Pre-Notice Delivery SMS.....	29
	Pre-Notice Delivery e-Mail.....	29
	Pre-Notice pick-up.....	29
	Pre-Notice delivery.....	29
	Collect at Terminal (domestic).....	29
	COD.....	29
	Export to a third country.....	30
	Import from a third country (countries outside the EU).....	30
	Intrastate declaration, EU goods (international).....	31
	Transit to a third country (international).....	31
	Express/premium10/premium13.....	31
	Extra manning (domestic).....	31
	Dangerous goods.....	32
	Indoor delivery (domestic).....	32
	Climate compensation (eco neutral).....	33
	Tail lift delivery (domestic).....	33
	Pallet transfer system (within Sweden).....	33
	Freight collect (domestic).....	33
	POD (Proof of delivery).....	33
	Return of transport documents.....	33
	Return pick up (domestic).....	34
	QR code return on demand API (printed label).....	34
	QR code return on demand E-mail (printed label).....	34
	Technical aids (domestic).....	34

Time-specified unloading (domestic).....	34
Time assurance.....	34
Heated transport.....	35
Digital Lock Delivery (domestic) .....	35
Cargo insurance.....	36

**SUPPLEMENTARY SERVICES/  
SURCHARGES**

**Conditions and charges**

Lack of load carrier .....	37
Fuel and currency surcharges .....	37
Administration fee.....	37
ETS surcharge.....	37
Extra loading/unloading time .....	37
Invoicing charge (domestic) .....	38
Gotland surcharge (domestic) .....	38
Port charge / Port tax (international).....	38
Home Delivery.....	39
Transport to a terminal or collection from a terminal of the product DB SCHENKER   part load and DB SCHENKER   full load (domestic) .....	39
Collection fee .....	40
Communication with consignor (domestic) .....	40
Environmental fee .....	40
Mobility package surcharge .....	40
Incomplete or incorrect transport instructions.....	40
Location, city, balance, ore field, distribution and ferry surcharges (domestic).....	41
Uncollected goods .....	42
Long goods (international) .....	42
Forwarding fee (international) .....	42
Special (domestic).....	42
Seasonal Surcharge (domestic) .....	42
Heavy Parcel .....	43
UK Tradelane Surcharge (international) .....	43
Road tax (international) .....	43
Returns and Extra distribution .....	43
Revised delivery terms/disposal (international) .....	43
Amended disposal (domestic) .....	43
Exceeded product terms (domestic).....	43

**CHAPTER C**

Combiterms 2011 – Land transport.....	44
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## CHAPTER A.

# General terms and conditions

**DB Schenker Terms and Conditions of Transport (Sweden) apply as the norm for the calculation of freight charges and other transport charges in the DB Schenker land transport system.**

All assignments are performed by DB Schenker according to:

- The agreed conditions in each individual case.
- Product-specific conditions corresponding to Chapter B in this brochure.
- General terms corresponding to Chapter A in this brochure.
- General conditions of the Nordic association of freight forwarders, NSAB (currently NSAB 2015)

Should deviations arise between the aforementioned regulations, priority shall be given according to the order specified above. DB Schenker Terms and Conditions of Transport include additions to, and deviations from NSAB 2015.

The DB Schenker website [www.dbschenker.com/se](http://www.dbschenker.com/se) always contains the most recently updated version of the DB Schenker Terms and Conditions of Transport, sales brochures, location supplements and consignment note instructions.

If, during the term of an agreement, an adjustment in NSAB 2015, DB Schenker's Location list, Distance table and/or Terms and Conditions of Transport takes place, or if a tax or other charge is added, removed or changed, or if any other general adjustment applicable to the industry is made in the pricing, freight benefits or other increased level of costs that DB Schenker cannot influence, DB Schenker reserves the right to make the corresponding price adjustment.

Legal stipulations, including stipulations that entail limitations on the maximum load that may be carried on a vehicle, can, in certain cases not stated in the Terms and Conditions of Transport, necessitate deviations from the DB Schenker Terms and Conditions of Transport.

## 1. Basic undertaking

### 1.1 Scope

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Collection and delivery in Sweden is only carried out to those consignors or consignees who state a street address, street number and correct postcode according to [www.postnummerservice.se](http://www.postnummerservice.se), and on condition that the whole of the transport route consists of a negotiable road. Delivery is not made to administrative postal codes such as poste restante, so called "tävlingspost", reply mail, box addresses or own postal codes used by large companies. Certain postcodes are served on payment of an extra location surcharge. The basic undertaking must not be limited by local traffic regulations.

The transport times according to DB Schenker time-table are estimated times only and should not be interpreted as warranted times. Time warranties may be agreed as per separate agreement in accordance with these Conditions. Deviating transport times can occur at locations with seasonal and volume variations and for transportation of goods with special features, such as, but not limited to:

- items for domestic transport, the length and/or width of which exceeds 2.4 m or the height 2.2 m
- items for international transport, the length of which exceeds 2.4 m, the width 1.8 m or the height 2.2 m
- Transportation of dangerous goods
- Heated transportation
- Goods with defective or damaged packaging
- Incorrectly or incompletely addressed goods or transport instructions

Extra transport time will be required for transport that is to be advised or delivered COD.

Unless otherwise agreed separately, DB Schenker is entitled to choose the mode of transport and route and, at its own discretion, send consignments directly or with transshipment.

All land transport provided by DB Schenker must be ordered electronically (web service, EDI, TA system or similar) according to the DB Schenker AGI specifications (the current version is available at [www.dbschenker.com/se](http://www.dbschenker.com/se)). All parcels in the consignment must be marked using an approved standardised transport label (STL) according to the DB Schenker AGI specification. Regular exceptions to this can be agreed for certain services although only on payment of a higher charge. Assignments that are not ordered electronically for temporary reasons are subject to a higher administration charge (see also product-specific terms and conditions). For assignments that are not ordered electronically, DB Schenker's agreed timetable does not apply as the processing of these goods is on a lower priority level and e-services, such as tracking, invoicing etc., cannot be offered for these assignments.

## 1.2 Dispatching of goods

### 1.2.1 Booking

Booking refers to a request for collection of goods/parcels for transport for the DB Schenker products where this is offered. When use is made of any of the DB Schenker recommended TA systems or Book Land Transport, electronic transfer of the booking information takes place in conjunction with the transport order or a separate electronic booking message can be sent (see Chapter 6). Collection is planned based on the time the booking message was received and takes into account local conditions and wishes regarding collection time. Generally, collection can take place no earlier than 24 hours after electronic booking information has been received.

An agreed deviation from the standard regarding the form in which a message is sent and the booking time must be documented in a process description (SOP) that is common to both DB Schenker and the customer.

### 1.2.2 Packaging of goods

It is the consignor's responsibility to package goods and parcels, taking into consideration the fragility of their contents, so they can withstand normal transport movements in the groupage service. The groupage service often includes terminal handling and mechanical sorting. The package should be designed in such a way so as not to cause damage to other goods during transportation.

Individual items with actual weight exceeding 30 kg shall always be loaded on a pallet or equivalent load carrier in order to facilitate handling with the aids such as a forklift or pallet truck.

When defining items, the following characteristics are to be used to describe an item intended for transport, regardless of the transport product:

- physically connected as one unit
- physically manageable in one piece
- minimum unit that DB Schenker takes responsibility for
- has a unique identity
- physically marked with the identity

Examples of items:

- a parcel, crate, roll or plastic-wrapped pallet
- each parcel on a non-plastic-wrapped pallet
- each parcel on a pallet that DB Schenker has wrapped in plastic

DB Schenker cannot guarantee that the consignee part of the consignment note reaches the consignee as it could be cancelled at the departing terminal. A message to the consignee can thus not be added to the consignment note.

### 1.2.3 Labelling of goods/transport information

If DB Schenker is to complete the transport in accordance with the timetable and these terms and conditions of transport, correctly completed transport instructions/STL label/consignment note are required. Each item must have a correctly addressed STL transport label.

To assess the weight-based freight, the following information must always be stated for the full consignment in addition to the weight in full kg (1-59 999 kg):

- Volume in cubic metres. The value is stated to two decimal points followed by m<sup>3</sup>.
- Loading metres. Must be stated for consignments that are difficult to pack and is not suitable for consolidation when loaded. The value should be stated to one decimal, rounded upwards, followed by LM. For a consignment that includes items with dimensions exceeding:

*Domestic* – length and/or width 2.4 m or height 2.2 m

*International* – length 2.4 m or width 1.8 m or height 2.2 m each item's individual dimensions must be stated.

– Pallet space = non-stackable pallet. The value is stated followed by PS.

All assignments and must be in compliance with current DB Schenker instructions concerning information to and communication with DB Schenker. In conjunction with transfer of information via EDI, point 6 shall apply.

### 1.2.4 Loading

Loading of a consignment takes place alongside or at the rear of the vehicle from a loading bay or directly from the ground. The customer is responsible for ensuring that the consignor, at DB Schenker's request, provides the necessary equipment if the vehicle does not have a rear lift. For items where the size and weight require the use of equipment, the customer is responsible for ensuring that such equipment is available and for meeting the cost.

A consignment can comprise one or several items although they must be combined physically on collection. A gate height of at least 4.5 m is required for loading. If this is not the case, reloading onto a lower vehicle is arranged on payment of a surcharge.

After the vehicle has arrived at the consignor, it is assumed that loading will commence immediately and is concluded within a certain period of time. A surcharge is payable for additional time taken and also for loading on Saturdays, Sundays and public holidays.

### 1.2.5 Securing of goods

The party handling the loading is responsible for securing the goods according to the Swedish Transport Administration regulations and the regulations for other modes of transport (or equivalent regulations if loading takes place in another country). When special equipment, in addition to straps and chains, is required to secure the goods, it is the responsibility of the consignor to obtain and supply this securing equipment. In the case of international transport, the consignor shall, if necessary, provide load securing equipment in addition to the basic equipment available on each vehicle. DB Schenker may be able to help in obtaining the necessary equipment on additional costs.

The basic equipment for securing goods on DB Schenker vehicles is one strap per load metre, fixed or loose. The sales representative and the customer shall, before an agreement is signed, discuss the question of securing the loads and decide who is to meet the cost of load-securing equipment in addition to the basic equipment.

The consignor shall when having been involved with the loading of the cargo hand over a "load-securing assurance certificate", indicating that the load has been secured according to the current regulations for the transport in question and, in conjunction with sea transport/ferry transport, the sea area for which the securing has been adapted.

This responsibility also includes loading the goods in such a way as to avoid damage to the goods under normal transport conditions. Dangerous goods must be secured in the transport unit in a manner that satisfies the requirements in the applicable transport instructions (ADR, RID, IMDG Code, etc.).

### 1.3 Receipt of goods

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Unloading of a consignment takes place alongside or at the rear of the vehicle to a loading bay or directly onto the ground. The customer is responsible for ensuring that the consignee, at DB Schenker's request, provides the necessary equipment and mans the equipment used if the vehicle does not have a rear lift. For items where the size and weight require the use of equipment, the customer is responsible for ensuring that such equipment is available and for meeting the cost.

For checking of the consignment on receipt see 5. Delivery must be signed by the consignee, unless a "delivery without proof of delivery" is requested by the sender or the consignee. Delivery without receipt/proof of delivery require an agreement with DB Schenker. The consignee can request delivery without receipt if they verify their identity with electronic ID prior to delivery.

The consignment must be signed for by the consignee unless agreed otherwise. The consignee must be available during normal working hours, weekdays 07.00–16.00, or as agreed. If this is not the case, DB Schenker offers two alternatives:

1. Consignments can be collected from the DB Schenker terminal at an agreed time.
2. Consignments can be delivered on payment of an extra charge following agreement with the consignee.

When unloading, the minimum gate height requirement is 4.5 m. If this is not the case, reloading onto a lower vehicle will take place on payment of a surcharge.

After the vehicle has arrived at the consignee, it is assumed that unloading will commence immediately and is concluded within a certain period of time. Surcharges are payable for additional time taken and also for unloading on Saturdays, Sundays and public holidays.

### 1.4 Special rules

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#### 1.4.1 Exceptions to the basic undertaking

Transport bookings to and from Swedish addresses that cannot be stated as per basic undertaking 1.1 above are only accepted for transport after agreement has been reached in advance. The agreement specifies the terms under which transport is performed as well as prices. The agreement specifies the terms under which transport is performed, as well as prices.

The basic undertaking does not include consignments that require special arrangements or where access is limited by an environmental zone, axle weight, local traffic regulations or reloading to another vehicle for loading or unloading. A separate agreement is required when collecting from several consignors for distribution to one consignee.

Tobacco and other goods containing nicotine, licensed weapons, securities, cash and personal belongings/removal goods, dangerous goods with restrictions according to 1.4.6, living or dead animals, corpses (or parts thereof), urns or similar vessels containing ashes, are not accepted for transport.

Certain types of goods and objects, as stated below, are only accepted for transport as a special undertaking following prior agreement:

- For domestic transportation, objects that are higher than 2.2 m, longer than 6 m or wider than 2.4 m
- For international transportation, objects that are higher than 2,2 m, longer than 2.4 m or wider than 1.8 m
- Objects that require special arrangements for transport, loading, unloading or securing
- Where the weight, width or length of the object means that the transport movement presupposes dispensation from current traffic regulations
- Objects that are not suitable for loading together with other objects
- Goods that would result in an uneven weight distribution
- Goods that are inadequately packed
- Valuables
- Live plants
- Fresh fish in ice
- Food which according to the National Food Administration regulations must be transported at a certain temperature (see also sales brochure for [DB SCHENKER | coldsped.](#))

- Goods subject to import restrictions
- Goods subject to export restrictions
- Other goods that require temperature control
- Wines and spirits
- Mail
- Dangerous goods, see 1.4.6
- Ammunition (excluding International traffic)
- Dangerous waste and waste (direct transport only)
- Pharmaceuticals
- Tyres – does not apply to delivery via a collection point

When agreement has been reached, the terms under which transport is to take place, as well as freight charges and freight surcharges, are decided. Surcharges are payable to the extent these are stated in DB Schenker's Terms and Conditions of Transport. In the case of temperature-sensitive goods, a special price list is used for refrigerated and frozen goods.

#### 1.4.2 Refrigerated and frozen goods

A separate agreement is required in order to be able to book transport according to **DB SCHENKER | coldsped.** The following terms are specific to **DB SCHENKER | coldsped.** The terms apply to the transport of foodstuffs which according to the Swedish National Food Administration regulations and instructions must be transported at a certain temperature, as well as other temperature-regulated transport.

The normal undertaking for **DB SCHENKER | coldsped** is that the load space during refrigerated transport can cope with:

- Chilled transport, +2°C to +8°C
  - Frozen transport, no higher than -18°C
- Refrigerated or frozen products must be stipulated at the time of booking and be written on the transport instructions.
- For other temperature requests, a special agreement must be made. Deviating temperatures must be stated at the time of booking and be written on the transport instructions.

The consignor is responsible for ensuring that upon loading the goods are at the correct temperature for transportation. DB Schenker is entitled to check the temperature.

### 1.4.3 Food/food-related products

'Food-related products' refers to goods for use in food production or which will come into contact with food, e.g. packaging.

- When booking, the customer must state that the goods are food/food-related products.

Goods must be packed sufficiently well to withstand consolidation without any risk of contamination by other goods. Food and food-related products must be labelled by the customer in the form of either

- an EDI label with HACCP labelling
- DB Schenker's standard labelling for non-temperature-controlled food products.

Temperature-controlled goods booked as **DB SCHENKER | coldsped** are not covered by the above rules as they are always regarded as food and are handled according to HACCP.

Food/food-related products that are not labelled according to the above risk being handled in the regular goods flow and would thus not comply with current legal stipulations, which in turn means that DB Schenker cannot guarantee the quality.

### 1.4.4 Pharmaceuticals

- A separate agreement is required in order to be able to book pharmaceutical transport according to GDP.
- When booking, the customer must state that the goods are pharmaceuticals.

Pharmaceuticals must be packed sufficiently well to withstand consolidation without any risk of contamination by other goods.

To ensure that DB Schenker is able to guarantee that the pharmaceuticals are handled according to GDP, the pharmaceuticals must be labelled by the customer in the form of either

- an EDI label with GDP labelling
- DB Schenker's standard labelling for pharmaceuticals.

Drugs that are not labelled according to the above risk being handled in the regular goods flow and thus would not comply with current legal stipulations, which in turn means that DB Schenker cannot guarantee the quality.

Pharmaceuticals according till GDP cannot be booked as **DB SCHENKER | parcel**.

### 1.4.5 Consignments to private persons

**Domestic consignments.** Consignments to private persons are sent as **DB SCHENKER | system home**. Distribution to the consignee is made after agreed delivery date with the consignee. The consignee is given an option to choose delivery date within a date range. Evening distribution is offered within stated postcode areas, see [timetable](#). (Can only be sent as consignor freight).

**Domestic Parcels.** Consignments to private persons are distributed as Home Delivery or can be collected from collection points, parcel boxes or at a DB Schenker terminal. See **DB SCHENKER | parcel**, Prices and Conditions brochure. Pre-advice is provided for all consignments to private persons and consequently a mobile telephone number and/or landline number, as well as an e-mail address, must be given for the consignee.

**International consignments.** Consignments to private persons are sent as **DB SCHENKER | system home**. Distribution to the consignee is made after an agreement has been made in connection with pre-advice. (Can only be sent as consignor freight).

**International Parcels.** Consignments to private persons are distributed as Home Delivery. All bookings regarding consignments to private persons must contain the consignees cellphone number and/or phone number and e-mail address. Local terms regarding distribution applies. Specific national requirements or local customs regulations may apply. See **DB SCHENKER | parcel**, Prices and Conditions brochure.

### 1.4.6 Transportation of dangerous goods

(Requires a special agreement)

When transporting dangerous goods, supplementary transport documents are required as well as special dangerous goods-related information (goods declaration). For consignments that include dangerous goods, the consignor shall pack, classify, label and mark the dangerous goods and declare them according to the regulations for the applicable mode of transport, ADR, RID, IMDG-Code or IATA-DGR.

For dangerous goods of differing types that cannot be consolidated, or if because of its size the whole of a consignment cannot be loaded onto a load unit, separate documentation must be issued. Where the dangerous goods are loaded in a container/on a vehicle and transport is followed by sea transport, a signed packing certificate/stowage certificate must be prepared by the person responsible for the load for enclosure with the other documents. Each item must have the prescribed marking and labelling.

Bookings and transport instructions transferred electronically must be supplemented with paper documents.

Any cost for DB Schenker due the client's lack of or non-compliance of relevant regulations, legislation and / or conditions therein documents may be charged to the client.

#### 1.4.6.0 Transportation of lithium and lithium-ion-batteries

From 1 January 2020, DB Schenker will accept UN3090, UN3091, UN3480, UN3481 and UN3166 (if hybrid) and UN 3171 (if lithium battery operated) for transportation only if each customer provides DB Schenker with a copy of the test summary in accordance with the United Nations Manual of Tests and Criteria, Part III, sub-section 38.3, paragraph 5, showing that the battery / the cell successfully passed the test.

The test summary shall also kept by the customer and made available upon request.

#### 1.4.6.1 Transportation of dangerous goods - Domestic

In the Domestic traffic, dangerous goods in classes 1, 2, 3, 4.1, 4.2, 4.3, 5.1, 5.2, 6.1, 8 and 9, can be transported.

#### Restrictions:

Dangerous goods that must be transported under temperature control are not allowed.

For class 1, explosives:

Generally, we handle 1.4 S on all lines. We do not transport class 1 classified as high consequence dangerous goods according to below. Transport of all other classification codes in class 1 is only allowed after a special written agreement before booking and is only allowed as **DB SCHENKER | part load** and **DB SCHENKER | full load**.

For class 5.2, organic peroxides: we do not transport UN3101, UN3102.

For class 6.2, infectious substances. We do not transport class 6.2.

For class 7, radioactive material. We do not transport class 7.

We do not transport dangerous goods classified as high consequence dangerous goods according to table 1.10.3.1.2 (ADR/ADR-S). The following goods are not permitted:

- Class 1 – Explosives  
Divisions: 1.1, 1.2, 1.3C, 1.4 (UN 0104, 0237, 0255, 0267, 0289, 0361, 0365, 0366, 0440, 0441, 0455, 0456, 0500, 0512 and 0513), 1.5, 1.6
- Class 2 – Toxic gases, 2.3  
Classification codes including: T, TF, TC, TO, TFC or TOC, excluding aerosols
- Class 3 – Desensitized explosives  
Classification code D  
UN1204, UN2059, UN3064, UN3343, UN 3357, UN 3379
- Class 4.1 – Desensitized explosives  
Classification code D, DT  
UN 1310, 1320, 1321, 1322, 1336, 1337, 1344, 1347, 1348, 1349, 1354, 1355, 1356, 1357, 1517, 1571, 2555, 2556, 2557, 2852, 2907, 3317, 3319, 3344, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3376, 3380, 3474
- Class 6.1 – Toxic substances of packing group I
- Class 6.2 – Infectious substances.  
We do not transport class 6.2.
- Class 7 - Radioactive material. We do not transport class 7.

Under the Baltic Agreement, DB Schenker requires information about the UN-number, the specific class and quantity of the dangerous goods for the transport of limited quantities. If the shipping company does not apply the Baltic Agreement, a dangerous goods declaration must also be enclosed. A dangerous goods surcharge is also payable for limited quantities transported by ferries.

For dangerous goods to Gotland special rules apply, contact your DB Schenker office.

#### 1.4.6.2 Transportation of dangerous goods - International

International transport of dangerous goods requires separate agreement as restrictions may apply to different countries and that the dangerous goods in some cases are also partially transported by sea.

#### 1.4.6.3 Transportation of dangerous goods - DB SCHENKER | parcel domestic

For **DB SCHENKER | parcel** domestically, only dangerous goods in limited quantities, according to Chapter 3.4 of ADR-S and lithium batteries according to special provision 188, may be transported.

The goods must be acknowledged by the consignee.

#### Restrictions:

Following may under no under no circumstances be sent as **DB SCHENKER | parcel**.

- explosives, class 1 (except for UN 0014 tool cartridges)
- corrosive liquids
- dry ice (UN1845) and substances presenting a risk of asphyxiation when used for cooling or conditioning purposes (such as dry ice (UN1845) or nitrogen refrigerated liquid (UN1977) or argon, refrigerated liquid (UN1951)

Sea transport of limited quantity of dangerous goods as **DB SCHENKER | parcel** is only accepted on the Swedish Transport Administration's ferries. This means that dangerous goods in limited quantity are not allowed to be sent as **DB SCHENKER | parcel** to and from Gotland, or to and from destinations that are not transported by the Swedish Transport Administration's ferries. This option is not allowed for individuals.

#### 1.4.6.4 Transportation of dangerous goods - DB SCHENKER | parcel international

For **DB SCHENKER | parcel** international, dangerous goods, including dangerous goods in limited quantity as well as lithium batteries according to SP 188, are prohibited.

#### 1.4.7 Transport of waste and hazardous waste (Requires special written agreement)

Transport of waste and hazardous waste is only allowed after special written agreement before booking and is only allowed as **part load** and **full load**.

When booking, the customer must state whether the goods are classified as waste or hazardous waste and, in the case of hazardous waste, at least the following information: EWC code, consignor's organization number and consignee's organization number.

For shipments containing waste or hazardous waste the client is responsible for packaging, classifying and declare the waste or hazardous waste according to current regulations and legislation for waste respectively hazardous waste.

In the event that the waste and / or the hazardous waste is also to consider as dangerous goods, all regulations and legislation and the terms of this document regarding dangerous goods must be followed.

Any cost for DB Schenker due the client's lack of or non-compliance of relevant regulations, legislation and / or conditions therein documents may be charged to the client.

#### 1.4.8 Wines and spirits

- Contact your DB Schenker office

#### 1.4.9 Ammunition

- Contact your DB Schenker office

#### 1.4.10 Goods and storage insurance

Goods insurance is not included in the basic undertaking but can be taken out through DB Schenker, see under Options. With the amendment of §25 A in NSAB 2015, storage insurance is only taken out following instructions from the customer.

#### 1.4.11 Large items

For a consignment that includes items with dimensions exceeding those stated below, each item's individual dimensions must be stated. If information about these dimensions is missing from transport instructions/bookings, or if the incorrect product is stated, the consignment cannot be processed as per the order, resulting in a longer delivery time. Extra charges may apply.

*Domestic:* items with dimensions that exceed 2.4 m in length and/or width or 2.2 m in height

*International:* items with dimension that exceed 2,4 m in length, 1,8 m in width, or 2,0 m in height. Consignments that include an item with dimensions exceeding any of the dimensions stated here must be transported as

**DB SCHENKER | part load** or **DB SCHENKER | full load**, even if the total volume is less than the stated maximum volume for **DB SCHENKER | system**.



## 2. Surcharges and option costs

For supplementary/optional services in addition to the basic undertaking, there will be surcharges, which are decided in agreement with the consignor/freight payer (also applies to consignee freight).

For example:

### Options

- Special equipment (e.g. forklift truck and crane truck) for loading and unloading
- Special securing devices
- Return of a receipt
- Special equipment on a vehicle, rear lift in certain countries
- Obtaining a permit and special measures according to the permit terms and conditions in conjunction with transport where dispensation is assumed from applicable traffic regulations
- Special measures in conjunction with the transport of objects.  
Domestic: higher than 2,2 m, longer than 6 m or wider than 2,4 m.  
International: higher than 2,2 m, longer than 2,4 m or wider than 1,8 m
- Measures resulting from the requirement that transport takes place without reloading or using a certain means of transport
- The cost of returning the Ti part of the consignment note or other transport document together with the invoice.
- Special monitoring/supervision of vehicles carrying certain dangerous goods according to the stipulations in ADR, ADR-S
- Transport support – production of transport support documentation
- Specified unloading time

- Part load and full load consignments that require the vehicle to be loaded/unloaded using a tail lift, could be subject to extra charges. Depending on the nature of the consignment and safety aspects related to handling, an assessment must be made of how loading/unloading ought to take place. In those cases where extra reloading, delivery or significant additional work is required in conjunction with loading/unloading, a separate agreement must be reached.

### Surcharges

- In the case of electronic transport instructions that are not sent, or which are sent late, an increased administration charge or special charge is payable, see product-specific terms and conditions and/or 'Prices, terms and conditions, **DB SCHENKER | parcel**'.
- Amended charge as a result of an incorrectly stated payment instruction
- Cost of correcting incorrect and/or incomplete transport instructions
- Cost of incorrect transport instructions
- Charge for parcel consignments and individual parcels that exceed the stated weight and volume stipulations
- Special internal cleaning of vehicles
- Dead weight as a result of a cancelled assignment not being cancelled within a reasonable period of time prior to the agreed loading time
- Reloading and/or additional delivery attempt due to local traffic regulations, limited access, obstructed or impassable road
- If consignor/freight payer loses invoice regarding domestic transport from DB Schenker, then DB Schenker does not provide reprinting or resending of the invoice. Invoices are retrieved by consignor/freight payer from [DB SCHENKER | Connect](#) in PDF-format for printing.



## 3. Freight calculation and terms and conditions of payment

### 3.1 Freight calculation

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Freight is calculated according to the price list agreed between the customer and DB Schenker, or according to a price list adopted by DB Schenker. In addition to the part of the freight stated in the price list, certain freight supplements and surcharges are payable as well as charges for supplementary services and options over and above the basic undertaking. Freight and supplementary services and surcharges are based on date of the first day of transport.

Certain transport movements require certain measures, equipment or aids over and above the basic undertaking. For such transport movements, and for other services over and above the basic undertaking, surcharges are debited or the freight is calculated differently from what is stated in the price lists.

### 3.2 Terms and conditions of payment

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In the case of domestic goods, the freight should be paid in full, either by the consignor or by the consignee. In the case of international goods, the freight costs, charges etc. are divided between the seller and the purchaser according to Combiterms 2011 – Land transport, unless otherwise agreed.

The customer should always inform the carrier of the Combiterms applicable.

The consignor is always liable for the payment of freight for goods that can spoil quickly or the value of which cannot be guaranteed to cover the freight cost. The consignor is liable for payment of all costs related to a consignment that is not collected by the consignee.

If DB Schenker invoices the consignee and the consignee refuses to pay, stating that a different agreement was reached between the consignee and the customer, the customer is liable for payment of the freight. The same shall apply if the consignee, after the end of the payment period and after a reminder has been sent, has not paid the freight.

The minimum charge per consignment is for **DB SCHENKER | system** SEK 240, **DB SCHENKER | system home** SEK 319, **DB SCHENKER | system premium** SEK 312, excluding options and surcharges. For **DB SCHENKER | coldsped**, the minimum charge is SEK 240 per consignment, where DB Schenker carries out transport of groupage. The minimum chargeable weight for the other areas is 1,000 kg.

Freight and other charges are stated excluding VAT. DB Schenker's general terms of payment are ten (10) days net from the date of the invoice unless payment in cash is demanded by DB Schenker.

An extended period of credit can be granted in exceptional cases and is regulated through an interim agreement, whereupon a credit charge is payable on the invoice amount for each extra day of credit over and above the general ten (10) days.

Freight credit can be obtained after a separate review and on presentation of customary security, such as a deposit, an on account payment or a bank guarantee.

In the event that DB Schenker deems that the Customer's creditworthiness during the contract period deteriorates or if the Customer repeatedly fails to settle the invoices issued by DB Schenker in accordance with the agreed payment terms, DB Schenker has the right to reduce the agreed terms of credit or request price negotiations of the agreed prices.

An invoicing charge is debited according to the DB Schenker rules applicable at the time the invoice is issued.

If there is a delay in payment, the DB Schenker penalty interest applicable at the time the invoice was issued is debited and is charged from the due date stated on the invoice plus the statutory late payment charge. The interest on overdue payments is currently 1.8% per month. A statutory reminder fee is debited if a written reminder is issued.

If the invoice recipient finds that the invoice has not been received, cannot be exchanged using EDI or if tampering has been discovered, the counterparty must be notified immediately. After the error has been rectified, the parties must decide jointly and carry out the necessary tests before normal exchange of invoices/EDI messages is resumed.

Claims for corrections of an invoice to a customer must be made within two (2) months of the invoice date. Claims for transport damage must be presented separately for individual processing (cannot be set off against unsettled freight invoices).

When there is more than one consignor, the freight payer shall be named in a separate agreement.

DB Schenker can return a consignment reference on the transport invoice and present in Tracking assuming that a reference has been sent correctly in the transport instructions via EDI by the Transport customer.

### 3.3 Faults related to consignments

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Consignments received for transport and which are incomplete, and where the remaining item(s) are presented later, are regarded as new consignments and a new freight charge will be debited.

Weight/volume information: Freight charges are based on weight and/or volume specified by the customer. DB Schenker reserves the right to control the weight/measure of the goods. If the weight/volume measurements specified by the customer is less than the DB Schenker measured values, the freight calculation will be based on the DB Schenker measured weight/volume.

## 4. Supplementary conditions for domestic transport

### 4.1 DB Schenker's extended liability

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For domestic transportation (original consignor and final consignee in Sweden) DB Schenker assumes extended liability over and above the provisions in NSAB 2015 and applicable law as follows:

#### § 2 NSAB 2015

In the event of forwarding by another mode of transport once the goods have been loaded onto a truck or other load carrier, the liability limitations in NSAB 2015 do not apply to damage, shrinkage or loss that could only have arisen during and as a result of such forwarding. Amending § 16 H, NSAB 2015, DB Schenker's liability also covers damage to goods resulting from a traffic accident, fire or theft.

#### § 20 A NSAB 2015

The client is entitled to the same compensation as if the goods are lost if hand-over cannot take place within 30 days of the goods being received for transport. Exceptions are temperature-controlled goods where the shelf life is shorter than 30 days.

#### § 21 A NSAB 2015

For domestic goods and parcels, liability is limited to SEK 150 per gross kilo in accordance with the terms set forth in legislation governing Swedish domestic road transportation.

**The supplementary conditions above do not apply** to domestic transport that is part of cross-border transport. For such transport, the CMR convention is primarily applicable.

**Insured goods.** When damage, shrinkage or loss can be compensated through separate goods insurance taken out by the customer, DB Schenker is liable to the entitled party in accordance with NSAB 2015.

### 4.2 Other supplementary conditions

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**Right of disposal.** The consignor has right of disposal over the goods until the goods are delivered to the consignee or placed at the consignee's disposal at the stated location. From this time onwards, the consignee has right of disposal.

#### **Obstacles preventing delivery of the goods**

If delivery of the goods is hindered and the consignor does not supply adequate instructions concerning what to do with the goods, DB Schenker is entitled to sell the goods:

- a)** immediately, in the case of goods at risk of spoiling or rapid ruin or that require excessively expensive care, or
- b)** in the case of other goods, after 60 days of the goods being received for forwarding.

DB Schenker shall, as far as possible, inform the consignor in advance that the goods are to be sold. After deduction

of DB Schenker's claims based on the transport assignment and other claims that may be applicable to the goods, as well as costs for storage and sale of the goods, the proceeds shall be remitted to the consignor without delay, provided this person's address is known to DB Schenker.

If the consignor's address is not known, and the funds due are not claimed within one year of the date of sale, the said funds become the property of DB Schenker.

#### **Title to the goods**

If DB Schenker has paid the full value of damaged goods as compensation for a claim, DB Schenker may take over the title to the goods if DB Schenker so desires.

## 5. Claims

### 5.1 Damaged goods

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#### Liability

DB Schenker's liability as a carrier comes into effect when, through authorised personnel, DB Schenker takes control of the consignment, and responsibility stops when the consignment is handed over to the consignee at the destination or when it is placed at the consignee's disposal according to 1.3.

If an agreement has been reached that the consignor, without DB Schenker's involvement, puts together full load units for transport by DB Schenker and, in conjunction therewith, DB Schenker is prevented, when collecting the unit, from performing the customary collection check of the individual items in the load unit, DB Schenker is only liable for damage to or loss of individual items on condition that it is shown that the damage or loss occurred during DB Schenker's period of liability and for reasons for which DB Schenker is responsible.

In the event of subsequent transport with different carriers, DB Schenker is not liable if it is likely that damage has not occurred during the period DB Schenker was responsible for the consignment.

If there is an agreement on temperature-regulated transportation, DB Schenker is liable for any damage to the goods arising as a direct consequence of the load area not maintaining the agreed temperature range, provided that

DB Schenker has a liability for the incident in accordance with NSAB 2015.

However, if, when the goods are handed over to DB Schenker, they are in such a condition – e.g. of such ripeness, age or at such a temperature – that they are unable to endure transportation of the type in question, DB Schenker is not liable.

#### Claims

Damage, shrinkage or loss that is visible must be reported immediately on receipt of the goods and noted on the signed copy of the transport document or other document.

Recipients of a consignment are obliged to check immediately on receipt if the goods have suffered any damage that is hidden by the packaging.

Any hidden damage must be reported to DB Schenker as soon as possible, although no later than seven (7) calendar days from receipt of the consignment. DB Schenker is not liable for any hidden damage reported after transport if the goods have previously been transported or handled and have not been checked for any hidden damage prior to the last transport movement.

Complaints relating to damage to goods arising as a result of the load space not maintaining the agreed temperature shall be made at the time of delivery.

### 5.2 Delayed goods

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#### Liability and claims

Wishes or conditions specified by the customer regarding delivery time, e.g. on the consignment note/transport instruction, are not binding on DB Schenker.

According to §19 NSAB, compensation is provided for a delay in transport according to the normal timetable or where there is a specially-agreed time assurance when a

claim is made and when damage as a result of the delay can be shown to have occurred.

Delays when using **DB SCHENKER | system premium** must be reported to DB Schenker as soon as possible, no later than seven (7) calendar days from delivery of the shipment.

## 6. Exchange of EDI messages

### 6.1 Agreement order

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Unless otherwise agreed, documents and agreements shall apply in the following order:

- Conditions agreed in an individual case
- EDI agreement (takes precedence over EDI order)
- These general EDI provisions

### 6.2 DB Schenker's General EDI provisions

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DB Schenker General EDI provisions are based, among other things, on General Terms and Conditions according to EDI Agreement 2004 drawn up by GEA (Alliance for

Electronic Commerce). These General EDI provisions regulate the terms and conditions for the parties' exchange of EDI messages.

## 6.3 Definitions

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In the DB Schenker General EDI Provisions, the terms, concepts and definitions are as follows:

**Party 1** refers to DB Schenker and **Party 2** refers to the transport agreement customer.

**EDI messages** are a cohesive set of data, structured according to an agreed message standard in a format that can be transmitted between and processed by the parties' respective information systems. EDI messages refer to EDI messages according to EDIFACT and API requests for integrated e-services in accordance with DB Schenker's specifications for each message.

EDI messages that are exchanged between agreed parties must include the information required according to DB Schenker's specifications, Instructions for Goods Labelling and Information Transfer (AGI), product terms and conditions and other specifications provided by DB Schenker for exchange of EDI messages.

**VAN supplier** is a third party that provides a communications system for a party in conjunction with the interchange of EDI messages.

## 6.4 Information system for EDI interchange

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Each party is responsible for maintaining information system availability to facilitate the agreed interchange of EDI messages. During implementation and throughout the duration of the Agreement, each party shall perform tests and employ other measures to ensure that the information system fulfils all requirements according to the Agreement prerequisites and the DB Schenker General EDI Provisions.

Each party is responsible for its own costs for exchange of EDI messages throughout the duration of the Agreement, unless agreed otherwise.

Each party has the right, at its own expense and risk, to use a VAN supplier or other third party to provide

exchange, processing, storage or other action related to EDI messages. If the parties engage the same VAN supplier or other third party, and the issue of liability arises for a particular action this third party has taken, the party on whose behalf the action was taken will be liable in relation to the other party.

If a party intends to modify parts of its information system in a way that can be expected to affect the exchange of EDI messages, the counter-party shall be notified of this well in advance so that the parties can jointly carry out appropriate testing to ensure that EDI messages can be exchanged in the agreed manner even after the modifications.

## 6.5 Interchange of EDI messages

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Parties that interchange EDI messages shall attend to and process each message without delay.

In the event of a deviation between the content of EDI messages exchanged by the parties and corresponding information submitted on paper or using another medium, the EDI message applies unless it is evident that the sending party intended the information submitted using another medium to take precedence.

The parties shall keep security copies/back-ups of transfers made for at least five (5) working days, or be able to recreate the same EDI messages, so that these can be resent on request. Financial information must be stored according to law.

Both parties must be able to show proof of sent and received messages for at least the past 30 calendar days. Extracts must be readable and be provided free of charge.

EDI messages to DB Schenker (examples):

### 6.5.1 EDI booking (IFTMBF)

By making a booking, you request collection of goods and parcels for onward transport. This is deemed to be a booking of space on one of our transport resources. A separate EDI booking made with DB Schenker takes place as agreed/SOP/Agreement prerequisites and DB Schenker's General EDI Provisions.

### 6.5.2 Transport instruction via EDI (IFTMIN)

The transport instruction is a firm transport booking and contains all the information necessary for land transport to take place. Party 2 is responsible for ensuring that the

Party 1 reserves the right to charge Party 2 for all surcharges that arise as a result of non-issuance of a transport instruction. In the case of non-issuance of a transport instruction via EDI, Party 1 shall notify the contact person at Party 2. DB Schenker reserves the right to change the information in the electronically submitted transport instruction to ensure the assignment can be completed. The transport instruction to DB Schenker via EDI otherwise takes place as agreed/SOP and according to DB Schenker's General EDI Provisions.

EDI messages from DB Schenker (example):

### 6.5.3 EDI consignment status (IFTSTA)

Consignment status provides automatic notification of the status of your consignments each time a new event occurs. Electronic consignment status from DB Schenker takes place as agreed/according to the Agreement prerequisites and DB Schenker's General EDI provisions.

### 6.5.4 EDI invoice (INVOIC)

An EDI invoice from DB Schenker is sent according to the DB Schenker specification (AGI) following agreement and these DB Schenker General EDI Provisions. The creation of an E-invoice in other formats takes place through a third party and in the formats that have been agreed between this party and the consignee's system provider.

Any adaptation to a special consignee-unique format can be made although in that case through the auspices of the consignee and at the consignee's expense. It should be noted that DB Schenker does not undertake to adapt the content of the invoice message and that references to assignments in the invoice presuppose that the party ordering the transport

content of the transport instruction corresponds to the goods that are to be loaded.

Transfer of a transport instruction to Party 1 must take place before transport commences, see Section 1.2.1 Booking, however earliest 13 days prior to pick up. A deviation from this standard may only take place following separate agreement/SOP. If the transport instruction is not sent by EDI before the goods arrive at the first terminal, it could mean that the goods will not be unloaded, will be transferred to a storage area and no delivery timetables or guarantees will apply.

has created and transferred these references electronically in the transport instructions.

#### **6.5.5 PDF invoice**

With a PDF invoice you receive your invoice via e-mail to agreed e-mail address. DB Schenker uses PDF-invoice as standard. Agreement about other type of invoice distribution can be met. The recipient of PDF-invoice via e-mail is responsible for making sure that systems used by the recipient are configured in such a manner that reception of the invoice can transpire without hindrance. Invoicing by PDF-invoice from DB Schenker takes place according to DB Schenker's General EDI provisions.

### **6.6 EDI message – exchange failure or error**

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If either party finds that a message cannot be exchanged via EDI, or if corruption is detected in an EDI message, the counter-party must be notified immediately. The party must then send the information in accordance with the procedure agreed with the counterparty. Once the fault has been rectified, the parties must jointly decide on and perform the necessary tests before ordinary exchange of EDI messages resumes.

In the event of a computer breakdown affecting one of the parties or to/at the VAN provider, the contact persons at the parties must be informed. In the event of a computer breakdown, the parties shall assist each other to the best of their ability.

### **6.7 Binding effect of EDI messages**

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When transport agreements, requirements laid down in law or requirements in other directives stipulate that messages must be submitted in writing, this is considered to have been fulfilled if EDI messages are interchanged according to these General EDI Provisions.

An EDI message shall, unless indicated otherwise, be deemed to have been sent by the sending party when the exchange that includes the message has been logged as sent by the sending party or, if the EDI message has been sent via a party's VAN provider, according to the log maintained by the VAN provider.

An EDI message shall, unless indicated otherwise, be regarded as having been received by the receiving party when the exchange that includes the EDI message has been

logged as received in the agreed format by the receiving party or, if the EDI message was received by a party's VAN provider, according to the log kept by the VAN provider or if a response was returned by means of an electronic call.

The sending party bears the risk of the EDI messages that form part of an interchange being lost, delayed or corrupted during interchange until the interchange has been logged as received or a response has been returned by means of an electronic call. An EDI message sent by a party in accordance with these General EDI Provisions shall be deemed to have been duly authorised and will be binding on the sending party unless the sending party can demonstrate that the EDI message was unauthorised and that the counterparty was aware of this or ought to have been aware of this.

### **6.8 EDI message security**

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The parties shall implement and maintain procedures and technology for protecting EDI messages and security copies/back-ups against unauthorised access, corruption, loss of information and other harmful actions.

### **6.9 Confidentiality**

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Information that a party receives by means of information interchange according to these General EDI Provisions shall be handled in accordance with the confidentiality rules stipulated in the transport agreement. If either of the parties engages a VAN provider, the party in question shall ensure that the VAN provider is also bound by such a confidentiality undertaking to the equivalent extent.

In the event information held by a party can be considered to be in the public domain, the party shall observe the statutory provisions regarding the accessibility and

confidentiality of such documents is applicable. If either party receives an EDI message from a sending party which is obviously intended for someone else, it is the duty of the receiving party to inform the sending party of this immediately and to delete the EDI message, but not its corresponding security copy/back-up.

## 6.10 Liability

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If either party, or a VAN provider or other third party engaged by either party, breaches these General EDI Provisions, the party concerned is liable to compensate the counterparty for any resulting loss. Compensation shall only be payable for a direct loss, unless the loss has been caused deliberately or through gross negligence.

## 6.11 Applicable law and dispute resolution

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In the event of a dispute arising out of these General EDI Provisions, the stipulations in the transport agreement shall apply with regard to current law and the procedure for resolving disputes. Unless stipulated otherwise in the transport agreement, the dispute shall be resolved in a Swedish court of law and with the application of Swedish law.



# 7. Terms for the handling of personal data (GDPR)

To be able to perform the services ordered by the customer, DB Schenker needs to process personal data. The personal data is used to enable the transportation of shipments but also, when needed, to be able to communicate with customer and consignee. Since the processing of personal data is a precondition for and a part of the contracted services supplied by DB Schenker and DB Schenker independently determines the purposes and means of the processing, DB Schenker is the controller of all processing of personal data which is conducted within the execution of the services.

Personal data which will be processed by DB Schenker includes contact information to the employees of the customer such as name, phone number and email address as well as personal data relating to the consignee, either the employees of the consignee or when the consignee is a private person, such as name, address, phone number and email address.

The processing of personal data by DB Schenker is conducted in accordance with current data protection legislation which means all applicable laws, regulations, rules and provisions by regulatory authorities which concern the processing of personal data, including but not limited to the EU data protection regulation 2016/679 (“GDPR”)\*, law (SFS 2018:218) with provisions complementing the EU data protection regulation, law (SFS 2003:389) about electronic communication and any changes of, additions to or legislation substituting such laws, regulations, rules and provisions by regulatory authorities.

Further information about the processing of personal data by DB Schenker is available at [www.dbschenker.com/se](http://www.dbschenker.com/se)

\* Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) – also known as GDPR.

## 8. Force Majeure

DB Schenker shall be released from liability to perform an assignment if DB Schenker is prevented from so doing by circumstances over which DB Schenker had no control and which it could not reasonably have foreseen. DB Schenker shall inform the customer immediately when such a situation occurs or ceases.

A party is entitled, with immediate effect, to give notice of termination of an agreement or to terminate an agreement when such a situation persists for more than one (1) month, when a certain period of notice has been agreed or after a period corresponding to the period of notice.

## 9. Trade Compliance

The parties agree that the export, import, re-export and in-country transfer of goods and / or services may be subject to restrictions under trade regulations, which include (without limitation) EU and U.S. import and export laws and regulations ("Trade Regulations"). Each party warrants and represents that, in the fulfilment of its obligations under this agreement, it will comply with all applicable Trade Regulations, as they may be amended or revised from time to time.

Customer is responsible for determining whether Customer's transactions are subject to Trade Regulations. Customer shall not engage DB Schenker to perform prohibited services involving countries or persons subject to restrictions under Trade Regulations when the underlying transactions associated with those services are subject to Trade Regulations.

If necessary, Customer will obtain or qualify for all licenses, approvals, authorizations and / or exemptions required for compliance with Trade Regulations and provide DB Schenker with documentation of the same

DB Schenker reserves the right to suspend provision of services without any liability in cases where the services would violate Trade Regulations. Customer acknowledges that DB Schenker is not obligated to and will not provide services relating to internal repression or military goods.

## 10. Miscellaneous

Prices/charges that are not stated in DB Schenker Terms and Conditions of Transport which are applicable to certain types of transport or goods etc. can be charged in addition to those stated herein. If, as a result of the specific demands and wishes of the customer, transport is performed in a manner that deviates from DB Schenker's normal routines, a special agreement concerning terms, conditions and prices should be reached.



**CHAPTER B.**

# Product-specific conditions

## Dimensions, weight and volume, Domestic.

Dimensions, weight and volume	DB SCHENKER   system Domestic	DB SCHENKER   system premium Domestic	DB SCHENKER   system home Domestic	DB SCHENKER   part load Domestic	DB SCHENKER   full load Domestic
Max. length per item (longest side)	2,4 m <sup>1)</sup>	2,4 m	2,4 m	<sup>2)</sup>	<sup>3)</sup>
Max. height per item	2,2 m <sup>1)</sup>	2,2 m	2,2 m	-	
Max. volume per item	3,56 cbm	3,56 cbm	3,56 cbm	-	
Max. width per item	-	-	1,2 m	-	
Max. weight per item	999 kg	999 kg	999 kg	-	
Max. volume per consignment	3,56 cbm	3,56 cbm	8,92 cbm	17,0 ldm	
Max. weight per consignment (actual or freight-based)	999 kg <sup>6)</sup>	999 kg <sup>7)</sup>	2 499 kg	33 150 kg	
If any item in the consignment exceeds what is stated above, the following is applicable:	Freight calculation according to <b>DB SCHENKER   part load   full load</b>			Freight calculation according to <b>DB SCHENKER   full load</b>	

Dimensions, weight and volume	DB SCHENKER   parcel	DB SCHENKER   parcel Shop <sup>5)</sup> DB SCHENKER   parcel shop return <sup>5)</sup>	DB SCHENKER   parcel Box <sup>5)</sup>
Max. length per item (longest side)	2,0 m <sup>4)</sup>	1,8 m <sup>4)</sup>	0,58 m
Max. height per item	-	-	0,33 m
Max. volume per item	Length + circumference maximum 3 m <sup>4)</sup>	Length + circumference maximum 3 m <sup>4)</sup>	0,09 cbm
Max. width per item	-	-	0,46 m
Max. weight per item	30 kg <sup>8)</sup>	20 kg	20 kg (actual weight)
Max. volume per consignment	0,36 cbm 1 cbm = 280 kg	0,25 cbm 1 cbm = 280 kg	0,09 cbm 1 cbm = 280 kg
Max. weight per consignment (actual or freight-based)	99 kg	70 kg	20 kg (actual weight)
If any item in the consignment exceeds what is stated above, the following is applicable:	Freight calculation according to customer agreement plus surcharges	Freight calculation according to customer agreement plus surcharges	Freight calculation according to customer agreement plus surcharges

### Explanation of dimension, weight and volume tables

<sup>1)</sup> For an item where the side is longer than 2,4 m and a maximum of 6 m and with a maximum height of 2,2 m, including the pallet, a supplement is payable on the normal freight. See heading Special, Supplementary Services/ Surcharges.

Shipments with a height incl. pallets exceeding 2,2 m are taxed as **DB SCHENKER | part load** or **DB SCHENKER | full load** with minimum weight of 1,000 kg.

<sup>2)</sup> Maximum volume is determined by the physical limitations of the vehicle in terms of weight and volume. Minimum 1 000 kg or 3,56 cbm.

<sup>3)</sup> Maximum volume is determined by the physical limitations of the vehicle in terms of weight and volume. Minimum 31 500 kg or 17,0 ldm.

<sup>4)</sup> Parcels exceeding 1,4 metres in length or by other reason is deemed not suitable to be sorted by parcel sorting machine incur an additional charge. SEK 120 per consignment/item

<sup>5)</sup> Only one parcel per consignment.

<sup>6)</sup> Heavier consignments as **DB SCHENKER | part load | full load**

<sup>7)</sup> Heavier consignments will be debited according to exceeded product terms for **DB SCHENKER | system premium**

<sup>8)</sup> For items heavier than 20 kg actual weight a surcharge of SEK 65 per consignment will be applied.

**CHAPTER B.**

# Product-specific conditions

## Dimensions, weight and volume, Domestic Coldsped

Dimensions, weight and volume	DB SCHENKER   coldsped Domestic	DB SCHENKER   coldsped Direct Domestic
Max. length per item (longest side)	2,4 m	<sup>2)</sup>
Max. height per item	2,2 m	-
Max. volume per item	3,08 cbm	-
Max. width per item	-	-
Max. weight per item	999 kg	-
Max. volume per consignment	3,08 cbm	-
Max. weight per consignment (actual or freight-based)	999 kg <sup>1)</sup>	-
If any item in the consignment exceeds what is stated above, the following is applicable:	Freight calculation according to DB SCHENKER <b>coldsped Direct</b>	-

### Explanation of dimension, weight and volume tables

<sup>1)</sup> Heavier consignments as **DB SCHENKER | coldsped Direct**. **DB SCHENKER | coldsped System** only applies for areas where DB Schenker carries out transport of groupage. Any other freight calculation according to **DB SCHENKER | coldsped Direct**

<sup>2)</sup> Maximum volume is determined by the physical limitations of the vehicle in terms of weight and volume. Minimum 1 000 kg or 3,08 cbm.

## CHAPTER B.

# Product-specific conditions

## Dimensions, weight and volume, International

Dimensions, weight and volume	DB SCHENKER   system   system premium   coldsped International	DB SCHENKER   system home	DB SCHENKER   part load* International	DB SCHENKER   full load International	DB SCHENKER   direct coldsped International
Max. length per item (longest side)	2,4 m <sup>1)</sup>	2,4 m	<sup>2)</sup>	<sup>3)</sup>	<sup>2)</sup>
Max. height per item	2,2 m <sup>1)</sup>	2,2 m	-	-	-
Max. volume per item	7,14 cbm Nordic countries 6,94 cbm GB + IE 7,50 cbm other countries	7,14 cbm Nordic countries (not Norway) 6,94 cbm IE 7,50 cbm other countries	-	-	-
Max. width per item	1,8 m <sup>1) 4)</sup>	1,2 m	-	-	-
Max. weight per item	1 500 kg <sup>1) 4)</sup>	1 000 kg	-	-	-
Max. volume per consignment	7,14 cbm/1,2 ldm Nordic countries 6,94 cbm/1,2 ldm GB+IE 7,50 cbm/1,3 ldm other countries	7,14 cbm/1,2 ldm Nordic countries (not Norway) 6,94 cbm/1,2 ldm IE 7,50 cbm/1,3 ldm other countries	55 cbm or 11 ldm	-	-
Max. weight per consignment (actual or freight-based)	2 500 kg <sup>8)</sup>	-	19 400 kg (actual weight)	-	-
If any item in the consignment exceeds what is stated above, the following is applicable:	Freight calculation according to <b>DB SCHENKER   part load   full load</b>	-	Freight calculation according to <b>DB SCHENKER   part load</b>	-	-

Dimensions, weight and volume	DB SCHENKER   parcel International (Norway, Finland, Åland) <sup>6)</sup>	DB SCHENKER   parcel International
Max. length per item (longest side)	2,0 m <sup>5)</sup>	2,0 m <sup>5)</sup>
Max. height per item		60 cm <sup>7)</sup>
Max. volume per item	Length + circumference maximum 3 m <sup>5)</sup>	Length + circumference maximum 3 m <sup>5)</sup>
Max. width per item		80 cm <sup>7)</sup>
Max. weight per item	30 kg <sup>9)</sup>	30 kg <sup>9)</sup>
Max. volume per consignment	0,25 cbm 1 cbm = 280 kg	0,36 cbm 1 cbm = 280 kg
Max. weight per consignment (actual or freight-based)	30 kg or 70 kg volumetric weight	99 kg
If any item in the consignment exceeds what is stated above, the following is applicable:	Freight calculation according to customer agreement plus surcharges	Freight calculation according to customer agreement plus surcharges

### Explanation of dimension, weight and volume tables

<sup>1)</sup> Goods with items heavier than 1500 kg, or wider than 1,8 m, or higher than 2,2 m are charged with minimum 2501 kg, as **DB SCHENKER | part load** or **DB SCHENKER | full load**. Goods longer than 2,4 m is handled according to rules for long goods for **DB SCHENKER | system**. See heading Long goods (international), Supplementary Services/Surcharges.

<sup>2)</sup> Maximum volume is determined by the physical limitations of the vehicle in terms of weight and volume. Min 2 501 kg or 7,51 cbm.

\* Dedicated truck is handled according to **DB SCHENKER | full load**

<sup>3)</sup> Maximum volume is determined by the physical limitations of the vehicle in terms of weight and volume. Minimum 19 400 kg, 55 cbm or 11 ldm.

<sup>4)</sup> Maximum gross weight per parcel for tail delivery 999 kg except in France, Spain, Poland, Portugal and Italy is 800 kg. In Sweden, the consignee shall provide assistance to unload consignments with a gross weight of 1,000 kg or more. Maximum width per item for tail delivery 1,2 m.

<sup>5)</sup> Parcels exceeding 1,4 metres in length or by other reason is deemed not suitable to be sorted by parcel sorting machine incur an additional charge. SEK 120 per consignment/item

<sup>6)</sup> One parcel per consignment

<sup>7)</sup> Only for **DB SCHENKER | parcel Europe**

<sup>8)</sup> Heavier consignments as **DB SCHENKER | part load | full load**

<sup>9)</sup> For items heavier than 20 kg actual weight a surcharge of SEK 65 per consignment will be applied.



## Distribution

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### **DB SCHENKER | system premium | system | system home | parcel**

Distribution is to the consignee's delivery address according to the timetable.

### **DB SCHENKER | parcel home**

**Domestic:** For HomeDelivery all consignments are notified by means of a text message or telephone call and consequently the consignee's mobile number and landline number must always be stated.

Home delivery takes place at residential addresses. Residential addresses are either private residences or addresses that are shared as both a private residence and a business address. Delivery must be signed by the consignee, unless a "delivery without proof of delivery" is requested by the sender or the consignee. Delivery without receipt/proof of delivery require an agreement with DB Schenker. The consignee can request delivery without receipt if they verify their identity with electronic ID prior to delivery. Alternatively, the goods are returned to the sender and charged the costs to do so. Deliveries take place between 07.00 and 17.00. For selected postcodes evening deliveries are possible, see timetable. Home Delivery takes place using one (1) delivery person and the scope thereof. Home delivery with **DB SCHENKER | parcel** takes place inside front door if nothing else is agreed.

### **DB SCHENKER | parcel box**

**Domestic:** For deliveries to boxes, all consignments are notified. Mobile number and email must always be stated.

### **DB SCHENKER | system home**

For home deliveries, consignees are contacted via SMS or email and therefore the consignees mobile phone number and email address must always be specified. Deliveries to residential addresses are considered as home deliveries. By residential address means either residence or shared business/residence address. Delivery take place by the plot boundary/entrance on ground level. The driver must be able to use a pallet jack for the delivery. Packaging removal or return of pallets are not included. Delivery must be signed by the consignee, unless a "delivery without proof of delivery" is requested by the sender or the consignee. Delivery without receipt/proof of delivery require an agreement with DB Schenker. The consignee can request delivery without receipt if they verify their identity with electronic ID prior to delivery. If the consignee is not present and the shipment cannot be delivered without proof of delivery, there will be additional charges for return to terminal and additional delivery attempt. Alternatively, costs for returning the shipment to the sender will be charged.

### **DB SCHENKER | part load | full load | coldsped**

Distribution is to the consignee's delivery address as agreed.

## Documents in conjunction with transport to a third country

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### **DB SCHENKER | system premium | system | part load | full load | coldsped | parcel**

In the case of transport to a third country as well as Åland a commercial invoice is issued in accordance with the respective country's regulations. If the value of the consignment is less than EUR 6,000, an invoice declaration can usually be made in the commercial invoice. In the case of a higher consignment value, an EUR1 certificate is required. DB Schenker carries out customs clearance services in connection with import and export after we have received the power of attorney.

Information about documentation and its completion is available on our website under land transport/transport documents.

### **DB SCHENKER | parcel**

For consignments to Åland a commercial invoice is not required. However, the purchaser's/consignee's tax number (VAT registration number) must be included on the freight document/address label.

## Invoicing

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel**

**Domestic:** Invoicing takes place four (4) times a month. Minimum amount per invoice excluding invoicing fee

SEK 150

**International:** Invoicing is per consignment.

## Freight payment

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel**

**Domestic:** Consignor freight, consignee freight or another paying party can be stated. Regardless of the payment alternative, the customer's number and the payer's number are always required. DB Schenker reserves the right to debit the customer if the payer's number is missing. Home Delivery (**DB SCHENKER | system home**) can only be issued with consignor freight.

**International:** Freight costs, charges, etc. are divided between the seller and the purchaser based on the Terms and Conditions of Transport and delivery according to 'Combiterms 2011 - Land transport'. The customer must always state the applicable Combiterms (see 3.2 Terms of payment) for the consignment.

**Parcel International:** Only consignor freight is applicable for international parcels.

## Collection

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped**

Collection takes place at the consignor as agreed. Please note that pick-up request always needs to be sent electronically, or ordered via telephone, for **DB SCHENKER | system premium**.

### **DB SCHENKER | parcel**

Collection takes place at the consignor as agreed. A collection charge is added if the number of consignments when collected is less than five (5) on any one occasion. No collection charge is made for packages collected at the same time as **DB SCHENKER | system** (domestic) goods.

## Loading/unloading

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped**

Loading and unloading are performed by the vehicle driver. The consignor or the consignee shall provide any necessary assistance. If the consignor or consignee cannot provide the assistance that the basic undertaking presupposes, and as a result thereof extra personnel and/or equipment are required, a surcharge is made. For details regarding securing of loads, see information 1.2.5.

### **DB SCHENKER | parcel**

Delivery of a parcel is to the delivery address stated, inside the consignee's door or gate or to a stated floor, reception area or functioning incoming goods reception point.

### **DB SCHENKER | part load | full load**

**International consignment exceptions.** The consignor/consignee is obliged to deal with the loading and unloading of the vehicle according to the driver's instructions and the driver shall provide the necessary assistance. In conventional road transport, the driver shall provide assistance to ensure that loading and unloading can take place from the side of the vehicle from/to a loading bay or the ground at a location sheltered from the weather and external influences.

## Securing goods

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**DB SCHENKER | system premium | system | system home | part load | full load | coldsped**

When the consignor handles the loading, the consignor is obliged to secure the goods. For further information, see 1.2.5.

## Delivery obstacles

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**DB SCHENKER | system premium | system | system home | part load | full load | coldsped**

Goods that cannot be delivered are returned to the consignor as agreed.



## Uncollected goods

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**DB SCHENKER | system premium | system | system home | part load | full load | parcel**

Uncollected goods are returned to the consignor at the consignor's expense 15 calendar days after arrival at the receiving terminal or service point.

**DB SCHENKER | parcel box**

Uncollected parcels are returned to the consignor at the consignor's expense 4 calendar days after delivery to the box SEK 39 + freight

**DB SCHENKER | coldsped**

Uncollected goods are returned to the consignor as agreed.

## Pallet

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**DB SCHENKER | system premium | system | part load | full load | coldsped**

An accompanying pallet from the consignor is regarded as packaging and is sent to the consignee. Consideration should be given to current national/international rules for pallets. Pallet exchange is not applied.

DB Schenker's internal pallet, known as a green pallet, is only used for transport between terminals in Sweden.

See also DB Schenker's pallet transfer system (PTS), page 29 (only applicable within Sweden).

## Timetable

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**DB SCHENKER | system premium | system | system home | part load full load | coldsped | parcel**

The current timetable is available [here](#).

The timetable covers the traffic supply within Sweden, as well as between Sweden and other European countries with which DB Schenker operates regular transportation. Restrictions may occur in connection with public holidays and during the holiday period.

The transport times are estimated. Lead time guarantee is provided only for products and optional extras where this is expressly stated.

For Special consignments as well as goods with other specific characteristics, extra delivery time will apply. Further information is available under point 1.1 under the heading Basic undertaking.

**DB SCHENKER | parcel International**

For all countries, see the international timetable in the brochure **DB SCHENKER | parcel** – Prices and Conditions.

## Lead time guarantee

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### DB SCHENKER | parcel (Domestic)

**Express**, for shipments with optional extra express, a lead time guarantee is granted. Read more about this under optional extras.

### DB SCHENKER | system premium

**DB SCHENKER | system premium**, a lead time guarantee is granted for this product, with a refund of freight fees if delivery is made later than 5 pm on the day specified in timetable, on domestic shipments. For international shipments freight fees are refunded if delivery is made after 6 pm. A prerequisite for repayment is that the delay is caused by circumstances over which DB Schenker has control. The freight fee will be refunded following an application and processing thereof according to the described complaints procedure. Refunds comprise paid freight fees exclusive of costs and fees charged by authorities. The lead time guarantee also applies to the optional extras **premium 10**, **premium 13**.

See more information under the respective Optional Extras.

#### Prerequisites for Lead Time Guarantee

- The geographic scope is defined according to the [timetable](#)

- The shipment must be ready for pick-up at the agreed pick-up time.
- Identification of all parcels in each shipment with labels that clearly indicate the product and optional extra ordered. In applicable cases, special labels must be used, please see [www.dbschenker.com/se](http://www.dbschenker.com/se).
- Other documents and transport instructions must be marked with products and optional extras.
- The recipient is able to receive the shipment during normal office hours at the latest delivery time specified.
- Customs clearance will be carried out by DB Schenker.
- Inspections by a customs authority that last over one (1) hour will not be covered by the delivery guarantee.
- Accurate documents as required for customs clearance are required.

Only delivery terms CPT0005, CIP0010, DAP0018 and DDP0022. (see applicable Incoterms/Combiterms)

#### The lead time guarantee does not apply to:

- Shipments exceeding DB Schenker's product terms.
- Hazardous goods according to ADR- or IMDG-classification.
- Temperature sensitive goods.
- Waste and other goods requiring supervision
- Customs where a simplified declaration (repatriation) is lacking, or shipments with more than three product codes.

## Transport exceptions

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel

Point 1.4.1 states the type of goods and objects that are only accepted for transport after agreement has been reached in advance.



## Freight calculation

In order to easily determine the price for a consignment in advance, we recommend using DB Schenker's e-services for price calculation; the text below sets out the rules that form the basis for price calculation.

The term consignment refers to goods included in transport instructions from one or several consignors to one consignee at a certain location and made available for transport on one occasion. A consignment may not exceed the weight/volume of the load capacity of the vehicle.

To assess the *weight-based freight*, the following information must always be stated for the full consignment in addition to the weight in full kg (1-59 999 kg):

- Volume in cubic metres. The value is stated to two decimal places followed by **m3**.
- Loading metres. Must be stated for consignments that are difficult to pack and is not suitable for consolidation when loaded. The value should be stated to one decimal place followed by **FLM**.
- Pallet space = non-stackable pallet. The value is stated followed by **PP**.

In the case of goods that are *difficult to stow*, because of the nature of the object or the packing means that they cannot be packed as normal groupage with other goods or maximum use cannot be made of the load area, the freight is calculated in such a way that consideration is given to the load area required by the goods including potential equipment for load securing (see weight per flat metre table next to the heading Goods that are difficult to stow).

The term *loading metre* refers to a metre on the platform with the full width and height of the load space.

The terms *actual weight* or *gross weight* refer to the weight of the consignment as registered on the scales, including packing and loading accessories (e.g. pallets).

The term *bulk weight* refers to the consignment volume (length x width x height) expressed in cubic metres to two decimal places, including packing and loading accessories (e.g. pallets) multiplied by the weight in accordance with the table (see table under the heading Calculating bulky goods) or when calculating loading metre, the number of loading metres to one decimal place multiplied by the weight in accordance with the table (Calculating flat metre for bulky goods).

The term *chargeable weight* refers to the higher of the actual weight or the bulk weight. Unless otherwise stated the chargeable weight is the basis for calculating the pricing of the shipment as well as options and fees.

**DB SCHENKER | system premium | system | system home**  
Freight prices are calculated per consignment. The size of the freight price is based on weight or volume (which is converted to weight) and on the distance. Goods up to a maximum height of 135 cm are calculated according to volume or actual weight depending on which one produces the highest chargeable weight. Goods with a height over 135 cm are calculated as loading metres or weight depending on which one produces the highest chargeable weight. In case length and width are more than 120 cm DB Schenker owns the right to calculate loading metres.

**DB SCHENKER | part load | full load.** Freight prices are calculated per consignment. The freight price is calculated according to load metre or weight depending on which produces the highest chargeable weight and distance. For calculation of loading metres, the width, including material for load securing, is rounded up to the nearest number dividable by 40 cm. See CHAPTER B, Product specific conditions.

**DB SCHENKER | coldsped.** The prices are based on weight, volume and distance. Freight prices are calculated according to a price list agreed upon between DB Schenker and the customer or in relation to a price list applied by DB Schenker for c-classified locations. As agreed, transport can be undertaken to other locations c1, c2, c3 and c4. A distribution surcharge is payable on these occasions.

**DB SCHENKER | parcel.** Freight calculation for parcels is shown in the **DB SCHENKER | parcel** brochure – Prices and Conditions.

### Exceptions – International consignments

The prices are based on weight, volume and communications between different areas. Freight is calculated as price per consignment or per 100 kg, alternatively per full load.



Freight calculation	DOMESTIC: DB SCHENKER   system premium   system home   part load   full load	DOMESTIC: DB SCHENKER   coldsped	INTERNATIONAL: DB SCHENKER   system premium   system home   part load   full load   coldsped
Rules for freight calculation:	DB SCHENKER   system   system premium   system home with a height below or equal to 1.35 m is calculated according to chargeable weight based on cbm. DB SCHENKER   system   system premium   system home domestic with a height above 1.35 m is calculated by loading meters. DB SCHENKER   part load is calculated by loading meters.	DB SCHENKER   coldsped domestic with a height below or equal to 1.35 m is calculated according to chargeable weight based on cbm. DB SCHENKER   coldsped domestic with a height above 1.35 m is calculated by loading meters.	DB SCHENKER   system   system premium   system home with a height below or equal to 1.35 m is calculated according to chargeable weight based on cbm. DB SCHENKER   system   system premium   system home with a height above 1.35 m is calculated by loading meters. DB SCHENKER   part load is calculated by loading meters.
Freight calculated according to:	280 kg/cbm	325 kg/cbm	333 kg/cbm or 360 kg/cbm for the UK and Ireland and 350 kg/cbm for the Nordic countries.
Pallet space calculation:	Min. 780 kg/pallet space (1.2 m * 0.8 m) or 0.4 loading metres.	750 kg/pallet space (1.2 m * 0.8 m) or 0.4 loading metres.	For the Nordic countries, England and Ireland, a pallet space is calculated at a minimum of 800 kg. For other countries, a pallet space is calculated at a minimum of 740 kg (1.2 m * 0.8 m) or 0.4 loading metres.
Goods that are difficult to load or bulky goods, weight/loading metre:	1 950 kg/loading metre	1 875 kg/ loading metre	2 000 kg/loading metre for the Nordic countries, the UK and Ireland. 1 850 kg for other countries.
Long goods, including goods exceeding 6m:	Goods that are longer than 6 m are freight calculated at a min. 250 kg/running metre.	Goods that are longer than 6 m are freight calculated at a min. 250 kg/loading metre.	Goods longer than 2,4 m is handled according to rules for long goods. See heading Long goods (international) under Surcharges.
Other information:	For consignments of less than 1 000 kg, the figure is rounded up to the nearest whole kilo. The term rounded-up weight refers to the chargeable weight rounded up to the nearest 10 kg for consignments 1 000–2 500 kg and to an even 100 kg for consignments over 2 500 kg. The term freight-based weight over 1 000 kg refers to the weight that offers the lowest freight compared with freight for rounded-up weight and freight according to the lower limit of the nearest higher weight category.	Consignments of less than 1 000 kg are calculated according to a minimum of 1 000 kg except in agreed areas where Coldsped System operates. The figure is rounded off according to the principles that apply for DB SCHENKER   system   part load   full load.	For consignments of less than 2,501 kg, the figure is rounded up to the nearest whole kilo. For consignments over 2,501 kg, the figure is rounded up to an even 100 kg. The term freight-based weight over 2,501 kg refers to the weight that offers the lowest charge compared with the freight for rounded-up weight and freight according to the lower limit of the nearest higher weight category.
Method of calculation The following applies when calculating freight:	Product choice.	Determine the rounded-up weight.	Determine the rounded-up weight.
	Determine the rounded-up weight.	Determine the distance between the sending and the receiving postcode. (DB SCHENKER calculates this distance based on pre-defined assessment points).	Determine the freight-based weight and transport relationship and the freight corresponding to this weight according to the price list.
	Determine the distance between the sending and the receiving postcode. (DB SCHENKER calculates this distance based on pre-defined assessment points).	Determine the freight-based weight and the freight corresponding to this weight according to the price list.	Round off the calculated freight to the nearest krona (1–49 öre is rounded down, 50–99 öre is rounded up).
	Determine the freight-based weight and the freight corresponding to this weight according to the price list.	Round off the calculated freight to the nearest krona (1–49 öre is rounded down, 50–99 öre is rounded up).	Determine the charges for any Options and Surcharges.
	Round off the calculated freight to the nearest krona (1–49 öre is rounded down, 50–99 öre is rounded up).	Location, city, balance, distribution, ore field and ferry surcharges	
	Location, city, balance, distribution, ore field and ferry surcharges.	Determine the charges for any Options and Surcharges.	
	Determine the charges for any Options and Surcharges.		
Other information:	When transporting within the same location or between a primary location and its secondary location, the freight calculation is based on the price list for the distance 0–20 km. Currencies other than SEK could arise.		Currencies other than SEK and EURO could arise.



## OPTIONS

### Conditions and prices

#### **Fix day, defined by customer / Fix day 10 / Fix day 13 (international)**

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##### **DB SCHENKER | system** (International)

DB Schenker offers unloading on the agreed delivery date according to the timetable. Selectable days for delivery are within the interval +1 to +4 delivery days counting from the date of arrival for **DB SCHENKER | system premium**.

Only days displayed in the timetable can be selected.

Requests for special delivery dates must be sent electronically to DB Schenker with information on optional extras and the desired delivery date.

SEK 150 / consignment

##### **Fix day 10 / Fix day 13**

Fix day 10, delivery no later than 10 am on the confirmed working day according to **DB SCHENKER | system**.

Fix day 13, delivery no later than 1 pm on the confirmed working day according to **DB SCHENKER | system**.

##### **Prices**

In addition to option for Fix day (SEK 150) charges below will be added:

Fix day 10

SEK 400 / consignment

Fix day 13

SEK 200 / consignment

## Fix day, to be agreed (international)

### DB SCHENKER | system

This optional extra entails that DB Schenker will contact the recipient's contact person indicated in the transport instruction to agree the delivery date.

Contact information of the recipient, mobile and/or phone number and e-mail address must be provided.  
SEK 250 / consignment

## Automated Fix Day Delivery to be agreed (international)

### DB SCHENKER | system

DB Schenker will send a pre-advise via sms or email containing a link where the consignee/contact person can select a delivery day.

Contact information, mobile phone number or email must be provided.  
SEK 150 / consignment

## Fix day pick up

### DB SCHENKER | part load | full load

DB Schenker offers pick up on a specific day. Selectable days for pick up are two days after the booking. Requests for specific pick up day must be sent electronically to DB Schenker with information on option and the selected pick up date.

Can only be booked after agreement.

Fix day pick up and Fix day delivery cannot be combined.

Domestic  
SEK 395 / consignment  
International Denmark, Finland, Norway, Åland  
SEK 599 / consignment  
International Other countries  
SEK 899 / consignment

## Fix day delivery

### DB SCHENKER | part load | full load

DB Schenker offers delivery on agreed delivery day according to the timetable. Booking must be sent two days before pick up. Date for pick up depends on selected delivery day and capacity. Only days displayed in the timetable can be selected.

Can only be booked after agreement.

Fix day pick up and Fix day delivery cannot be combined.

Requests for special delivery day must be sent electronically to DB Schenker with information on option and the selected delivery date.

Domestic  
SEK 395 / consignment  
International Denmark, Finland, Norway, Åland  
SEK 599 / consignment  
International Other countries  
SEK 899 / consignment

## Time window pick up, morning/afternoon

### DB SCHENKER | part load | full load

DB Schenker offers time window pick up between 9-12 am or between 13-16 pm.

Requests for specific time window pick up must be sent electronically to DB Schenker with information of option and the selected time window.

Request for specific pick-up day is not included in this option, it only applies to time window. Pick up day will be as per scheduling.

Can only be booked after agreement.

Time window pick up and time window delivery cannot be combined.

### Domestic 9-12 am

<b>Weight kg</b>	SEK / consignment
1 000 – 2 499	549
2 500 – 6 999	949
7 000 – 14 999	1 449
15 000 – 20 999	1 949
>21 000	According to agreement

### Domestic 13-16 pm

<b>Weight kg</b>	SEK / consignment
1 000 – 2 499	249
2 500 – 6 999	349
7 000 – 14 999	449
15 000 – 20 999	549
>21 000	According to agreement

### International 9-12 am

Denmark, Finland, Norway, Åland	SEK 949 / consignment
Other countries	SEK 1 199 / consignment

### International 13-16 pm

Denmark, Finland, Norway, Åland	SEK 749 / consignment
Other countries	SEK 999 / consignment

## Time window delivery, morning/afternoon

### DB SCHENKER | part load | full load

DB Schenker offers time window delivery between 9-12 am or between 13-16 pm.

Requests for specific time window delivery must be sent electronically to DB Schenker with information of option and the selected time window.

Request for specific delivery day is not included in this option, it only applies to time window. Delivery day will be as per scheduling.

Time window pick up and time window delivery cannot be combined.

### Domestic 9-12 am

Weight kg	SEK / consignment
1 000 – 2 499	249
2 500 – 6 999	349
7 000 – 14 999	449
15 000 – 20 999	549
>21 000	According to agreement

### Domestic 13-16 pm

Weight kg	SEK / consignment
1 000 – 2 499	549
2 500 – 6 999	949
7 000 – 14 999	1 449
15 000 – 20 999	1 949
>21 000	According to agreement

### International 9-12 am

Denmark, Finland, Norway, Åland

Other countries	SEK 749 / consignment
	SEK 999 / consignment

### International 13-16 pm

Denmark, Finland, Norway, Åland

Other countries	SEK 949 / consignment
	SEK 1 199 / consignment

## Same Day collection (international)

### DB SCHENKER | part load | full load

DB Schenker offers collection same day as booking. Can only be booked after agreement.

Price on request.

## Pre-advice and Notifications (Domestic)

### DB SCHENKER | system | parcel

If the consignor requests pre-advice before delivery is made there is a charge of:

SEK 150 /consignment

Pre-advice is done via SMS containing a link where the consignee chooses when the goods are to be delivered. The consignee's mobile number and e-mail must be stated in the EDI. The timetable does not apply for shipments with Pre-advice. Pre-advice cannot be combined with the options Express, Pre-Notice SMS/E-mail, Cash on delivery, Home delivery, Special, Heated or Dangerous Goods.

A pre-advice charge will be payable if the consignor has submitted incomplete delivery details, or when the reception point for the goods is unknown.

### DB SCHENKER | parcel shop

Notifications takes place by text message, e-mail, letter or telephone. The choice of pre-advice method can differ between services. For prices and information about each service, see the brochure **DB SCHENKER | parcel**, Prices, Terms and Conditions.

### DB SCHENKER | parcel box

All consignments are notified via SMS. Mobile number and email must always be stated.

## Fix day, to be agreed (Domestic)

### DB SCHENKER | system | parcel

If the consignor requests an advice via a phone call before delivery there is a charge of:

SEK 250 / consignment

Phone-advice is done by calling the consignee prior to delivery. The consignee's phone number and e-mail must be stated in the EDI. The timetable does not apply for shipments with Pre-advice.

Pre-advice cannot be combined with the options Express, Pre-Notice SMS/E-mail, Cash on delivery, Home delivery, Special, Heated or Dangerous Goods.

A pre-advice charge will be payable if the consignor has submitted incomplete delivery details, or when the reception point for the goods is unknown.

## Driver notification (Domestic)

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### DB SCHENKER | part load | full load

The driver calls the consignee approximately one hour before delivery. Requires a valid phone number included in the EDI.

SEK 95 / consignment

## Pre-Notice Delivery SMS

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### DB SCHENKER | system premium | system | parcel

Information on planned delivery, the recipient is notified via SMS the same day we expect to deliver the consignment.

Contact details (name/mobile) to the person who will be notified are required.

SEK 0 / consignment

Does not apply for **DB SCHENKER | parcel international**. Cannot be combined with Pre-notice and Home delivery.

## Pre-Notice Delivery e-Mail

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### DB SCHENKER | system premium | system | parcel

Information on planned delivery, the recipient is notified via e-mail the same day we expect to deliver the consignment.

Contact details (name/mobile) to the person who will be notified are required.

SEK 0 / consignment

Does not apply for **DB SCHENKER | parcel international**. Cannot be combined with Pre-notice and Home delivery.

## Pre-Notice pick-up

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### DB SCHENKER | part load | full load

Information on planned pick-up. A notification is sent to the consignor before pick-up. Requests must be sent electronically to DB Schenker with information of option and contact details of the person who will be informed (name, telephone/mobile, e-mail address).

Domestic

SEK 0 / consignment

International

SEK 200 / consignment

## Pre-Notice delivery

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### DB SCHENKER | part load | full load

Information on planned delivery. A notification is sent to the consignee before delivery. Requests must be sent electronically to DB Schenker with information of option and contact details of the person who will be informed (name, telephone/mobile, e-mail address).

Domestic

SEK 0 / consignment

International

SEK 200 / consignment

## Collect at Terminal (domestic)

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### DB SCHENKER | system | parcel

The shipment is collected at a DB Schenker terminal during regular opening hours. See [www.dbschenker.com/se](http://www.dbschenker.com/se) for information about opening hours for each terminal. The consignee is notified when the shipment is ready for collection. A valid ID is required when collecting the goods.

DB SCHENKER | system

SEK 100 / consignment

DB SCHENKER | parcel

SEK 50 / consignment

## COD

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### DB SCHENKER | parcel shop

The cash on delivery amount and a Swedish Bankgiro number is mandatory in the EDI. The maximum amount permitted is SEK 25 000 per consignment.

SEK 42 / consignment



## Export to a third country

### DB SCHENKER | system premium | system | part load | full load | coldsped

**Stamping of an EUR certificate:** SEK 610 / consignment

**Export declaration including one statistical number** SEK 250 / consignment

Statistical number beyond one: SEK 66 / line

Provided that the customer has compiled a list where DB Schenker can find the statistical numbers, the type of goods and the value of goods for each statistical number.

#### Customs clearance:

Import customs clearance in the country of destination is added with:

SEK 395 incl. one statistical numbers  
Statistical number beyond one: SEK 66 /extra number

### DB SCHENKER | parcel

**Stamping of an EUR certificate** SEK 610 /consignment

**Export customs clearance, including import customs clearance** in the consignee country: Andorra, Gibraltar, Liechtenstein, San Marino, Switzerland and United Kingdom

Norway SEK 180 /consignment

Turkey SEK 130 /consignment

Application for an EORI number SEK 275 /consignment  
SEK 395 /application

#### For Norway, Export declaration including three statistical numbers

Statistical numbers beyond three: SEK 66 / extra number

Provided that the customer has compiled a list where DB Schenker can find the statistical numbers, the type of goods and the value of goods for each statistical number.

## Import from a third country (countries outside the EU)

### DB SCHENKER | system premium | system | part load | full load | coldsped

**Export customs clearance:** If an export customs clearance is required in the consignor country:

SEK 350 /consignment  
Statistical number beyond one: SEK 66 /number

#### Import declaration in Sweden:

Customs clearance, simplified procedure: SEK 150 /consignment

Customs clearance, standard procedure: SEK 350 /consignment

Statistical number beyond one: SEK 66 /number

#### Payment administration fee

DB Schenker handles payment of VAT, duty and other import charges and for this service we charge a payment administration fee of 3.2%, minimum SEK 130.

### DB SCHENKER | parcel

**Import consignments/COD customs consignments** Customs clearance with a private individual as a consignee SEK 120 / consignment

Customs clearance with a company as a consignee SEK 250 / consignment

## Intrastate declaration, EU goods (international)

### DB SCHENKER | system premium | system | part load | full load | coldsped

DB Schenker provides an intrastate declaration for a fee of:

SEK 260 /consignment  
 Statistical number beyond one: SEK 66 /line

## Transit to a third country (international)

### DB SCHENKER | system premium | system | part load | - full load | coldsped

Creation of a transit declaration for non-customs cleared goods to a third country:

SEK 500 /transit  
 and 0,1% of proven value of goods

## TIR CARNET

### DB SCHENKER | system | part load | full load

Applies to OSS countries and Turkey  
 Groupage and part loads

SEK 11 /100 kg  
 Maximum SEK 1 150 /consignment



## Express/premium10/premium13

### DB SCHENKER | parcel (domestic)

Deliveries booked with the express option are delivered until 10 am on the day specified in the [timetable](#). A transport instruction is stated in the timetable. A transport instruction and all items included must be marked with the special label. On printing out an EDI consignment note, text is on a par with a label on the transport-instruction/DK document although each parcel must be marked with a separate label.

Price **DB SCHENKER | parcel:**  
 See brochure Prices and Conditions

DB Schenker's liability arising from damage in conjunction with non-fulfilment of the transport assurance (delay) is a maximum of SEK 5,000 per consignment, including freight costs. Compensation is paid when a claim is lodged and when a loss as a result of the delay can be proven. Transport of dangerous goods can only take place after prior agreement.

Express cannot be combined with Special, Home delivery, Dangerous Goods or Heated.

## Extra manning (domestic)

### DB SCHENKER | system | system home | part load | full load | coldsped

The nature of the goods sometimes requires extra manning for loading/unloading. This procedure should be clarified before DB Schenker loads/unloads the goods.

### DB SCHENKER | system premium

Premium 10 / Premium 13

Premium 10, delivery until 10 am on the confirmed working day according to DB Schenker's timetable for **DB SCHENKER | system premium**

Premium 13, delivery until 1 pm on the confirmed working day according to DB Schenker's timetable for **DB SCHENKER | system premium**

### Prices

The supplements below are added to the price of **DB SCHENKER | system premium**

Premium 10	SEK 400 /consignment
Premium 13	SEK 200 /consignment

In case of a delayed delivery on the correct date according to the timetable, the supplement will be refunded. In case of additional delays, a refund will be made according to the rules for **DB SCHENKER | system premium**.

A charge of SEK 350 per man per hour, or part thereof, is made for this procedure, subject to a minimum of SEK 795 per assignment. On Saturdays, Sundays and public holidays, the charge is SEK 680 per man per hour, or part thereof, although subject to a minimum of SEK 1 970 per assignment.

## Dangerous goods

### DB SCHENKER | system | part load | full load

DB Schenker handles the transport of dangerous goods. See definition in point 1.4.6. Price according to the tables below. Times for the transport of dangerous goods may differ from those stated in the timetable.

The goods declaration must always be enclosed with the transport instruction. In the case of sea and air transport, a signed consignor certificate must also be enclosed.

For transport to/from the Asian part of Turkey, there is a surcharge of:

SEK 780 / consignment

Transport of dangerous goods in classes 1, 2, 5.2 and 6.2 are not included in the price list and are priced individually. National deviations may occur. A check must be made with DB Schenker before booking the above dangerous goods classes as DB Schenker does not have a permit to transport these goods in every country.

For transport to/from countries not mentioned above, prices are quoted on a case-by-case basis.

### DB SCHENKER | parcel

See information on page 8.

#### Domestic (Price SEK per consignment)

Weight in kg:	Land	Ocean
1 - 29	195	477
30 - 99	290	572
100 - 399	345	627
400 - 999	420	702
1 000 - 2 499	495	996
2 500 - 6 999	550	1 548
7 000 - 20 999	640	2 985
>21 000	795	5 423

#### International (Price in SEK per consignment)

Market	1 - 29 kg	30- 99 kg	100 399 kg	400- 999 kg	1 000- 2 500 kg	2 501- 6 999 kg	7 000- 19 399 kg	>19 400/ FTL
NO	595	595	795	795	795	895	895	1 125
DK, FI, AA	910	910	1 455	1 455	1 455	1 555	1 555	2 025
DE, NL, BE, FR, CH, AT, ES, PT, IT	910	910	1 410	1 410	1 410	1 510	1 510	1 905
GB, IE	1 050	1 050	1 510	1 510	1 510	1 610	1 610	1 905
PL, CZ, SK, HU, EE, LV, LT	1 370	1 370	1 725	1 725	1 725	1 825	1 825	2 145
BA, HR, MK, MD, ME, RS, SI, BG, RO, GR, BY, UA	1 475	1 475	3 160	3 160	3 160	3 260	3 260	3 450
TR	2 869	2 869	2 975	2 975	2 975	3 175	3 175	3 330
RU	For price details, contact your DB Schenker office.							

## Indoor delivery (domestic)

### DB SCHENKER | system | system home

Indoor delivery means delivery is made in the vicinity of or inside a door/gate or similar place (see Basic undertaking 1.3). Indoor delivery takes place using one person and includes what is reasonable for one person to manage. The maximum weight per item is 30 kg.

Weight in kg	1-29	30-99	100-399	400-999
SEK/ consignment	105	145	285	375
Weight in kg	1 000-2 499			
SEK/ consignment	595			



## Climate compensation (eco neutral)

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

DB Schenker ensures that greenhouse gas emissions (CO<sub>2</sub>e WTW) are climate-compensated through investment in projects regulated by the UN, ie CDM-certified projects. The amount debited by DB Schenker goes in full to climate compensation.

Charging takes place in 20 km intervals up to 800 km and thereafter per 50 km.

SEK 0.11 per 10 km and ton

**International:** Only for **DB SCHENKER | system premium | system | system home**

## Tail lift delivery (domestic)

### DB SCHENKER | part load | full load

Unloading takes place as standard to / from the side of the vehicle. Unloading with tailgate lift can be selected as an option for consignments where each individual package does not weigh more than 999 kg actual weight and has a maximum package dimensions of 2.4 m x 1.1 m x 2.2 m (LxWxH) and can be handled with pallet tractors. Unloading takes place to ground level.

1 000 – 2 499 kg  
2 500 – 6 999 kg  
7 000 – 14 999 kg  
>15 000 kg

Free of charge  
SEK 1 050  
SEK 1 950  
SEK 6 750

## Pallet transfer system (within Sweden)

### DB SCHENKER | system | part load | full load | coldsped

If the pallet transfer system is used, DB Schenker debits 7,6% of the total net freight, or SEK 27 per pallet, each time an invoice is issued.

Note that a separate agreement must be signed.

See separate information in the DB Schenker Pallet Transfer System brochure available at [www.dbschenker.com/se](http://www.dbschenker.com/se)

### Unsettled pallet debt

Pallet debt to DB Schenker (as of the last of each month) must be settled no later than the 20th of the following month, otherwise the pallet will be debited.

Unsettled pallet debt will be charged

SEK 150 / pallet

## Freight collect (domestic)

### DB SCHENKER | system | part load | full load | coldsped | parcel

For consignments subject to freight collect:

SEK 45 /consignment

## POD (Proof of delivery)

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel

A copy of the acknowledgement of the transport documents/consignment note:

SEK 75 /domestic and international parcels

Alternatively, proof of delivery, domestic:

SEK 75 /domestic consignment

For international:

SEK 250 /international consignment

You can produce your receipts free of charge via

[DB SCHENKER | Connect](#).

(Not for **DB SCHENKER | parcel international**).

## Return of transport documents

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

For returning the Ti-section on the consignment note or other transport documents together with the invoice, the price is:

SEK 5 /document

Minimum:

SEK 100 /invoice

## Return pick up (domestic)

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### DB SCHENKER | system home

The option Return pick up is used for return shipment from private individuals/residential addresses. The option is only applicable for the product DB SCHENKER | system home. The customer is responsible for supplying the return sender with relevant freight documentation such as transport label.

All items should be packaged in accordance with 1.2.2. Pick up is from curb side. Weight and volume restrictions as per **DB SCHENKER | system home**.

## QR code return on demand API (printed label)

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### DB SCHENKER | parcel

#### Applies to DB SCHENKER | parcel shop return

The recipient (return sender) receives a QR code image instead of a physical transport label. The customer retrieves the QR code image via API and distributes it to the recipient via their own system.

The recipient displays the QR code at any DB Schenker parcel shop and prints the transport label.

SEK 4 / printed label

## QR code return on demand E-mail (printed label)

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### DB SCHENKER | parcel

#### Applies to DB SCHENKER | parcel shop return

The recipient (return sender) receives a QR code image instead of a physical transport label. The QR code image is shared by DB Schenker via email to the recipient.

The recipient displays the QR code at a DB Schenker parcel shop and prints the transport label.

SEK 4 / printed label

## Technical aids (domestic)

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### DB SCHENKER | system | system home | part load | full load | coldsped

Technical aids are priced at cost. The need for this procedure should be agreed when the order is placed.

## Time-specified unloading (domestic)

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### DB SCHENKER | system | part load | full load | coldsped

DB Schenker offers unloading at a specific time, with a time window of  $\pm 30$  minutes. This takes place according to a separate agreement reached at the time the booking is made. The transport instructions and all items included in the consignment must be marked with a separate label. When printing out a transport instruction from an EDI file, text is on a par with a label on the transport instruction/DK document although each item must be marked with a separate label.  
Minimum price:

SEK 920 /consignment

DB Schenker's liability as a result of a loss in conjunction with an unfulfilled transport assurance (delay) is maximized to SEK 5,000 per consignment, including freight costs. Compensation is made when a claim is made and when a loss as a result of the delay can be shown to have occurred.

Transport with time-specified unloading can only take place following agreement.

Transport of dangerous goods can only take place following agreement.

## Time assurance

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A request for a specific time of arrival must be confirmed in writing to be valid (Time assurance). Transport according to the DB Schenker Timetable should not be regarded as transport with a time assurance according to NSAB 2015. Transport with a time assurance only applies

if transport with a time assurance option has been agreed or if DB Schenker has in a written agreement or in a tender to the customer undertaken to perform the transport with a time assurance.



## Heated transport

### DB SCHENKER | system | system home | part load | full load

This service must be booked on each occasion and be approved by DB Schenker. Heated transport refers to transport of goods frost-free. The transport instructions and all items included in the consignment must be marked with a separate label. When printing out transport instructions from an EDI file, text is on a par with a label. In the case of heated transport, a reservation is made for times in the timetable.

A charge of 25% of the price according to the price list is payable. Please note that in the case of a minimum charge

as per 3.2 Terms and conditions of payment the surcharge is calculated based on this price.

**International:** Heated transport can be undertaken to certain countries following separate agreement. Contact your nearest DB Schenker office for further information.

The consignment note and all items included in the consignment must be marked with a separate label.

## Digital Lock Delivery (domestic)

### DB SCHENKER | system | parcel

Digital Lock Delivery is a domestic option which means that DB Schenker delivers the shipment to a space locked with a digital lock. The shipment will be delivered on a free shelf / place inside the locked space without the need for the receiver to physically accept and sign the delivery. Please note that the receiver must be approved by DB Schenker and that the shipment must be correctly addressed in order for delivery to take place.

If delivery cannot take place inside the space locked with a digital lock due to, for example, the size of the shipment or incorrect transport order, and the receiver is not available to manually receive the shipment at the same address, the shipment is returned to the nearest DB Schenker terminal and standard procedure for extra delivery will follow.

The option can not be combined with: Cash On Delivery, Special, Dangerous Goods, Fix Day To Be Agreed, Pre Notice SMS, Pre Notice E-mail, Extra Manning, Advice, Heat, Home delivery or Technical Unloading Support.

When ordering the Digital Lock Delivery option the customer / sender accepts that DB Schenker will deliver the goods to the specified address and deliver without the consignment being signed for by the receiver.

DB Schenker's delivery event is proof that the delivery has taken place and the goods have been delivered and all responsibility lies with the receiver regarding lost or damaged goods after delivery inside the receivers locked space. The receiver is responsible for logging all access to their digital lock.

When ordering the Digital Lock Delivery option, the customer / receiver confirms that DB Schenker is held indemnified and will compensate DB Schenker in the event that DB Schenker is forced to pay compensation to third parties for any claims that arise due to the goods being delivered in accordance with the regulations for the option and DB Schenker is not liable as above.

SEK 19 / consignment

## Cargo insurance

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel

A cargo insurance covers the full value of the goods and responds to all unfortunate events during transport regardless of who is responsible according to ICC (A) Conditions. The cover is placed with the insurance company AIG through DB Schenker by the buyer of the transport service (the seller or the buyer dependent on of them between contracted delivery clause).

A cargo insurance give:

- Comprehensive cargo insurance cover (ICC A conditions)
- Full remuneration according to commercial invoice or market value (plus shipping costs and 10% trading profit)
- Cargo insurance is taken out per consignment

Cargo insurance is provided under conditions that can be found at:

<https://www.aig.se/affars/produkter/marina/varuforsakring-schenker>

### Calculation of premium

The insurance premium is based on the goods market value. The insurance applies without deductible.

#### Price / consignment (SEK)

Cargo value (SEK)	(Book & pay)	
	Skicka Enkelt	Individual shipment (domestic and export)
0 - 5 000	25	25
5 001 - 10 000	75	75
10 001 - 25 000	100	100
25 001 - 50 000	125	125
50 001 - 75 000	175	175
75 001 - 100 000	225	225

For spot quote bookings via **DB SCHENKER | Connect**, the insurance premium is calculated and presented in the service.

### How to take out the insurance?

Insurance for values up to SEK 400,000 are placed through DB Schenker's regular transport booking interface. Premiums for cargo values up to SEK 100,000 are allocated to predefined intervals. Premiums for cargo values between SEK 100,001 and SEK 400,000 are calculated per the specific value of the cargo and the premium is calculated at 0.23% of the cargo value. Insurance for goods values over SEK 400,000 is handled manually. Please contact the booking at your nearest DB Schenker office.

To book goods insurance for import shipment, please contact the booking at your nearest DB Schenker office. The insurance premium for import shipments is based on the product value, minimum SEK 200.

Cargo insurance can be taken out for domestic land transport as well foreign exports and import ordered and payable in Sweden.

### Exclusions

There are types of goods, events and costs that are excluded from cargo insurance.

Excluded types of goods that cannot be insured

- Mobile phones, tablets, game consoles, computers and similar electronic consumer products

- Medicines
- Antique objects, art, artwork, watches, jewelry and similar valuable items
- Tobacco products and alcoholic substances
- Precious stones (or precious stones), pearls or metals
- Bank checks, banknotes and money regardless of currency
- Live animals
- Plants, fruits and vegetables
- Already damaged goods

Not sufficiently or improperly packaged goods or goods with inherent vice is excluded. See full terms:

<https://www.aig.se/affars/produkter/marina/varuforsakring-schenker>

The cargo insurance does not apply to costs associated with delays.

Cargo insurance does not cover damage, loss or cost caused by temperature due to failing equipment used for controlling temperature.

Used goods can be insured, but under conditions such as only covers total loss.

### What is covered by the insurance?

In case of damage, the insurance will reimburse the full amount of the value of the goods, up to the insured amount, at the time of the damage.

If the product can be repaired, the insurance covers repair costs up to the insured amount.

If damage caused to cargo reduces the value the difference between value of the cargo in undamaged condition compared to the value in damaged condition will be covered by the insurance, up to the insured amount.

If the product is delayed more than 60 days and the cause of delay is due to an event covered by the insurance, the assured will receive compensation for total loss.

### When does the insurance apply?

The insurance applies worldwide, with the exception of transport to countries or with companies and / or people who are subject to trade restriction according to UN, US or EU. Please see <http://www.regeringen.se/regeringens-politik/utrikes-och-sakerhets-politik/sanktioner/> for information on current sanctions.

### When does the insurance starts and ends?

The insurance begins when the goods are handed over to DB Schenker or from the time the goods have been submitted to DB Schenker's parcel agent. The insurance ends when DB Schenker delivered the goods to the specified address. If delivery is made to DB Schenker's parcel agent or parcel box, the insurance applies until the recipient has picked up the goods from the parcel agent. Prepaid returns via parcel agents are not possible to insure. Returns of home deliveries are not covered by the former insurance.

### Report claims

Claims shall be notified to AIG Customer service. Phone + 46 (0)8 506 920 20, email [claims.sweden@aig.com](mailto:claims.sweden@aig.com). For guidance please see <https://www.aig.se/pastaenden>. Please note that the value of goods must be supported by an invoice receipt or similar documentation.

# Supplementary services/Surcharges

## Lack of load carrier

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### DB SCHENKER | system premium | system | system home

For individual items exceeding 30 kg not loaded on load carriers enabling the handling with load aids (pallet truck, forklift or the like), an additional fee is charged:  
SEK 95 /item

DB Schenker may place the heavy item on a load carrier if deemed necessary. In such case the shipment will be freight calculated including the provided load carrier.

## Fuel and currency surcharges

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### DB SCHENKER | system | system home | part load | full load | coldsped | parcel

**Fuel surcharge, domestic:** A fuel surcharge is payable on each transport occasion. For information about the current level, reference can be made to the DB Schenker website [www.dbschenker.com/se](http://www.dbschenker.com/se)

Fuel surcharges are affected by the Sulphur directive (2012/33/EG) which limits the sulphur content in bunker fuel for traffic on the Baltic Sea, the North Sea and the English Channel to a maximum of 0,1%.

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

#### Currency and fuel surcharges, international

DB Schenker's quotations are based on the currency and oil price situation on August 25, 2004. Adjustments are subsequently made continuously and vary from country to country. Depending on the currency and oil price trend, a freight surcharge or deduction is made.

### DB SCHENKER | parcel

#### Currency and fuel surcharges, international

Currency and fuel surcharges are payable and adjusted continuously. For the present rates, see [www.dbschenker.com/se](http://www.dbschenker.com/se)

Information about the current level is available on the DB Schenker website [www.dbschenker.com/se](http://www.dbschenker.com/se)

## Administration fee

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

For electronically transmitted transport instructions:  
SEK 25 / consignment  
For others (non electronically):  
SEK 125 / consignment

## ETS surcharge

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

Surcharge regarding ETS (Emissions Trading System) are adjusted continuously. Information about the current level is available at [www.dbschenker.com/se](http://www.dbschenker.com/se)

## Extra loading/unloading time

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

The transport times stated in the price list are based on loading/unloading commencing immediately after the vehicle has been placed at the consignee's or consignor's disposal. The times for loading/unloading included in the transport prices for each weight category are stated below. The term 'weight' refers to the total chargeable weight loaded or unloaded at the same time.

Weight in kg:	1 - 99	= 15 min
	100 - 999	= 20 min
	1 000 - 4 999	= 30 min
	5 000 - 20 999	= 45 min
	21 000 - fully loaded truck	= 60 min

**Domestic:** When the consignor or consignee causes the loading/unloading to take longer than the time specified, a surcharge of SEK 490 is payable for the first 30-minute period and thereafter SEK 650 for each 30-minute period or part thereof.

**International:** When the consignor or consignee causes the loading/unloading to take longer than the time specified, a surcharge of SEK 350 is payable for the first 30-minute period and thereafter SEK 450 for each 30-minute period or part thereof.

### Invoicing charge (domestic)

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#### DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel

The customer is charged:

Paper invoice	SEK 100 / invoice
PDF-invoice	SEK 40 / invoice
EDI-invoice	SEK 40 / invoice
EDI-invoice via third party	SEK 40 / invoice

### Gotland surcharge (domestic)

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#### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

A surcharge of 0.4% is payable on all consignments. The Gotland surcharge is calculated on the full transport price, including supplementary charges.

For **DB SCHENKER | system premium | system | system home** to Gotland, see Distribution surcharge, category 2 on page 39.

For **DB SCHENKER | system home | part load | full load** to Gotland, see Balance surcharge, postal code 620 00 – 629 99 on page 39.

*The level of this surcharge could change in the event of decisions that are beyond the control of DB Schenker.*

### Port charge / Port tax (international)

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#### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

Based on actual weight.

An additional port charge is valid for Finland

SEK 75 / 1 000 kg

Minimum

SEK 150 / consignment



## Home Delivery

For home deliveries communication with the consignee is sent via sms or email, consequently a mobile phone number and email address to the consignee must always be provided. If needed, a door entry code should also be provided to ensure that the delivery can take place without additional costs.

Delivery must be signed by the consignee, unless a "delivery without proof of delivery" is requested by the sender or the consignee. Delivery without receipt/proof of delivery require an agreement with DB Schenker. The consignee can request delivery without receipt if they verify their identity with electronic ID prior to delivery.

For home deliveries with the option heated transport, dangerous goods in limited quantities, indoor delivery or if the mobile phone number to the recipient is missing, we will contact the consignee by phone which will generate an additional surcharge of SEK 100. Home deliveries can not be combined with Dangerous goods, pre-notice SMS/Email, Automated Fix Day to be Agreed, Fix Day to be Agreed or Express.

### DB SCHENKER | system home (domestic)

Delivery takes place by the plot boundary/entrance on ground level. The driver must be able to use a pallet jack for the delivery. Automated fix day to be agreed and pre-notice is part of the product. Packaging removal or return of pallets are not included. For max size, with and volume see page 17 and 19.

### DB SCHENKER | system (domestic)

DB SCHENKER | system with option homedelivery is replaced by DB SCHENKER | system home. If a DB SCHENKER | system shipment is addressed to a private individual or residential address additional fees will be charged as per below:

Weight in kg	SEK/consignme
1 - 29	nt
30 - 99	99
100 - 399	129
400 - 999	169
	219

### DB SCHENKER | parcel

The consignment may not exceed the following dimensions:  
The maximum weight is 30 kg/item and a maximum of 99 kg/consignment.

The maximum volume/consignment is 0.36 m<sup>3</sup>  
(1 m<sup>3</sup> = 280 kg)

Maximum length/item: 2,0 m.

Length + circumference must not exceed 3,0 m.

For deliveries to private individual or residential address additional fees will be charged as per below. Delivery is to front door/plot boundary or apartment door.

#### Surcharge on prices

Weight range	Daytime no pre advice	Daytime with pre advice	Evening with pre advice
	25	50	110
1 kg	25	50	110
3 kg	25	50	110
5 kg	25	50	110
7 kg	25	50	110
9 kg	25	50	110
12 kg	25	50	110
15 kg	25	50	110
20 kg	25	50	110
25 kg	25	110	170
30 kg	25	110	170
40 kg	25	135	195
60 kg	25	135	195
80 kg	25		
99 kg	25		

### DB SCHENKER | parcel (Finland and Norway)

DB SCHENKER | parcel to Finland and Norway is for deliveries to companies. Consignments addressed or delivered to a private person incur an additional charge for home delivery. Finland

SEK 89 / consignment

Norway

SEK 250 /consignment

### DB SCHENKER | parcel Europe

(Finland, Norway and Åland excluded)

Consignee directed deliveries: By shipping to private persons in Europe, the consignee can direct the delivery as desired. The consignee can e.g. change day of delivery, direct to another delivery address, pick up at depot or choose to pick up the parcel at a parcel shop or parcel locker. Additional information about the service is to be found on [Flex Delivery Service](#).

## Transport to a terminal or collection from a terminal of the product DB SCHENKER | part load and DB SCHENKER | full load (domestic)

### DB SCHENKER | part load | full load (domestic)

When a customer requests that the goods be taken to a DB Schenker terminal, or when the customer addresses the consignment for collection from a DB Schenker terminal, the following weight ranges and prices are applicable.

#### Weight range per consignment

Weight range per consignment	SEK/tonne
1 000-2 499	360
2 500-4 999	230
5 000-9 999	155
>10 000	105



## Collection fee

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### **DB SCHENKER | parcel**

A collection fee is payable in conjunction with collection of fewer than five consignments on any one occasion:  
SEK 75 / collection

No collection charge is payable for parcels that are collected at the same time as **DB SCHENKER | system** (domestic) goods.

## Communication with consignor (domestic)

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel**

If no other contact information is provided, DB Schenker has the right to contact the consignor by letter.

SEK 15 / letter

## Environmental fee

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel**

DB Schenker reserves the right to charge future environmental duties.

## Mobility package surcharge

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped**

For each shipment, a surcharge is added for adapting to the EU Mobility Package. For further information regarding EU's Mobility package and current mark-ups visit DB Schenker's website [www.dbschenker.com/se](http://www.dbschenker.com/se)

## Incomplete or incorrect transport instructions

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### **DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel**

Incorrect or incomplete transport instructions:  
The consignor/freight payer is charged

SEK 250/document

(Transport instructions = consignment note, CMR, label and EDI transfer).

If a special label/text for the option in question is missing, this is classified as an incomplete document.

If there is incomplete or incorrect weight or bulk/volume information in the transport instruction, a correction charge is made of SEK 250/consignment for the products **DB SCHENKER | system premium | system | system home | part load | full load**.



## Location, city, balance, ore field, distribution and ferry surcharges (domestic)

Information about the postcodes and locations that are subject to location, city, balance, orefield and ferry surcharges can be found on our website [www.dbschenker.com/se](http://www.dbschenker.com/se)

### Balance surcharge

#### DB SCHENKER | system home | part load | full load | coldsped

Consignments of >999 kg to postal codes 100 00–199 99 incur a weight-based balance surcharge.

Weight in kg	SEK/ consignment
1 000 – 2 499	45
2 500 – 6 999	120
7 000 – 20 999	235
>21 000	590

### DB SCHENKER | parcel

#### Location surcharge

For **DB SCHENKER | parcel** there is a surcharge for certain locations ([www.dbschenker.com/se](http://www.dbschenker.com/se))

SEK 35 / consignment

#### City surcharge:

Consignments to Gothenburg and Stockholm will be subject to a city surcharge:

Stockholm	SEK 12 /consignment
Gothenburg	SEK 8 / consignment

Consignments of >999 kg to postal codes 620 00 – 629 99 incur a weight-based balance surcharge.

Weight in kg	SEK/ consignment
1 000 – 2 499	1 925
2 500 – 4 999	2 605
5 000 – 6 999	3 105
7 000 – 9 999	5 320
10 000 – 14 999	8 340
>15 000	Contact your DB Schenker office

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

The Location surcharge per postcode table on the DB Schenker website shows all postcodes that are subject to a location surcharge.

In the case of **DB SCHENKER | coldsped**, transport to/from locations marked C1, C2, C3 and C4 is only carried out following prior agreement.

### Ore field locations

#### DB SCHENKER | system home | part load | full load | coldsped

For consignments to ore fields a surcharge is applicable in addition to the location charge.

Weight in kg	SEK/ consignment
1 000 – 2 499	665
2 500 – 6 999	1 950
7 000 – 20 999	4 495
>21 000	7 990

#### Location surcharge:

In the case of consignments to/from locations subject to a location surcharge, there is an additional charge in SEK/consignment as follows:

Category	SEK/ consignment
1, c1	136
2, c2	278
3, c3	448
4, c4	688

### Distribution surcharge

#### DB SCHENKER | system premium | system | system home | coldsped

For consignments to locations with distribution surcharge, there is an additional charge in SEK/consignment as follows

Weight in kg	SEK/ consignment
Category 1	
1 – 29	68
30 - 99	90
100 – 399	175
400 – 999	220

#### City surcharge:

For consignments to city locations, there is an additional charge in SEK/consignment as follows:

Weight in kg	SEK/consignment Stockholm	SEK/consignment Gothenburg
1 - 29	50	14
30 – 99	65	16
100 – 399	75	18
400 – 999	99	20
1 000 – 2 499	199	30
2 500 – 6 999	249	45
7 000 – 20 999	289	50
> 21 000	449	75

### DB SCHENKER | system premium | system | system home

For consignments to locations with postal code 620 00 – 629 99 there is an additional charge in SEK/consignment as follows

Weight in kg	SEK/ consignment
Category 2	
1 – 29	275
30 - 99	340
100 – 399	665
400 – 999	920

Additional cost may occur for distribution to locations missing in our timetable where we only distribute upon request, e.g. archipelagos and other areas difficult to access

### Locations with ferry traffic

For consignments using **DB SCHENKER | part load | full load | coldsped Direct** the actual ferry cost is also payable.

## Uncollected goods

### DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel

The consignor is notified regarding unclaimed goods via e-mail. If no e-mail address is provided by the consignor the notification will be by letter. SEK 12/ letter.

If a consignment remains uncollected for more than three (3) days following notification, a storage charge is payable for each day from day four (4):

Weight in kg:	Price SEK
1 – 29	110
30 – 99	140
100 – 399	165
400 – 999	250
1 000 – 2 499	495
2 500 – 6 999	850
7 000 – 20 999	1 700
>21 000	3 795

## Long goods (international)

### DB SCHENKER | system

#### Dimensions and weight limits for long goods DB SCHENKER | system (International)

Goods longer than 2,4 m is handled according to rules for long goods for **DB SCHENKER | system**.

Max. measurement:

Rule 1: Max. length 3,0 m, width 1,20 m, height 2,20 m.

Max. weight 800 kg/item or max. 2 500 kg per consignment.

Rule 2: Length over 3, 0 m, max. length 6,0 m, width 0,4 m, height 0,4 m. Max. weight 30 kg/item and max. 300 kg/consignment, maximum 10 items/consignment.

Rule 1 and 2 cannot be combined in one consignment.

Two separate consignments need to be booked.

Long goods is not applicable with DB Schenker timetable. For long goods (international) see DB Schenker's rules for freight calculation, page 21.

Delivery with tail lift is not guaranteed for long goods shipments.

Exceeding above dimensions and weight are transported according to **DB SCHENKER | part load** (minimum 2 600 kg) or **DB SCHENKER | full load**.

Surcharge in SEK / consignment

Market	1 - 29 kg	30 - 99 kg	100 - 399 kg	400 - 999 kg	1 000 - 2 500 kg
DK	699	869	1 069	1 219	1 419
AA, BE, DE, EE, FI, FR, GB, LT, LU, LV, NL, NO, PL	999	1 169	1 369	1 539	1 759
AT, CH, CZ, ES, HU, IT	1 289	1 469	1 679	1 879	2 099
AD, BA, BG, GR, HR, IE, PT, RO, RS, SI, SK	1 579	1 769	1 979	2 189	2 439
AL, BY, MK, RU, TR, UA	1 879	2 069	2 289	2 499	2 779

## Forwarding fee (international)

### DB SCHENKER | part load | full load

Forwarding fee

SEK 195 / consignment

## Special (domestic)

### DB SCHENKER | system

For items where the longest side is longer than 2.4 m, the maximum length is 6 m and the maximum height is 2.2 m, including the pallet, a surcharge is payable in addition to the ordinary freight according to the following weight ranges and prices.

Cannot be combined with Home Delivery, Express, Heated transport and is not applicable with DB Schenker timetable.

Weight in kg	SEK/consignment
1 – 29	155
30 – 99	301
100 – 399	478
400 – 999	592

## Seasonal Surcharge (domestic)

### DB SCHENKER | parcel

For **DB SCHENKER | parcel Shop**, **DB SCHENKER | parcel box** and **DB SCHENKER | parcel shop return** there is an additional fee, from Monday week 47 to Friday week 2.

Also applies to unclaimed and return parcels.

SEK 3 / consignment

## Heavy Parcel

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### DB SCHENKER | parcel

For items heavier than 20 kg actual weight a surcharge will be applied.

SEK 65/consignment

Applies for Parcel domestic and Parcel international

## UK Tradelane Surcharge (international)

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### DB SCHENKER | system premium | system

For consignments to UK, there is an additional fee.

EUR 3 /100 kg

Based on chargeable weight.

## Road tax (international)

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

A road tax surcharge is payable for certain countries, see brochure Road Tax – Europe.  
Based on chargeable weight.

Norway, a toll charge supplement of SEK 13 /consignment is payable on all consignments throughout the whole of Norway.

## Returns and Extra distribution

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

**Returns:** If delivery cannot be made because the consignee was not available there is a minimum extra charge of:

**DB SCHENKER | system premium | system | system home**

SEK 300 /consignment

**DB SCHENKER | part load | full load | coldsped**

SEK 1 200 / consignment

A new delivery is made to the consignee using a new transport instruction and the freight is debited according to the freight payer's agreement. The original goods

declaration and a possible TremCard are enclosed with the new transport instruction if the goods are classified as dangerous goods.

For Coldsped in the areas where DBSCHENKER does not have a reloading area, the goods will be returned to the consignor.

### DB SCHENKER | parcel

Extra distribution: If delivery cannot be made because the consignee was not available, the goods are brought back and a new delivery is arranged following agreement with the consignee, subject to a minimum extra charge of:

SEK 89 /consignment

## Revised delivery terms/disposal (international)

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped

The term 'amended disposal' refers to those cases where the consignor, by virtue of right of disposal, amends the transport instruction.

The charge for amended disposal is:

SEK 450/consignment

## Amended disposal (domestic)

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### DB SCHENKER | system premium | system | system home | part load | full load | coldsped | parcel

The term 'amended disposal' refers to those cases where the consignor, with the support of right of disposal, amends the transport instruction.

The charge for amended disposal is:

SEK 250 /consignment

## Exceeded product terms (domestic)

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### DB SCHENKER | system | system home | part load | full load | coldsped | parcel

For items and/or consignments exceeding the terms for maximal dimensions and weight limits there is a charge of  
SEK 415 /consignment

### DB SCHENKER | parcel box

Items exceeding the terms for maximal dimensions and weigh limits for delivery boxes will, when possible, be redirected to nearest parcel shop.

### DB SCHENKER | system premium

For items and/or consignments exceeding the terms for maximal dimensions and weight limits there is a charge of  
SEK 415 /consignment  
as well as debiting according to a special rate



## CHAPTER C.

# Combiterms 2011

Incoterms 2010

## Combiterms 2011 – Land transport

**In the case of cross-border transport assignments, DB Schenker makes use of the Combiterms 2011 rules.**

Combiterms were first published in 1969 and with this version they have been updated four times. This takes place each time in association with the corresponding revision of Incoterms, which are the interpretation rules for the International Chamber of Commerce for the more important delivery clauses in world trade.

Combiterms, which do not compete with Incoterms, are an aid when translating the legal text Incoterms into a cost division between seller and buyer.

In a simple and easily understandable way, Combiterms show the costs which arise in conjunction with crossborder transport. Examples of such costs are collection, storage, loading, unloading and distribution. Other examples are customs, taxes and charges as well as the CIP insurance costs clause.

Particularly in conjunction with the transport of groupage, costs arise which could be difficult to divide between seller and buyer. Combiterms solve this by combining the

terms of trade with an easily understandable system for dividing costs between the parties. The risk of interpretation problems is reduced.

To further avoid different interpretations, DB Schenker has employed the practice of agreeing with the customer on the application of a cost division before the transport assignment is performed.

Under the heading 'Remarks' points 1-2, there is clarification of the interpretation of 'terminal' in the export country and the import country as well as freight paid and excluding costs.

On the DB Schenker website, [www.dbschenker.com/se](http://www.dbschenker.com/se) you can find PDF files with Combiterms 2011 – Land transport, which are applied by DB Schenker.

For further information, you are always welcome to contact your nearest DB Schenker office



## Combiterms 2011

Summary of cost allocation between Seller and Buyer according to Incoterms 2010 – all land transport

	0001 EXW	0002 FCA	0005 CPT	0010 CIP	0014 DAT	0018 DAP	0022/0025 DDP
	Ex works (State place of delivery)	Free Carrier (State place of delivery)	Carriage Paid To (State destination)	Carriage and Insurance Paid to (State destination)	Delivered At Terminal (State terminal at the port or at the destination) <sup>2)</sup>	Delivered At Place (State destination)	Delivered Duty Paid (State destination)
<b>The risk passes to the Buyer when</b>	the goods are made available by the Seller to the Buyer	the goods are handed over to the carrier	the goods are handed over to the carrier	the goods have arrived at the destination, not unloaded	the goods have arrived at the unloading port, unloaded	the goods have arrived at the destination, not unloaded	the goods have arrived at the destination, not unloaded
<b>Local pre-transport</b>	B	S <sup>2)</sup>	S	S	S	S	S
<b>Draw up freight agreement</b>	B	B	S	S	S	S	S
<b>Loading</b>	B	B	S	S	S	S	S
<b>Insurance of main transport</b>	B	B	B	S	S	S	S
<b>Unloading</b>	B	B	B	B	S	B	B
<b>Import charge, such as customs charge</b>	B	B	B	B	B	B	S
<b>Local onward transport</b>	B	B	B	B	B	B	B

**B = Buyer pays S = Seller pays**

<sup>1)</sup> Terminal means a goods terminal, railway station, quayside area/ port warehouse and airport. Normally, this means the terminal and customs service (e.g. bonded warehouse) in the import country.

<sup>2)</sup> If the buyer's carrier collects the goods from the seller, handover takes place when the goods have been loaded onto the vehicle. If the seller places the goods at the disposal of the carrier, handover takes place when the goods have arrived at the carrier.

It should be noted that VAT and other taxes that are to be paid in conjunction with import must be paid by the Seller unless the purchase agreement specifically states otherwise in terms and conditions of delivery 0022/DDP. If there is no agreement, which ought to be in writing, the Buyer can maintain that the Seller must pay all costs, including customs and VAT in the import country. In the case of 0025/DDP, the conditions are free duty paid, excluding stated charges.